Hernando County

Board of County Commissioners

Land Use Meeting

Minutes

December 2, 2025

CALL TO ORDER

The meeting was called to order at 9:00 a.m. on Tuesday, December 2, 2025, in the John Law Ayers County Commission Chambers, Government Center, Brooksville, Florida.

Attendee Name	Title
Jerry Campbell	Chairman
Ryan Amsler	Vice Chairman
Steve Champion	Second Vice Chairman
John Allocco	Commissioner
Brian Hawkins	Commissioner
Omar DePablo	Development Services Director
Kay Griffith	Planning Manager
Scott Herring	Public Works Director/County Engineer
Jon Jouben	County Attorney
Michelle Miller	Senior Planner
Gordon Onderdonk	Utilities Director
Paige Jefferys	Deputy Clerk
Heidi Prouse	Deputy Clerk

Invocation

Pledge of Allegiance

AGENDA

Motion
To approve the Agenda.

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

CONSENT AGENDA

Release of Maintenance Bond for Cabot Citrus Offsite Force Main

Resolution Ratifying Denial of Rezoning Petition Submitted by Mark Keschl of Meridien Development, LLC, on Behalf of Kenneth L. Haber, Martha Haber, Gary Haber and Evelyn Haber for Property Located on Commercial Way (H2482)

Motion
To approve the Consent Agenda (Resolution No. 2025-204).

RESULT:	**ADOPTED**
MOVER:	John Allocco
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

CORRESPONDENCE TO NOTE

Notice of Approval of Conditional Use Permit Actions Taken by Planning and Zoning Commission on November 10, 2025

Notice of Special Exception Use Permit Action Taken by Planning and Zoning Commission on November 10, 2025

There was Board consensus to rehear the special exception request (SE2514) at a future Board meeting.

(Note: The consensus pertained to a request for appeal to the decision made by the Planning and Zoning Commission denying the request for a Special Exception Use Permit for a Place of Public Assembly, Namely, a Venue for Special Events.)

DEVELOPMENT SERVICES PLANNING DIRECTOR OMAR DEPABLO

Discussion Regarding Potential Minor Code of Ordinance Revisions Pertaining to County Operations

Comm. Champion temporarily left the meeting and returned shortly thereafter.

Chairman Campbell passed the gavel to Vice Chairman Amsler and temporarily left the meeting, and upon returning shortly thereafter, he resumed the Chairmanship.

RECESS/RECONVENE

The Board recessed at 11:25 a.m. and reconvened at 11:35 a.m.

PUBLIC HEARINGS

Proofs of publication of Notices of Public Hearing were noted for the scheduled public hearings.

Ex Parte Communications

Chairman Campbell and Comms. Amsler, Champion, Allocco and Hawkins announced the ex parte communications that they had had concerning the quasi-judicial petitions being considered at this meeting.

County Attorney Jon Jouben advised the Commissioners that any ex parte communications, however received, could play no part in their deliberations.

Adoption of Informational Packet

The Agenda packet that was submitted to the Board included written information regarding the cases to be considered which needed to be accepted into evidence for the hearings.

The staff recommended that the Board accept the Agenda packet, including the staff reports, into evidence as if read aloud in their entirety.

Motion
To approve.

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

Petition Submitted by J. Santos Delgado Guzman to Vacate Utility and Drainage Easements Located in Ridge Manor Estates

There was no public input.

Motion
To approve the staff recommendation (Resolution No. 2025-205).

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

Rezoning Petition Submitted by EFE, Inc., for Property Located on Cortez Boulevard (H2532)

There was no public input.

Motion
To approve the staff recommendation (Resolution No. 2025-206).

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

Rezoning Petition Submitted by David Kato on Behalf of D.R. Horton, Inc., for Property Located on Waterfall Drive (H2531)

There was no public input.

Comm. Champion made the following Motion.

Motion
To approve.

The Motion died for lack of a second.

Comm. Hawkins made the following Motion.

Motion
To deny (Resolution No. 2025-207).

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	John Allocco
AYES:	Campbell, Amsler, Allocco and Hawkins
NAYES:	Champion

Rezoning Petition Submitted by Robert L. Davis, Jr., and Tonda J. Davis for Property Located on Octavia Lane (H2525)

There was no public input.

Motion
To approve the staff recommendation (Resolution No. 2025-208).

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

Rezoning Petition Submitted by Riopelle Properties, LLC, on Behalf of Lee Kelso Pedone, Ariana Dairy Farm, Inc., and Lee Kelso Pedone Trustee or His Successors in Interest of Lee Kelso Trust Dated June 24, 2021, as Amended July 12, 2022, for Property Located on Kettering Road and Dashbach Street (H2526)

Comm. Amsler temporarily left the meeting and returned shortly thereafter.

The Board accepted public input on this matter.

Comm. Champion made the following Motion.

Motion
To approve with the enhanced buffer on the south side, including the cedar trees as agreed to and the construction buffer as agreed to.

Comm. Champion clarified his Motion as follows:

Clarification to Motion
To include the monotony control throughout the whole development.

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Champion, Allocco and Hawkins
NAYES:	Amsler

Second Public Hearing to Consider Ordinance Relating to Administrative Approval of Plats and Replats Pursuant to Florida Statute § 177.071

There was no public input.

Motion
To approve the staff recommendation (Ordinance No. 2025-17).

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

DEVELOPMENT SERVICES PLANNING DIRECTOR OMAR DEPABLO

Amended and Restated Development Agreement for Sunrise Combined-Planned Development Project

Motion
To approve the staff recommendation.

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	Ryan Amsler
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

Petition Submitted by Louis Carastro and Helen J. Carastro for Hardship Relief From Subdivision Regulations for Property Located on Centralia Road

Motion
To approve the staff recommendation (Resolution No. 2025-210).

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Ryan Amsler
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

BOARD OF COUNTY COMMISSIONERS

The Board commented on various issues.

ADJOURNMENT

The meeting was adjourned at 1:35 p.m.

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Carrie Cline
Initiator: Omar DePablo
DOC ID: 16719
Legal Request Number:
Bid/Contract Number:

TITLE

Release of Maintenance Bond for Cabot Citrus Offsite Force Main

RESULT:	**ADOPTED**
MOVER:	John Allocco
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

BOND NO. 800171696

MAINTENANCE BOND

BY THIS BOND WE, CABOT CITRUS, LLC, as Principal, and ATLANTIC SPECIALTY INSURANCE COMPANY, as Surety, are bound to Hernando County, Florida, a political subdivision of the State of Florida, hereinafter "County", in the sum of ($ 226,036.80) for the payment of which we bind ourselves, our heirs, personal representatives, successors and assigns, jointly and severally, firmly by these presents:

WHEREAS, the above-named Principal has applied, or will apply, to the County for approval of a plat of a certain area of land within Hernando County, Florida, to be known as Offsite Force Main CEA Job# 22009-8(Project) and has agreed, or is required, as a condition to the approval of said plat by the County or pursuant to Land Development Regulations, to maintain all required, approved, or dedicated improvements, which improvements consist of, but are not necessarily limited to, roads, drainage, sewer and water lines, and all other improvements installed in connection with the Project; and,

WHEREAS, the approval of said plat by the County is further conditioned upon the furnishing of an adequate Surety Bond to the County pursuant to the County's Land Development Regulations.

NOW, THEREFORE, THE CONDITION OF THIS BOND is such that if the Principal:

A. Shall maintain all improvements within the project for a period of eighteen (18) months from the date established by the county for the beginning of the maintenance period; and

B. During such maintenance period, shall provide any maintenance repairs required by the county to ensure the integrity of the improvements, as designed and constructed, is maintained, including but not limited to:

(1) Repair and/or replacement of pavement, culverts, catch basins, etc;

(2) Control of erosion, replacement of sod, removal of soil washed into the street or drainage system;

(3) Maintenance and/or replacement of regulatory signs and markings;

(4) Maintenance of sewer lines, force mains, lift stations and wastewater treatment plants if approved and maintenance of water plants and distribution systems; and

C. Shall reimburse the County or district for any and all repairs it might make to the systems during the maintenance period; and

D. Shall submit written requests for an inspection of all improvements to the County's Utilities and Public Works Departments, as applicable, at least sixty (60) days prior to the termination of the completion period;

then this obligation shall be void. Otherwise, it remains in full force and effect.

AND the said Surety, for value received, hereby stipulates and agrees that no change involving an extension of time, alterations, or additions to the terms of the improvements to be made hereunder, or in the plans, specifications and schedules covering the same, shall in any way affect the obligation of said Surety on this bond and the Surety does hereby waive notice of any such changes.

THIS BOND shall be for the use and benefit of the County if it should elect to proceed with said work upon the failure of the Principal to maintain the improvements in connection with the Project for a period of eighteen (18) months from the date established by the county for the beginning of the maintenance period, or any subsequent date provided through an agreement between the Principal and the County for an extension of time.

IT IS FURTHER understood that should Hernando County, Florida be required to institute legal proceedings in order to collect any funds under this bond, Cabot Citrus, LLC (Principal) shall be responsible for attorney's fees and court costs incurred by the County.

IN WITNESS THEREOF, the Principal and the Surety have caused these presents to be duly executed this 28th day of May, 2024.

Cabot Citrus, LLC
PRINCIPAL

By: _____
Name: _____
Title: _____

_____
Witness

Atlantic Specialty Insurance Company
SURETY

By: Elizabeth K Sterling
Name: Elizabeth K. Sterling
Title: Attorney in Fact

George Douaire
Witness George Douaire

intact INSURANCE

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that ATLANTIC SPECIALTY INSURANCE COMPANY, a New York corporation with its principal office in Plymouth, Minnesota, does hereby constitute and appoint: **Elizabeth K Sterling, Benjamin A Stahl, Megan K. Douaire**, each individually if there be more than one named, its true and lawful Attorney-in-Fact, to make, execute, seal and deliver, for and on its behalf as surety, any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof; provided that no bond or undertaking executed under this authority shall exceed in amount the sum of: **unlimited** and the execution of such bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof in pursuance of these presents, shall be as binding upon said Company as if they had been fully signed by an authorized officer of the Company and sealed with the Company seal. This Power of Attorney is made and executed by authority of the following resolutions adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the President, any Senior Vice President or Vice-President (each an "Authorized Officer") may execute for and in behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and affix the seal of the Company thereto; and that the Authorized Officer may appoint and authorize an Attorney-in-Fact to execute on behalf of the Company any and all such instruments and to affix the Company seal thereto; and that the Authorized Officer may at any time remove any such Attorney-in-Fact and revoke all power and authority given to any such Attorney-in-Fact.

Resolved: That the Attorney-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed and sealed by an Authorized Officer and, further, the Attorney-in-Fact is hereby authorized to verify any affidavit required to be attached to bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under the authority of the following Resolution adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the signature of an Authorized Officer, the signature of the Secretary or the Assistant Secretary, and the Company seal may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing an Attorney-in-Fact for purposes only of executing and sealing any bond, undertaking, recognizance or other written obligation in the nature thereof, and any such signature and seal where so used, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, ATLANTIC SPECIALTY INSURANCE COMPANY has caused these presents to be signed by an Authorized Officer and the seal of the Company to be affixed this first day of January, 2023.

ATLANTIC SPECIALTY INSURANCE COMPANY CORPORATE SEAL 1986 NEW YORK

By _____
Sarah A. Kolar, Vice President and General Counsel

STATE OF MINNESOTA
HENNEPIN COUNTY

On this first day of January, 2023, before me personally came Sarah A. Kolar, Vice President and General Counsel of ATLANTIC SPECIALTY INSURANCE COMPANY, to me personally known to be the individual and officer described in and who executed the preceding instrument, and she acknowledged the execution of the same, and being by me duly sworn, that she is the said officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the seal of said Company and that the said seal and the signature as such officer was duly affixed and subscribed to the said instrument by the authority and at the direction of the Company.

ALISON DWAN NASH-TROUT
NOTARY PUBLIC - MINNESOTA
My Commission Expires
January 31, 2025

_____
Notary Public

I, the undersigned, Secretary of ATLANTIC SPECIALTY INSURANCE COMPANY, a New York Corporation, do hereby certify that the foregoing power of attorney is in full force and has not been revoked, and the resolutions set forth above are now in force.

Signed and sealed. Dated 28th day of May, 2024

ATLANTIC SPECIALTY INSURANCE COMPANY CORPORATE SEAL 1986 NEW YORK

_____
Kara L.B. Barrow, Secretary

This Power of Attorney expires
January 31, 2025

Please direct bond verifications to surety@intactinsurance.com

then this obligation shall be void. Otherwise, it remains in full force and effect.

AND the said Surety, for value received, hereby stipulates and agrees that no change involving an extension of time, alterations, or additions to the terms of the improvements to be made hereunder, or in the plans, specifications and schedules covering the same, shall in any way affect the obligation of said Surety on this bond and the Surety does hereby waive notice of any such changes.

THIS BOND shall be for the use and benefit of the County if it should elect to proceed with said work upon the failure of the Principal to maintain the improvements in connection with the Project for a period of eighteen (18) months from the date established by the county for the beginning of the maintenance period, or any subsequent date provided through an agreement between the Principal and the County for an extension of time.

IT IS FURTHER understood that should Hernando County, Florida be required to institute legal proceedings in order to collect any funds under this bond, HDP Whiting Estates, LLC (Principal) shall be responsible for attorney's fees and court costs incurred by the County.

IN WITNESS THEREOF, the Principal and the Surety have caused these presents to be duly executed this 10th day of June, 2024.

Witness

HDP Whiting Estates, LLC
PRINCIPAL

By:
Name:
Title:

Witness Tariese M. Pisciotto

XL Specialty Insurance Company
SURETY

By:
Name: James I. Moore
Title: Attorney-In-Fact

Power of Attorney
XL Specialty Insurance Company
XL Reinsurance America Inc.

BOND NUMBER US00134880SU24A
LIMITED POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That XL Specialty Insurance Company, a Delaware insurance companies with offices located at 505 Eagleview Blvd., Exton, PA 19341, and XL Reinsurance America Inc., a New York insurance company with offices located at 70 Seaview Avenue, Stamford, CT 06902, , do hereby nominate, constitute, and appoint:

James I. Moore

each its true and lawful Attorney(s)-in-fact to make, execute, attest, seal and deliver for and on its behalf, as surety, and as its act and deed, where required, any and all bonds and undertakings in the nature thereof, , for the penal sum of no one of which is in any event to exceed $100,000,000.00.

Such bonds and undertakings, when duly executed by the aforesaid Attorney (s) - in - Fact shall be binding upon each said Company as fully and to the same extent as if such bonds and undertakings were signed by the President and Secretary of the Company and sealed with its corporate seal.

The Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Board of Directors of each of the Companies on the 26th day of July 2017.

RESOLVED, that Gary Kaplan, Daniel Riordan, Maria Duhart, Gregory Boal and Kevin Mirsch are hereby appointed by the Board as authorized to make, execute, seal and deliver for and on behalf of the Company, any and all bonds, undertakings, contracts or obligations in surety or co-surety with others and that the Secretary or any Assistant Secretary of the Company be and that each of them hereby is authorized to attest the execution of any such bonds, undertakings, contracts or obligations in surety or co-surety and attach thereto the corporate seal of the Company.

RESOLVED, FURTHER, that Gary Kaplan, Daniel Riordan, Maria Duhart, Gregory Boal and Kevin Mirsch each is hereby authorized to execute powers of attorney qualifying the attorney named in the given power of attorney to execute, on behalf of the Company, bonds and undertakings in surety or co-surety with others, and that the Secretary or any Assistant Secretary of the Company be, and that each of them is hereby authorized to attest the execution of any such power of attorney, and to attach thereto the corporate seal of the Company.

RESOLVED, FURTHER, that the signature of such officers named in the preceding resolutions and the corporate seal of the Company may be affixed to such powers of attorney or to any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be thereafter valid and binding upon the Company with respect to any bond, undertaking, contract or obligation in surety or co-surety with others to which it is attached.

IN WITNESS WHEREOF, the XL SPECIALTY INSURANCE COMPANY has caused its corporate seal to be hereunto affixed, and these presents to be signed by its duly authorized officers this April 13th, 2018.

XL SPECIALTY INSURANCE COMPANY

XL SPECIALTY INSURANCE COMPANY CORPORATE SEAL DELAWARE

by: Gregory Boal, VICE PRESIDENT

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

Attest: Kevin M. Mirsch, ASSISTANT SECRETARY

On this 13th day of April, 2018, before me personally came Gregory Boal to me known, who, being duly sworn, did depose and say: that he is Vice President of XL SPECIALTY INSURANCE COMPANY, described in and which executed the above instrument; that he knows the seals of said Companies; that the seals affixed to the aforesaid instrument is such corporate seals and were affixed thereto by order and authority of the Boards of Directors of said Companies; and that he executed the said instrument by like order.

REBECCA C. SHALHOUB COMMONWEALTH OF PENNSYLVANIA NOTARY PUBLIC

Commonwealth of Pennsylvania - Notary Seal
Rebecca C. Shalhoub, Notary Public
Northampton County
My commission expires April 28, 2024
Commission number 1268765
Member, Pennsylvania Association of Notaries

Rebecca C. Shalhoub, NOTARY PUBLIC

SB0042

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

I, Kevin M. Mirsch, Assistant Secretary of XL SPECIALTY INSURANCE COMPANY, a corporation of the State of Delaware, do hereby certify that the above and forgoing is a full, true and correct copy of a Power of Attorney issued by said Companies, and that I have compared same with the original and that it is a correct transcript therefrom and of the whole of the original and that the said Power of Attorney is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Corporation, at the City of Exton, this 10th day of June, 2024

XL SPECIALTY INSURANCE COMPANY CORPORATE SEAL DELAWARE

Kevin M. Mirsch, ASSISTANT SECRETARY

IN WITNESS WHEREOF, XL REINSURANCE AMERICA INC. has caused its corporate seal to be hereunto affixed, and these presents to be signed by its duly authorized officers this 13th day of April, 2018.

XL REINSURANCE AMERICA INC. CORPORATE SEAL NEW YORK

XL REINSURANCE AMERICA INC.

by: Gregory Boal, VICE PRESIDENT

Attest: Kevin M. Mirsch, ASSISTANT SECRETARY

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

On this 13th day of April, 2018, before me personally came Gregory Boal to me known, who, being duly sworn, did depose and say: that he is Vice President of XL REINSURANCE AMERICA INC., described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the aforesaid instrument is such corporate seal and was affixed thereto by order and authority of the Board of Directors of

REBECCA C. SHALHOUB COMMONWEALTH OF PENNSYLVANIA NOTARY PUBLIC

Commonwealth of Pennsylvania - Notary Seal
Rebecca C. Shalhoub, Notary Public
Northampton County
My commission expires April 28, 2024
Commission number 1268765
Member, Pennsylvania Association of Notaries

Rebecca C. Shalhoub, NOTARY PUBLIC

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

I, Kevin M. Mirsch, Assistant Secretary of XL REINSURANCE AMERICA INC. a corporation of the State of New York, do hereby certify that the person who executed this Power of Attorney, with the rights, respectively of XL REINSURANCE AMERICA INC., do hereby certify that the above and forgoing is a full, true and correct copy of a Power of Attorney issued by said Corporation, and that I have compared same with the original and that it is a correct transcript therefrom and of the whole original and that the said Power of Attorney is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Corporation, at the City of Exton, this 10th day of June, 2024

XL REINSURANCE AMERICA INC. CORPORATE SEAL NEW YORK

Kevin M. Mirsch, ASSISTANT SECRETARY

This Power of Attorney may not be used to execute any bond with an inception date 4/28/2024 12:00:00AM

SB0042

STATE OF ILLINOIS

COUNTY OF DUPAGE}

On June 10, 2024, before me, Tariese M. Pisciotto, a Notary Public in and for said County and State, residing therein, duly commissioned and sworn, personally appeared, James I. Moore known to me to be Attorney-in-Fact of XL Specialty Insurance Company, the corporation described in and that executed the within and foregoing instrument, and known to me to be the person who executed the said instrument in behalf of the said corporation, and duly acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year stated in this certificate above.

My Commission Expires, June 26, 2026

Tariese M. Pisciotto, Notary Public

Commission No.560807

OFFICIAL SEAL
TARIESE M. PISCIOTTO
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES June 26, 2026

AON

May 20, 2024

Marcus Motes
CABOT CITRUS, LLC
17590 Ponce De Leon Blvd.
Brooksville, FL 34614

RE: HERNANDO COUNTY, FLORIDA
Bond #: 800171696
Project: CABOT CITRUS OFFSITE FORCE MAIN CEA Job No. 22009-8
Contract Amount: $1,130,184.00

Dear Marcus Motes:

Enclosed please find the above captioned bond(s) executed per your request.

The bond(s) must be signed by an authorized representative of your company, notarized and sealed with the corporate seal if applicable. Bond executed in 1 counterparts.

It is your responsibility to carefully review the bond(s) prior to execution to verify they have been presented on the correct form with the appropriate names(s), bond amounts and dates, and to ensure the bond(s) conform with your needs and instructions to us and provide the appropriate terms to all parties. Any discrepancies, deficiencies or modifications must immediately be brought to our attention, in writing. Failing such advice to us, you understand we will have no liability for any deficiencies or discrepancies in or required modifications to the bond(s).

By affixing your signature, executing and providing this bond(s) to the obligee you are verifying and, we will justifiably assume, the bond(s) has been issued correctly with the best interests and requirements of all parties being properly considered.

Sincerely,

Liz Sterling
Record #: 2960757

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Michelle Miller
Initiator: Omar DePablo
DOC ID: 16707
Legal Request Number: 25-315-13
Bid/Contract Number:

TITLE

Resolution Ratifying Denial of Rezoning Petition Submitted by Mark Keschl of Meridien Development, LLC, on Behalf of Kenneth L. Haber, Martha Haber, Gary Haber and Evelyn Haber for Property Located on Commercial Way (H2482)

RESULT:	**ADOPTED**
MOVER:	John Allocco
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: Mark Keschl of Meridien Development LLC on behalf of Kenneth L. Haber, Martha Haber, Gary Haber, and Evelyn Haber,

FILE NUMBER: H-24-82

REQUEST: Rezoning from PDP(SU)/Planned Development Project (Special Use) to PDP(GC)/Planned Development Project (General Commercial) with a Specific C-2 use for drive-in restaurant with deviations

GENERAL LOCATION: Northeast corner of Commercial Way and Spring Hill Drive

PARCEL KEY NUMBERS: 411931

REQUEST: Rezoning from PDP(SU)/Planned Development Project (Special Use) to PDP(GC)/Planned Development Project (General Commercial) with a Specific C-2 use for drive-in restaurant with deviations as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting DENIAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is NOT consistent with the County's adopted Comprehensive Plan and is NOT compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is NOT consistent with the County's adopted Comprehensive Plan and is NOT compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby DENIES Rezoning from PDP(SU)/Planned Development Project (Special Use) to PDP(GC)/Planned Development Project (General Commercial) with a Specific C-2 use for drive-in restaurant with deviations as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

INSTR #2025084844 BK: 4644 PG: 1162 Page 1 of 2
FILED & RECORDED 12/10/2025 9:00 AM LS Deputy Clk
Doug Chorvat, Jr., HERNANDO County Clerk of the Circuit Court
Rec Fees: $18.50

RESOLUTION NO. 2025 - 204

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: Mark Keschl of Meridien Development LLC on behalf of Kenneth L. Haber, Martha Haber, Gary Haber, and Evelyn Haber,

FILE NUMBER: H-24-82

REQUEST: Rezoning from PDP(SU)/Planned Development Project (Special Use) to PDP(GC)/Planned Development Project (General Commercial) with a Specific C-2 use for drive-in restaurant with deviations

GENERAL LOCATION: Northeast corner of Commercial Way and Spring Hill Drive

PARCEL KEY NUMBERS: 411931

REQUEST: Rezoning from PDP(SU)/Planned Development Project (Special Use) to PDP(GC)/Planned Development Project (General Commercial) with a Specific C-2 use for drive-in restaurant with deviations as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting DENIAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is NOT consistent with the County's adopted Comprehensive Plan and is NOT compatible with the surrounding land uses.

CONCLUSIONS OF LAW:

The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is NOT consistent with the County's adopted Comprehensive Plan and is NOT compatible with the surrounding land uses.

ACTION:

After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby DENIES Rezoning from PDP(SU)/Planned Development Project (Special Use) to PDP(GC)/Planned Development Project (General Commercial) with a Specific C-2 use for drive-in restaurant with deviations as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE 2nd DAY OF December 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prouse, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: Jerry Campbell
Name: Jerry Campbell
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Administration
Prepared By: Colleen Conko
Initiator: Jeffrey Rogers
DOC ID: 16718
Legal Request Number:
Bid/Contract Number:

TITLE

Notice of Approval of Conditional Use Permit Actions Taken by Planning and Zoning Commission on November 10, 2025

November 10, 2025

MEMORANDUM

TO: Honorable Chairman and Members of the Board of County Commissioners

VIA: Jeffrey Rogers, County Administrator
County Administrator's Office

FROM: Cesar Omar DePablo, Development Services Director

SUBJECT: **Conditional Use Actions by the Planning and Zoning Commission on November 10, 2025**

For the Board's information, on November 10, 2025, the Planning and Zoning Commission (P&Z) held a duly advertised public hearing to consider an advertised request for a Conditional Use Permit(s). Attached to this memorandum is (are) the staff report(s) and action(s) of the P&Z on the Conditional Use Permit request(s) at that scheduled public hearing.

A notification letter was sent on Wednesday, November 12, 2025, to inform the petitioner(s) of the P&Z action(s). According to Appendix A, Zoning, Article V, Section 4(F) of the Hernando County Code of Ordinances, the Board of County Commissioners, by a majority vote, may decide to review any conditional use permit decision rendered by the P&Z. If at least a majority (three (3) members) of the governing body do not vote to review the P&Z decision within thirty (30) days, which would be Wednesday, December 10, 2025, (calculated from the date of the P&Z decision), the P&Z decision shall be deemed final and subject only to review by the circuit court.

The review of decision by the BCC would occur on the regular BCC hearing date of Tuesday, January 6, 2025, (calculated from the date of the P&Z decision). "Public notice" for this hearing shall mean publication of notice of the time, place and purpose of such hearing one (1) time in a newspaper of general circulation in the county, such publication to be at least five (5) days prior to such hearing, and such notice shall be posted in a conspicuous place or places around such lots, parcels, or tracts of land as may be involved in the hearing. Affidavit proof of the required publication and posting of the notice shall be presented at the hearing.

The Board may affirm, modify or reverse the decision of the P&Z at the hearing.

Copies: Applicant's File

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: November 10, 2025
APPLICANT:	Roberto & Andrea Heinz
FILE NUMBER:	CU-25-07
REQUEST:	Conditional Use Permit for a Second Residence
GENERAL LOCATION:	South side of Cornerstone Road approximately 350 feet from Softstone Drive.
PARCEL KEY NUMBER:	584843

APPLICANT'S REQUEST

The petitioner's request is for approval of a Conditional Use Permit for a Second Residence on a 1.24-acre parcel in the Ridge Manor Estates Subdivision. The petitioner's requesting the second residence for their son. Due to the health of the petitioner's son, placement of a tiny home on the property is requested to provide a secondary living area allowing for privacy and medical assistance. The petitioner has provided a letter from a physician indicating that it would be beneficial for the petitioner's son to live near family members for continuing care.

SITE CHARACTERISTICS

Site Size	1.24 Acres	
Surrounding Zoning; Land Uses	North:	R1-C (Residential)
	South:	Conservation
	East:	R1-C (Residential)
	West:	R1-C (Residential)
Current Zoning:	R1-C (Residential)	
Future Land Use Map Designation:	Rural	

UTILITIES REVIEW

HCUD does not currently supply water or wastewater service to this parcel. Water and wastewater service are not available to this parcel. HCUD has no objection to the conditional use permit to allow adding a second dwelling (Tiny Home) on parcel to care for a family member.

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

ENGINEERING REVIEW

The County Engineer has reviewed the petitioner's request and has no comments.

LAND USE REVIEW

Minimum Building Setbacks Required in the R1-C (Residential) District:

- Front: 25'
- Side: 10'
- Rear: 20'

A conditional use permit is intended to be used as a special permit which temporarily allows uses not otherwise permitted by the ordinance. The Commission can grant a conditional use permit for a period up to two years if they determine that a hardship exists.

NOTICE OF APPLICANT RESPONSIBILITY

The conditional use permit process is a land use determination and does not constitute a permit for either construction, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

STAFF RECOMMENDATION:

It is recommended that the Planning and Zoning Commission determine whether a hardship exists; if such a determination is made, the Planning & Zoning Commission may approve the request for a second dwelling with the following performance conditions:

1. The petitioner shall obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. The petitioner shall remove the second residence upon expiration of the permit, or when the hardship no longer exists.

3. The conditional use permit shall expire on November 10, 2027.

4. Applicant shall coordinate with the Florida Department of Health for any septic system upgrades.

PLANNING AND ZONING COMMISSION ACTION:

On November 10, 2025, the Planning and Zoning Commission voted 5-0 to approve the request for a second dwelling with the following performance conditions:

1. The petitioner shall obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. The petitioner shall remove the second residence upon expiration of the permit, or when the hardship no longer exists.

3. The conditional use permit shall expire on November 10, 2027.

4. Applicant shall coordinate with the Florida Department of Health for any septic system upgrades.

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: November 10, 2025
APPLICANT:	Francis McLaughlin
FILE NUMBER:	CU-25-08
REQUEST:	Conditional Use Permit for a Second Residence
GENERAL LOCATION:	Frontage on Baily Hill Road approximately 1653 feet from Citrus Way
PARCEL KEY NUMBER:	1090312

APPLICANT'S REQUEST

The petitioner's request is for approval of a Conditional Use Permit for a Second Residence on their 2.5-acre agricultural parcel for their son. The petitioner has provided a letter from a physician indicating that it would be beneficial for the petitioner's son to live near family members for continuing care.

SITE CHARACTERISTICS

Site Size	2.5 Acres	
Surrounding Zoning; Land Uses	North:	Conservation
	South:	AG (Agricultural)
	East:	Mining
	West:	AG (Agricultural)
Current Zoning:	R1-C (Residential)	
Future Land Use Map Designation:	Rural	

UTILITIES REVIEW

Hernando County Utilities Department (HCUD) does not currently supply water or wastewater service to this parcel. Water and wastewater service are not available to this parcel. HCUD has no objection to the conditional use permit.

ENGINEERING REVIEW

The County Engineer has reviewed the petitioner's request and has the following comments: Applicant must obtain a Right of Way Use Permit to Pave driveway apron to Hernando County Facility Design Guideline IV-26/Residential Connection standards- to protect the paved roadway edge of Bailey Hill Road.

LAND USE REVIEW

Minimum Building Setbacks Required in the AG (Agricultural) District:

- Front: 75'
- Side: 35'
- Rear: 35'

A conditional use permit is intended to be used as a special permit which temporarily allows uses not otherwise permitted by the ordinance. The Commission can grant a conditional use permit for a period up to two years if they determine that a hardship exists.

NOTICE OF APPLICANT RESPONSIBILITY

The conditional use permit process is a land use determination and does not constitute a permit for either construction, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

STAFF RECOMMENDATION:

It is recommended that the Planning and Zoning Commission determine whether a hardship exists; if such a determination is made, the Planning & Zoning Commission may approve the request for a second dwelling with the following performance conditions:

1. The petitioner shall obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.
2. The petitioner shall remove the second residence upon expiration of the permit, or when the hardship no longer exists.
3. Applicant must obtain a Right of Way Use Permit to Pave driveway apron to Hernando County Facility Design Guidelines to protect the paved roadway edge of Bailey Hill Road.
4. The conditional use permit shall expire on November 10, 2027.
5. Applicant shall coordinate with the Florida Department of Health for any septic system upgrades.

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

PLANNING AND ZONING COMMISSION ACTION

On November 10, 2025, the Planning and Zoning Commission voted 5-0 to approve the request for a second dwelling with the following performance conditions:

1. The petitioner shall obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.
2. The petitioner shall remove the second residence upon expiration of the permit, or when the hardship no longer exists.
3. Applicant must obtain a Right of Way Use Permit to Pave driveway apron to Hernando County Facility Design Guidelines to protect the paved roadway edge of Bailey Hill Road.
4. The conditional use permit shall expire on November 10, 2027.
5. Applicant shall coordinate with the Florida Department of Health for any septic system upgrades.

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: November 10, 2025
APPLICANT:	BWR FL, LLC
FILE NUMBER:	CU-25-09
REQUEST:	Conditional Use Permit for a reconstituted Limestone Business
GENERAL LOCATION:	North side of Cortez Boulevard approximately 3,539 feet from Treiman Boulevard
PARCEL KEY NUMBER:	394086

APPLICANT'S REQUEST

The petitioner is requesting a Conditional Use Permit to operate a reconstituted limestone business on an active mining property owned by West Florida Aggregates. The proposed use will be located on 5 acres within a larger 544-acre parcel. The operation will include a 10,000-square-foot concrete pad where crushed limestone fines, cement, water, and compaction will be used to produce limestone blocks. A storage area will also be provided around the production area for loading and unloading, finished block and equipment.

The materials will be sourced by local quarry, which helps reduce transportation-related emissions. The finished products will be used in residential paving, building construction, and landscaping. These blocks offer improved thermal performance, contributing to energy savings in buildings. With a high Solar Reflective Index, they also help reduce the urban heat island effect. The products are durable, have a long lifespan, and reduce material waste and replacement costs. Additionally, they use less cement and water than traditional concrete masonry units, making them a more sustainable option.

SITE CHARACTERISTICS

Site Size	5 Acres out of 544.50 Acres
Surrounding Zoning; Land Uses	North: AG/ Minning South: AG/ Minning East: AG/ Mining West: AG/ Minning
Current Zoning:	Agriculture
Future Land Use Map Designation:	Mining

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

UTILITIES REVIEW

Hernando County Utilities Department (HCUD) does not currently supply water or wastewater service to this parcel. There is a 2" water main at the west side corner of Ridge manor Blvd, and a 4" force main on the west side of US 301. HCUD has no objection to the conditional use permit to produce reconstituted limestone on a portion of the parcel. Parcel Key# 394086.

ENGINEERING REVIEW

The subject site is on the North side of Cortez Boulevard approximately 3,539 feet from Treiman Boulevard. The County Engineer has reviewed the petitioner's request and provided the following comments:

1. State Road 50/Cortez Blvd. and U.S. 301/Treiman Blvd are both within the jurisdiction of FDOT/Florida Dept. of Transportation, Access Management and Drainage permits may be required.

2. No Limestone and/or Debris is to be tracked onto Treiman Blvd (US-301) or State Road 50/Cortez Blvd

LAND USE REVIEW

Minimum Building Setbacks Required in the Mining District:

- Front: 125'
- Side: 75'
- Rear:75'

A conditional use permit is intended to be used as a special permit which temporarily allows uses not otherwise permitted by the ordinance. The Commission can grant a conditional use permit for a period up to two years if they determine that a hardship exists.

Comments: Section 4, Conditional Use Permit, Section A, subsection (4): Temporary uses, other than those permitted by the administrative official pursuant to paragraph C. below, or as accessory uses and structures in all commercial districts.

NOTICE OF APPLICANT RESPONSIBILITY

The conditional use permit process is a land use determination and does not constitute a permit for either construction, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

P&Z CONDITIONAL USE RESULTS FROM NOVEMBER 10, 2025

STAFF RECOMMENDATION:

It is recommended that the Planning and Zoning Commission determine whether a need for a Temporary use permit exists; if such a determination is made, the Planning & Zoning Commission may approve the request for a Conditional Use permit for a reconstituted Limestone Business with the following performance conditions:

1. The reconstituted limestone operation shall be limited to a maximum of 5 acres as proposed.

2. Existing vegetation along the property boundary shall be maintained where feasible to provide visual buffering, particularly adjacent to any residential or rural areas.

3. The operation must comply with all applicable local, state, and federal environmental regulations, including stormwater management and dust control.
4. State Road 50/Cortez Blvd. and U.S. 301/Treiman Blvd are both within the jurisdiction of FDOT/Florida Dept. of Transportation, Access Management and Drainage permits may be required.

5. No Limestone and/or Debris is to be tracked onto Treiman Blvd (US-301) or State Road 50/Cortez Blvd

PLANNING AND ZONING COMMISSION ACTION:

On November 10, 2025, the Planning and Zoning Commission voted 5-0 to approve the request for a Conditional Use permit for a reconstituted Limestone Business with the following performance conditions:

1. The reconstituted limestone operation shall be limited to a maximum of 5 acres as proposed.

2. Existing vegetation along the property boundary shall be maintained where feasible to provide visual buffering, particularly adjacent to any residential or rural areas.

3. The operation must comply with all applicable local, state, and federal environmental regulations, including stormwater management and dust control.
4. State Road 50/Cortez Blvd. and U.S. 301/Treiman Blvd are both within the jurisdiction of FDOT/Florida Dept. of Transportation, Access Management and Drainage permits may be required.

5. No Limestone and/or Debris is to be tracked onto Treiman Blvd (US-301) or State Road 50/Cortez Blvd

6. The approval shall expire in 5 years on November 10th, 2030, or due to any code enforcement violations.

Meeting: 12/02/2025
Department: Administration
Prepared By: Colleen Conko
Initiator: Jeffrey Rogers
DOC ID: 16717
Legal Request Number:
Bid/Contract Number:

TITLE

Notice of Special Exception Use Permit Action Taken by Planning and Zoning Commission on November 10, 2025

November 10, 2025

MEMORANDUM

TO: Honorable Chairman and Members of the Board of County Commissioners

VIA: Jeffry Rogers, County Administrator
County Administrator's Office

FROM: Cesar Omar DePablo, Development Services Director
Planning and Zoning Department

SUBJECT: **Special Exception Actions by the Planning and Zoning Commission on November 10, 2025**

For the Board's information, on November 10, 2025, 2025, the Planning and Zoning Commission (P&Z) held a duly advertised public hearing to consider an advertised request for a Special Exception(s). Attached to this memorandum are the staff reports and actions of the P&Z on the special exception requests at that scheduled public hearing.

A notification letter was sent on Wednesday, November 12, 2025, to inform the petitioners of the P&Z actions. According to Appendix A, Zoning, Article V, Section 8(1) of the Hernando County Code of Ordinances, the Board of County Commissioners (BOCC), by a majority vote, may decide to review any special exception decision rendered by the P&Z. If at least a majority (three (3) members) of the governing body do not vote to review the P&Z decision within thirty (30) days, which would be Wednesday, December 10, 2025, the P&Z decision shall be deemed final and subject only to review by the circuit court. The review of the decision by the BOCC shall be at a public hearing held within sixty (60) days of the P&Z decision. The board has the authority to continue, on its own motion, to a later date a final decision on any special exception matter pending before it for review.

The review of decision by the BCC would occur on the regular BCC hearing date of Tuesday, January 6, 2026. "Public notice" for this hearing shall mean publication of notice of the time, place and purpose of such hearing one (1) time in a newspaper of general circulation in the county, such publication to be at least five (5) days prior to such hearing, and such notice shall be posted in a conspicuous place or places around such lots, parcels, or tracts of land as may be involved in the hearing. Affidavit proof of the required publication and posting of the notice shall be presented at the hearing.

The Board may affirm, modify, or reverse the decision of the P&Z at the hearing.

Copies: Applicant's File

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: November 10, 2025
APPLICANT:	Steven Berry and Christina Berry
FILE NUMBER:	SE-25-14
REQUEST:	Special Exception Use Permit for a Place of Public Assembly, namely, a Venue for Special Events
GENERAL LOCATION:	East side of Culbreath Road, approximately one (1) mile east along Mizelle Road
PARCEL KEY NUMBER:	1497213

APPLICANT'S REQUEST:

The petitioner is requesting approval of a Special Exception Use Permit to allow for a **Place of Public Assembly,** specifically to operate a venue for special events.

The subject property consists of **19.6 acres.** The applicant proposes utilizing approximately **5 acres** of the site to host weddings during the fall and spring months. It is anticipated that approximately **10 to 15 events per year** will be conducted.

An **existing wooden pole barn**, located on the west side of the property, will serve as the primary event structure. The barn is equipped with running water, one restroom/apartment area, fire extinguishers mounted throughout, and three garage doors to function as fire exits. The applicant further proposes the use of the surrounding grounds for event-related activities, including canopies/tents and mobile restroom facilities.

Access & Parking:

Access to the site is provided from **Culbreath Road** and via the private paved roadway, **Mizell Road**, which serves as the parcel's address. Parking will be accommodated within a designated grass area adjacent to Mizell Road, measuring approximately **50 feet by 80 feet**, with capacity for **20 - 30 vehicles**. Additional capacity may be provided within adjacent unused portions of the parcel, if necessary. Paved asphalt spaces adjacent to the barn will provide accessible/handicap parking. The applicant estimates that **no more than 30 trips per event** will be generated.

Operations:

Events will operate **seasonally** during the fall and spring months, with activities permitted between the hours of **9:00 a.m. and 10:00 p.m.** Setup and site tours will occur during the week, while events will primarily take place on weekends. A maximum of **50 attendees per event** is proposed. No staff will be employed, as the property owners intend to personally manage the events. Event services such as catering, photography, and music will be provided by third-party vendors contracted directly by event clients.

SITE CHARACTERISTICS:

Site Size:	19.6 acres
Surrounding Zoning & Land Uses:	North: AG (Agricultural); Mobile Home South: AG (Agricultural); Undeveloped East: AG (Agricultural); Single Family West: AG (Agricultural); Single Family
Current Zoning:	AG (Agricultural)
Future Land Use Map Designation:	Rural

UTILITIES REVIEW:

The Hernando County Utilities Department (HCUD) has indicated that the County does not currently supply water or sewer service to this parcel. Water and sewer service are not available to this parcel. HCUD has no objection to the requested special exception to host 10 to 15 weddings a year on a portion of the 20-acre parcel.

ENGINEERING & TRANSPORTATION REVIEW:

The subject site is located on the east side of Culbreath Road, approximately one (1) mile east along Mizelle Road. Access to the site is proposed via Culbreath Road, and the private paved roadway, Mizelle Road. The County Engineer has reviewed the request and has no comments, provided that the traffic generation remains below thirty (30) vehicles per event.

LAND USE REVIEW:

Setbacks

Existing Building Setbacks:
- Front: 75'
- Side: 35'
- Rear: 50'

Comments: The proposed tent and any other amenities related to the special events must meet the minimum setback requirements of the Agricultural District. The petitioner has not proposed any additional structures at the present time. Any future expansions related to the special events must meet the minimum building setbacks and will require an amendment to the Special Exception Use Permit.

Parking

County LDRs require minimum off-street parking ratios based on the type of use and/or overall square footage.

Comment: The required parking ratio for Public Assembly and Recreation uses is 0.3 spaces per seat/person. The petitioner has proposed that attendance will be limited to 50 guests, a minimum of 15 parking spaces is required. The petitioner has proposed accommodation for 20 to 30 vehicles, exceeding the minimum requirement. Parking is proposed within an existing grass pasture area, with capacity for expansion if warranted. Additional paved asphalt spaces located adjacent to the barn have been designated for handicapped-accessible parking. The petitioner shall ensure that attendance does not exceed the property's available parking capacity. Parking within the public right-of-way is prohibited.

Lighting

County LDRs require lighting that enhances the visual impact of the project on the community and to specifically address lighting intensity levels and glare accordingly. Commercial buildings and projects shall be designed to provide safe, convenient, and efficient lighting for pedestrians and vehicles.

Comments: The petitioner has indicated the use of portable light towers for the subject property. If approved, lighting should be designed with cutoff fixtures in order to retain all light on-site and prevent any light spillage onto neighboring properties.

A Special Exception Use Permit is an additional use which may be granted by the Planning and Zoning Commission (P&Z) in accordance with the LDRs. As part of the review, the P&Z must determine that the tract of land is suitable for the type of special exception use proposed by virtue of its location, shape, topography, and nature of surrounding development. The P&Z has the ability to assign reasonable conditions to the approval.

The Special Exception Use Permit is a land use determination only. All applicable development rules would have to be met if the permit is approved. Furthermore, the Special Exception Use Permit shall be in compliance with the minimum Special Exception Use General Standards, Appendix A, Article V, Section 8(B) of the Hernando County Code.

If a developer fails to obtain a building permit for the vertical construction of the principal

or primary building or the special exception use is not established within a period of not more than two (2) years from the approval date, then the Special Exception Use Permit shall be null and void.

COMPREHENSIVE PLAN REVIEW:

The subject property is located within the Rural land use classification on the adopted Future Land Use Map and is characterized by agricultural lots.

Rural Category

Objective 1.04C: The Rural Category allows agriculture, agricultural commercial, agri-industrial, recreation, agritourism and residential land uses of a rural character. Certain neighborhood commercial uses may be allowed subject to locational criteria and performance standards. Residential density is 0.1 dwelling units per gross acre (1 unit per ten gross acres) except where otherwise indicated by the strategies listed herein and incorporated into the land development regulations.

Agricultural Lands Retention Strategies

Objective 1.04E: Agricultural pursuits are recognized as an important part of the economy and culture of Hernando County. The retention of agriculture will be pursued through multiple strategies in order to support traditional agriculture and changes in agricultural trends.

Strategy 1.04E(3): The review of development proposals in rural lands may include identification of productive farmland and agricultural operations in close proximity to the proposed development to ensure the compatibility of the proposed development with existing and potential agricultural operations and to minimize potential land use conflicts.

Comments: The subject property is situated in a rural area characterized by large agricultural tracts, on the east side of Culbreath Road. The petitioner proposes to host 10 to 15 events annually. The proposed use is compatible with the surrounding area, provided it is subject to appropriate performance conditions.

FINDING OF FACTS:

The request for Special Exception Use Permit for a Place of Public Assembly, a venue for Special Events, is appropriate based on the following conclusions:

1. The request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

2. The proposed use is compatible with the area and not adverse to the public interest subject to compliance with all performance conditions

NOTICE OF APPLICANT RESPONSIBILITY:

The special exception process is a land use determination and does not constitute a permit for either construction on, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

STAFF RECOMMENDATIONS:

It is recommended that the Planning and Zoning Commission approve the petitioner's request for a Special Exception Use Permit for a Place of Public Assembly, namely, a venue for special events, with the following performance conditions:

1. The petitioner must obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. Minimum Building Setbacks:
   Front: 75'
   Side: 35'
   Rear: 50'

3. The petitioner shall designate on-site areas for parking. Parking areas may include alternative paving techniques as approved by the Zoning Administrator.

4. Full cutoff fixtures shall be used so that all light is retained on-site and spillage onto neighboring residential uses is avoided.

5. The number of events shall not exceed fifteen (15) per calendar year.

6. Weddings shall be limited to Saturday and Sunday between the hours of 9:00 a.m. and 10:00 pm.

7. Customer setup and tours shall be limited to Monday through Friday from 9:00 a.m. to 10:00 p.m.

8. Any future expansions or changes related to the special events, or the construction of any new buildings shall require an amendment to the special exception use permit.

9. Adequate restroom facilities in accordance with the requirements of the Health Department shall be provided for all events.

10. The trip generation associated with each event shall not exceed thirty (30) vehicle trips per event.

11. Attendance for each event shall be limited to a maximum of fifty (50) persons.

PLANNING AND ZONING COMMISSION RECOMMENDATION:

On November 10, 2025, the Planning and Zoning Commission voted 3-2 to deny the petitioner's request for a Special Exception Use Permit for a Place of Public Assembly, namely, a venue for special events based on the negative impacts to the surrounding community.

Date: November 20, 2025

RECEIVED
NOV 20 2025
HERNANDO COUNTY
BOARD OF
COUNTY COMMISSIONERS

To: Hernando County Board of County Commissioners
15470 Flight Path Dr
Brooksville, FL 34604

cc: Hernando County Planning Department
1653 Blaise Dr
Brooksville, FL 34601

RE: Appeal of Planning & Zoning Commission Decision – Special Exception Use Permit Petition Submitted by Steven Berry and Christina Berry (SE2514)

(Please include this in the record of the December 2nd County Commission Meeting)

Dear Honorable Commissioners,

We respectfully submit this formal appeal of the Planning and Zoning Commission's recent decision on November 10, 2025, regarding our Special Exception Use Permit Petition (SE2514) for our property located at 23099 Mizell Road, Brooksville, Florida (Parcel Key Number: 1497213).

We request that the Board of County Commissioners review and overturn the Planning and Zoning Commission's denial and instead follow the recommendations of County Staff and related departments who found the proposal compliant and appropriate.

Planning Staff Recommended Approval
County Planning Staff recommended approval based on compliance with County ordinances, compatibility with rural/agricultural land uses, and our agreement to implement mitigation measures and conditions to ensure safety and minimize impact.

County Public Works & Engineering Department Supported Use of Mizell Road
The Hernando County Public Works and Engineering Department reviewed the application and did not object to the use of Mizell Road for event access, provided that the traffic generation remains below thirty (30) vehicles per event.

Planning & Zoning Commission Vote Was a 2–3 Split
The denial was based on a narrow 2–3 split vote, reflecting a divided decision rather than a unanimous determination of incompatibility.

Request for Board Review
We have complied with all requirements, accepted all conditions, and the technical departments recommended approval. The split decision warrants higher-level review.

Request for Relief:
We respectfully request that the Board:

1. Accept this appeal,
2. Schedule a public hearing, and
3. Overturn the denial and approve the Special Exception Use Permit subject to reasonable conditions.

Thank you for your time and consideration.

Respectfully submitted,

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Meeting: 12/02/2025
Department: Planning
Prepared By: Victoria Via
Initiator: Omar DePablo
DOC ID: 16725
Legal Request Number:
Bid/Contract Number:

TITLE

Discussion Regarding Potential Minor Code of Ordinance Revisions Pertaining to County Operations

Section 1. General provisions for planned development projects.

All planned development projects shall meet the following requirements for development:

A. *Environmental.* The planned development project shall meet the requirements of all county regulations, plus all applicable state and federal laws, regulations and rules. Additionally, planned development projects shall be designed to minimize environmental impacts and incorporate existing environmental features into the overall design of the project.

B. *Perimeter setback:* The following shall be the minimum building front, rear and side setbacks for the portion of the project which is adjacent to the project perimeter:

PDP (Residential Uses)	Front	25
	Side	10
	Rear	20
PDP (Neighborhood Commercial)	Side	20
	Rear	35
PDP (Commercial/Office-Professional Uses)	Side	20
	Rear	35
PDP (Industrial Uses)	Side	20
	Rear	35
PDP (Agricultural, County 2.5)	Front	75
	Side	25
	Rear	35
PDP (Agricultural/Residential)	Front	50
	Side	10
	Rear	35
PDP (Recreational)	Front	75
	Side	25
	Rear	25
PDP (Residential SF Mobile Home)	Front	25
	Side	10
	Rear	15
PDP (Corporate Park)	Side	20
	Rear	35
PDP (Aviation Facilities District)	Side	20
	Rear	35
PDP (Commercial Marine)	Side	20
	Rear	35

Along US 19, SR 50, US 41, US 98, US 301, CR 578, and CR 485, front yard requirements shall be one hundred twenty-five (125) feet. Residential uses located on CR 578 between US 19 and Oak Lake Drive shall meet the standard setback of the district. For (commercial/office professional uses), (industrial), (corporate park), and (aviation facilities) PDPs, front perimeter setbacks are as follows:

Along all roads not included above and identified on the Existing Functional Classification Map developed by Hernando County, the front setback shall be seventy-five (75) feet. Along all roadways not identified on the Existing Functional Classification Map, the minimum front yard requirement is thirty-five (35) feet.

For neighborhood commercial PDPs, front perimeter setbacks are as follows:

Along all roads not included above and identified on the Existing Functional Classification Map developed by Hernando County, the front setback shall be fifty (50) feet. Along all roadways not identified on the Existing Functional Classification Map, the minimum front yard requirement is thirty-five (35) feet.

The Existing Functional Classification Map developed by Hernando County is hereby adopted by reference and made part of this section. The official Existing Functional Classification Map shall be placed on file at the Hernando County Planning Department. The Existing Functional Classification Map may be modified by board resolution at any time upon notice of an advertised public hearing.

For PDP (Commercial Marine), the rear setback may be reduced to twenty-five (25) feet adjacent to a navigable water body.

C. *Buffering.* A buffer shall be required between a Planned Development Project land use which is multifamily or non-residential and a land use, external to the PDP, which is residential, agricultural-residential or agricultural.

The buffer shall consist of a minimum five-foot landscaped separation distance. The multifamily or nonresidential use located on such lot shall be permanently screened from the adjoining and contiguous properties by a wall, fence, and/or approved enclosures. Such screening shall have a minimum height of five (5) [feet] and a maximum height of eight (8) feet, or an evergreen hedge with a minimum height of five (5) feet at the time of planting.

D. *Building Coverage.* Residential PDPs with single family or single family attached uses, and all PDPs with a residential component shall not exceed more than 35 percent building area coverage for the residential acreage.

Residential PDPs with multifamily uses and all PDPs with a residential component with multifamily uses shall not exceed more than 45 percent building area coverage for the residential acreage.

E. *Landscaping.* All planned development projects shall meet the landscaping requirements of the Community Appearance Ordinance.

F. *Streets.* All streets within a planned development project shall meet minimum county design standards. The developer may suggest alternative design standards for streets to the county engineer, submit data supporting the alternative design, and request approval of the alternative design by the governing body.

G. *Comprehensive plan.* The petitioner shall demonstrate consistency with the Hernando County Comprehensive Plan.

H. *Parking standards.* All required parking shall meet the requirements of the land development regulations. The developer may suggest alternative design standards for parking areas to the county engineer and may suggest reduced parking standards to the planning department, submit data supporting the alternative design, and request approval of the alternative design and reduced parking standards by the governing body.

I. *Dedication.* The developer of a planned development project in which any facilities, improvements, or features are to be privately maintained shall dedicate the facilities, improvements, or features to a property owners' association and shall grant to the association either a fee simple interest or an easement in the property upon which the facilities are constructed. Membership in the property owners' association shall be mandatory and the association shall be formed by the developer concurrent with the filing of any record plat for the development.

J. *Signs.* All proposed signage within a planned development project shall meet the requirements of the county's sign ordinance. Any deviations to the sign ordinance shall be presented on the master plan, and specifically requested in the narrative, at time of submittal of the application for the master plan. The developer may suggest alternative signage for review and approval by the governing body.

K. *Accessory structures and buildings in residential PDPs.*

i. Accessory buildings are permitted in the side, rear and secondary front yards. Such accessory buildings shall be at least five (5) feet from side and rear lot lines. Accessory structures in the secondary front yard shall meet the front yard requirements of the district for the principal building.

ii. Noncommercial piers and boat houses are permitted in the side and rear yard, provided the structure is at least five (5) feet from side property lines. No setback is required from lot lines adjoining waterways.

iii. Swimming pools and screened swimming pool enclosures are permitted in the side or rear yard and must be at least five (5) feet from side and rear property lines. Swimming pools and screened swimming pool enclosures are permitted in the secondary front yards and shall meet the front yard requirements of the district for the principal building.

iv. Attached carports shall meet the principal building yard requirements of the district.

v. Detached accessory structures which have pervious or impervious roof coverings shall be permitted in the side and rear yard and must be at least five (5) feet from the side and rear property lines. Detached accessory structures in the secondary front yard shall meet the front yard requirements of the district for the principal building.

vi. Except as provided in subparagraph vii. hereof, no more than one detached building shall be allowed on a parcel. Any detached accessory building exceeding two hundred (200) square feet in size must meet the following:

a. The detached accessory building shall either be on a permanent foundation consisting of either a stem wall with continuous footing, a monolithic slab, or permanent foundation designed to meet the criteria of the flood regulations in flood-prone areas; or, the detached accessory building shall be skirted with a visual screening of new material, or material in acceptable condition, consisting of aluminum, pressure-treated wood, masonry or other acceptable material placed around the entire perimeter of the detached accessory building extending from the base to the ground.

b. All other applicable standards relating to accessory buildings shall be met.

c. The detached accessory building shall be no more than four hundred (400) square feet in size.

vii. One detached garage, in addition to the detached building provided for in item vi. above, is allowed meeting the following criteria:

a. The detached garage is site built; and

b. Has a minimum dimension of ten (10) feet by twenty (20) feet; and

c. The length of the detached garage shall be no more than twice the measurement of the width; and

d. Has a minimum roof pitch of 3 on 12; and

e. Has roof materials of either shingles or tile; and

f. Has either lap siding, brick veneer, concrete block or stucco exterior walls; and

g. The detached garage shall be on a permanent foundation consisting of either a stem wall with continuous footing, a monolithic slab, or permanent foundation designed to meet the criteria of the flood regulations in flood-prone areas.

L. *Fire protection plan.* For all residential PDPs with lots which have lot widths of less than sixty (60) feet at the building line, a fire protection plan must be submitted upon the filing of a conditional plat. The fire protection plan must include:

1) Prohibition of walls which preclude access to side yards; or,

2) If walls are proposed, gates or doors must be provided to allow access to side yards; or,

3) The provision of a fifteen-foot separation strip free of any impediments (no walls, structures, pools, buildings, etc.) every eight (8) units and unimpeded rear yards; or,

4) Residential sprinkler system; or,

5) Other plan acceptable to the county.

M. *Portable storage structure regulations in all residential PDPs.* A portable storage structure not to exceed 160 square feet in size is allowable in conjunction with the residential use of a property when the storage structure is associated with remodeling, other construction, or moving. Such portable storage structure shall be allowable for a period not to exceed 30 days except when used in conjunction with a building permit issued for remodeling or other construction. In these cases, the portable storage structure is allowable for a period to correspond with the building permit.

N. *Open Space.* Usable open space excludes drainage retention areas and required buffers. Conservation areas which allow passive use may be utilized in the usable open space calculation. The minimum open space shall be as required under chapter 10 of this code entitled community appearance unless additional open space is required in connection with master plan approval or as otherwise required in this zoning code, whichever results in the greatest percentage or amount of open space being provided.

O. *Duration of Master Plan.* The failure of the applicant to initiate substantial performance within ~~two (2)~~ five (5) years from date of approval by the governing body shall render the master plan null and void unless a longer duration period is specifically set forth in a valid and unexpired DRI development order or a valid and unexpired development agreement between the applicant and the county. If a planned development project requires subsequent conditional plat approval, then 'substantial performance' shall mean that the applicant has obtained conditional plat approval during the duration period and the applicant is diligently pursuing the next stage of development approval in accordance with all applicable time frames. If a planned development project does not require plat approval, then 'substantial performance' shall mean that the applicant has obtained a building permit for vertical construction relating to the primary or principal building for non-residential projects or has obtained building permits for the first phase of dwelling units for residential projects during the duration period. Should these subsequent time frames not be adhered to, then the master plan shall be deemed null and void. A master plan that has been deemed null and void under this provision cannot be revived except by the applicant starting the process anew including filing a new application and paying all required fees.

P. *Neighborhood parks.* Single family planned development projects of more than fifty (50) dwelling units shall meet the requirements for the provision of neighborhood parks. The provision of neighborhood parks for use by the residents of the subdivision in accordance with the requirements for neighborhood parks shall count towards the minimum open space requirements of this subsection.

(Ord. No. 98-24, §§ 10, 11, 8-25-98; Ord. No. 99-14, §§ 19, 20, 7-6-99; Ord. No. 2000-07, § 7, 5-9-00; Ord. No. 2001-06, §§ 14, 15, 5-8-01; Ord. No. 2001-24, §§ 14—16, 12-18-01; Ord. No. 2003-02, § 17, 2-11-03; Ord. No. 2003-08, § 3, 4-22-03; Ord. No. 2004-03, § 22, 2-24-04; Ord. No. 2005-01, § 11, 2-8-05; Ord. No. 2008-05, § XXII, 2-26-08; Ord. No. 2008-04, § III, 2-13-08; Ord. No. 2009-18, § V, 12-8-09; Ord. No. 2010-1, § III, 1-26-10; Ord. No. 2010-21, § VI, 10-26-10; Ord. No. 2016-17, § V, 11-8-16)

Section 2. Plan standards.

For all Planned Development Projects, the applicant shall submit a master plan to the Planning Department. The master plan shall show all of the following, to the extent applicable:

1. Location and approximate acreage of all proposed land uses, including the location of all proposed uses, identification of all dwelling unit types, and identification of any special design features, such as but not limited to; buffers, open space, nature areas, parks, etc.;
2. External access roads and the approximate location and design of proposed access points;
3. Major internal access roads, proposed circulation plan and access points to individual pods;
4. The location and extent of any existing natural features, wetlands, listed flora and fauna; or other unique features; and any surveys associated with these features;

~~5. Separation distances between land uses;~~

~~6. Surrounding zoning;~~

~~7. Surrounding land uses;~~

5.~~8.~~ Parcel dimensions and existing site conditions;

6.~~9.~~ Location of Flood Plains;

~~10. Topographical information;~~

7.~~11.~~ The approximate location of existing and proposed Drainage Retention Areas;

8.~~12.~~ Perimeter project setbacks and building heights;

9.~~13.~~ Internal project setbacks;

10.~~14.~~ Individual lot setbacks;

11.~~15.~~ Intensity/density of the proposed project:

~~16. Portions of the property, if any, restricted to senior or age-restricted residents, or restricted to affordable housing as defined in section 420.0004, Florida Statutes, or restricted to workforce housing as defined in section 420.5095, Florida Statutes, as such statutes may be amended or renumbered from time to time; and,~~

12.~~17.~~ Depending upon the location, complexity or size of the proposed project the planning staff may request additional information necessary to complete the review of the project.

This shall be considered a preliminary master plan at time of submittal of the rezoning amendment petition. The Governing Body may require that the master plan be revised to meet any additional conditions. If the Governing Body requires such a revision, the applicant must submit a revised master plan, meeting all conditions, following the action by the Governing Body. In no event shall the applicant receive any subsequent development approval from the county until such time the applicant has submitted a revised master plan meeting the requirements of this provision.

(Ord. of 12-4-72, § VII(a)(1); Ord. No. 89-1, § 2, 1-24-89; Ord. No. 98-24, §§ 11, 12, 8-25-98; Ord. No. 2003-08, § 4, 4-22-03; Ord. No. 2005-01, § 11, 2-8-05; Ord. No. 2008-05, § XXIII, 2-26-08; Ord. No. 2009-18, § VI, 12-8-09)

Section 3. Narrative standards.

For all Planned Development Projects, the applicant shall submit a narrative. The narrative, at a minimum, shall discuss each of the following items:

1. Proposed land uses and approximate acreage of land uses;
2. Proposed density levels for the residential development (if applicable)/intensity of commercial (in square footage);
3. Separation distances for the differing land uses within, ~~and external to, the proposed PDP~~ and/or use types;
4. Proposed setbacks, minimum sizes for individual lots, and building heights;
5. Condition of and impact on natural features;
6. Discussion of the impact on infrastructure, including but not limited to transportation, water, drainage, sanitary sewer, parks, recreation, solid waste and public school facilities, along with any necessary data and analysis required to demonstrate that adequate public facilities will be available;
7. Discussion on any improvements proposed to the infrastructure to maintain and demonstrate adequate public facilities;
8. Proposed uses within all the pods;
9. Existing ~~land uses~~ zoning(s) on the site ~~and the adjacent site~~;
10. Concept of the development plan, including project phasing if applicable;
11. Identification, and justification of, any proposed deviations from the design standards;
12. ~~If the project or any portion involves dedicated senior or age-restricted housing, or is restricted to affordable housing as defined in section 420.0004, Florida Statutes, or workforce housing as defined in section 420.5095, Florida Statutes, as such statutes may be amended or renumbered from time to time, then a description of such housing shall be included in the narrative. The county shall require a separate development agreement with the applicant and/or evidence of recordable deed restrictions or such other recordable instrument acceptable to the county which memorializes and enforces such commitment to provide senior or age-restricted housing, affordable housing, and/or work-force housing.~~

11.~~13.~~ Depending upon the location, complexity or size of the proposed project the planning staff may request additional information necessary to complete the review of the project.

12. Conversions between residential use types may be permitted, provided that the resulting transportation impacts do not exceed the number of peak-hour trips generated by the originally approved residential units. Conversions between commercial floor area and residential dwelling units, or vice versa, shall be prohibited.

This shall be considered a preliminary narrative at time of submittal of the request for zoning amendment petition. The Governing Body may require that a PDP narrative be revised to meet any additional conditions. If the Governing Body requires such a revision, the applicant must submit a revised narrative, meeting all conditions following the action by the Governing Body. In no event shall the applicant receive any subsequent development approval from the county until such time the applicant has submitted a revised narrative meeting the requirements of this provision.

(Ord. No. 98-24, §§ 11, 13, 8-25-98; Ord. No. 2003-08, § 5, 4-22-03; Ord. No. 2005-01, § 11, 2-8-05; Ord. No. 2008-05, § XXIV, 2-26-08; Ord. No. 2009-18, § VII, 12-8-09)

Section 4. Revisions.

The following circumstances shall be considered a substantial deviation and require modification to the approved master plan and approval by the Governing Body. The process for receiving master plan revision approval for modifications which are deemed substantial shall be in the same manner as a zoning amendment petition:

~~1. Relocations of land uses which are either adjacent to platted or developed portions of the project, or adjacent to the project perimeter;~~

1.~~2.~~ Increase of density, or intensity, or a change of approved uses;

2.~~3.~~ Increase or decrease in or major location change of approved rights of way;

3.~~4.~~ Substantial change in external access points;

4.~~5.~~ Addition or subtraction of land;

~~6. Change in permitted setbacks;~~

~~7. Changes which alter the proposed concept or design of the development;~~

~~8. Increases to the approved building heights;~~

~~9. Changes that substantially alter the basic size and location of approved land uses and which impact surrounding properties or substantially alter the approved site layout;~~

~~10. Any modification to specific performance conditions approved by the Governing Body.~~

Revisions to an active master plan shall be reviewed by the Development Services Director or their designee to determine whether the proposed modifications constitutes a substantial change to the scope, scale, or intent of the previously approved development. This would include any modifications to specific performance conditions approved by the Governing Body. Modifications determined not to materially alter the approved development may be approved administratively. A request for revision shall require the applicant to submit the appropriate application.

(Ord. of 12-4-72, § VII(b)(1)—(3); Ord. No. 76-2, § 24, 2-17-96; Ord. No. 84-14, § V, 8-21-84; Ord. No. 85-19, § 1, 8-20-85; Ord. No. 88-27, §§ 4—6, 8-10-88; Ord. No. 89-1, §§ 3—6, 1-24-89; Ord. No. 89-10, §§ 2, 3, 6-20-89; Ord. No. 92-15, § 4, 11-10-92; Ord. No. 96-08, § 24, 5-9-96; Ord. No. 96-19, §§ 22—28, 9-10-96; Ord. No. 97-3, § 11, 3-4-97; Ord. No. 98-24, §§ 11, 14, 8-25-98; Ord. No. 2003-08, § 6, 4-22-03; Ord. No. 2008-05, § XXV, 2-26-08)

Section 2. Zoning permit and certificate of use.

A. *[Zoning permit required prior to construction or permit:]* A zoning permit shall be required for any of the following unless otherwise provided for in this ordinance:

(1) Excavation, construction or alteration relating to any building;

(2) Excavation, construction or alteration relating to any of the following structures:

(a) Signs;

(b) Structures with impervious roof coverings greater than five (5) feet in height or ~~forty (40)~~ one hundred and twenty square feet in size;

(c) Boat lifts;

(d) Towers;

(e) Retaining walls;

(f) Docks;

(g) Decks;

(h) Residential remodel;

(i) Any alteration which changes a setback;

(j) Other similar items as determined by the administrative official.

It shall be unlawful and a violation of this Code to commence any excavation or construction or any alteration of any structure which requires a zoning permit until the administrative official has issued a zoning permit authorizing such work. If no zoning permit has been issued and a builder begins or continues to build, a restraining order may be obtained upon application to the proper court of record and evidence of the lack of a zoning permit shall establish a prima facie case for the issuance of the restraining order.

B. *Certificate of use prior to occupancy and change of use:* It shall be unlawful and a violation of this Code to occupy any newly erected or altered structure or to change the use of any premises even though no structure was erected or altered until the administrative official has issued a certificate of use authorizing such occupancy.

C. *Exceptions:* No zoning permit or certificate of use shall be required in the following cases:

(1) Recurring maintenance work regardless of cost.

(2) Installation of required improvements according to authorized subdivision construction drawings.

(3) Alterations to residential structures which do not change the exterior dimensions of the structure.

D. *Procedure:*

(1) The procedure for securing a zoning permit shall be as follows:

(a) *Application:* In applying to the administrative official for a zoning permit, the applicant shall submit a plat along with the application, drawn to scale, showing the dimensions of the lot to be built upon, the outside dimensions of all structures to be constructed or altered and all existing structures, yard depths, and any other information necessary for determining conformance with the zoning ordinance. The applicant shall submit a sworn statement attesting to compliance with applicable federal, state and local permits/approvals in the form approved by the Department.

(b) *Issuance:* If the proposed construction or alteration conforms with all applicable provisions of the zoning ordinance and all other applicable ordinances, regulations and codes, the administrative official shall issue a zoning permit authorizing such construction or alteration. If the proposed construction or alteration fails to conform, the administrative official shall refuse to issue a zoning permit and shall deliver written notice to the applicant stating the reasons for the refusal. The administrative official shall act upon applications for zoning permits within two (2) weeks from the date of their submission.

(c) *Duration:* A zoning permit shall become void six (6) months from the date of issuance unless substantial progress has been made by that date on the construction or alteration authorized therein. Substantial progress, as set forth herein, shall mean that binding contracts for the construction of the main building, buildings, or other improvements have been let; or in the absence of contracts that the main building, buildings, or other improvements, are under construction to a substantial degree, or that prerequisite conditions involving substantial investment shall be under contract, in development, or completed.

(2) The procedure for securing a certificate of use shall be as follows:

(a) *Application:* In applying to the administrative official for a certificate of use, the applicant shall submit a plat along with the application, drawn to scale, showing the dimensions of the lot to be built upon, the outside dimensions of all structures to be constructed or altered and all existing structures, yard depths, and any other information necessary for determining conformance with the zoning ordinance. In applying to the administrative official for a certificate of use, the applicant shall notify the administrative official in writing of the date on which the occupancy of any new or altered structure or the new use of any premises will be ready to commence. The applicant shall submit a sworn statement attesting to compliance with applicable federal, state and local permit/approval in a form approved by the Department.

(b) *Issuance:* If the newly erected or altered structures and the new use of premises conform with all applicable provisions of the zoning ordinance and all other applicable ordinances, regulations, and codes, the administrative official shall issue a certificate of use authorizing the occupancy thereof. If the structure or use fails to conform, the administrative official shall refuse to issue a certificate of use and shall deliver written notice to the applicant stating the reasons for the refusal. The administrative official shall inspect a new structure on the premises for which a new use is proposed and shall issue or refuse a certificate of use within three (3) days after the date on which the new use is ready to commence.

(3) Validity/no waiver/estoppel. The issuance of a certificate of use or zoning permit by the County shall not waive any provision or regulation of the Hernando County Code. The failure of the County to address a particular permit, approval, condition, term, or restriction shall not relieve the Applicant of the necessity of complying with the law governing said use, permitting requirements, conditions, terms, or restrictions. It is for the Applicant to ascertain from the local code what is required to obtain the use or development sought. No rights to obtain development orders, permits or approvals nor any other rights to develop or engage in use or construction on property in Hernando County have been granted or implied simply by the County's approval of a Certificate of Use or Zoning Permit under this Article. The Applicant may not attempt to force, coerce, or intimidate the County to approve any other permit or authorization by asserting that the County has committed to such approvals based on the theory of vested rights or equitable estoppel or any other legal theory based on the County's approval of use or construction under this Article.

(Ord. No. 76-2, § 20, 2-17-76; Ord. No. 98-24, § 6, 8-25-98; Ord. No. 2003-02, § 11, 2-11-03; Ord. No. 2012-7, § III, 6-12-12)

Section 4. Conditional use permit.

The conditional use permit is intended to be utilized as a special permit which temporarily allows uses not otherwise permitted by this ordinance for a specified period of time.

A. *Conditional use allowable in any zoning district with planning and zoning commission approval:*

(1) Temporary real estate sales office exclusively for real estate sales of property in a developing subdivision.

~~(2) Temporary second principal building on one lot of record in cases of extreme personal hardship.~~

(3) Temporary structures, other than those permitted by the administrative official pursuant to paragraph C. below.

(4) Temporary uses, other than those permitted by the administrative official pursuant to paragraph C. below, or as accessory uses and structures in all commercial districts.

~~(5) Seasonal sales of plants or plant materials which are not accessory to churches, schools or fraternal organizations as principal uses of property.~~

(6) Uses allowable by special exception use permit.

B. *Other conditional uses permitted in specific zoning districts with planning and zoning commission approval:*

(1) Conditional uses other than those listed above may be permitted in specific zoning districts as provided for in this ordinance [division].

C. *Conditional use permits allowable with administrative official approval:*

(1) Special events (fairs, festivals, arts and craft shows, concerts, and similar outdoor events) may be approved by the administrative official in any zoning category for a period not to exceed forty-five (45) days for the purpose of promotions, entertainment, educational, religious, or similar events. The sale of alcoholic beverages in association with these types of events must provide the administrative official with a copy of the necessary permits from the state. Such sales are exempt from the minimum separation distance for the sale of alcoholic beverages from a church or school. Such permit request is also subject to the following:

(a) Adequate off-street parking, restroom, and emergency access shall be provided as required.

(b) Provisions for any required traffic control must be demonstrated, and provided.

(c) The applicant shall submit a detailed site plan showing the location of all temporary structures, vendors, tents, the number and location of off-street parking spaces, a traffic circulation plan showing all ingress/egress locations, and the location of any structures existing on site. Such plan shall be examined by the administrative official and other applicable departments and agencies to determine compliance with all applicable codes, ordinances, or regulations. No clearance for a building permit shall be issued until such plan complies with these provisions and a conditional use permit has been issued.

(2) A temporary retail vendor may be approved by the administrative official in any agricultural, commercial or industrial zoning category subject to the following:

(a) Seasonal sales (Christmas trees, flowers, pumpkin sales, or similar seasonal uses) for up to forty-five (45) calendar days.

(b) The sale of fireworks is governed by Chapter 18, Article IV of the Hernando County Code of Ordinances.

(c) The regulation of mobile food dispensing vehicles involving licenses, registrations, permits, and fees is preempted to the state. Mobile food dispensing vehicles may operate within the entirety of the unincorporated area of Hernando County so long as such mobile food dispensing vehicle is properly licensed by the state.

(d) The sale of agricultural produce may be approved for a period of up to one (1) year and a maximum of one (1) vendor per parcel subject to the following additional requirements:

1. Shall not be located in the public right of way;
2. Shall not be located on public property without an approved special event permit or concession license agreement from the County;
3. Shall provide the written permission of the property owner in a format prescribed by the County;
4. Each site must be separately permitted;
5. The vendor shall prominently display all required state licenses/permits.

(e) Outdoor retail sales events may be approved three (3) times per calendar year, for up to fourteen (14) days each time, provided the temporary sales or display of retail items only occurs on the same site as a business in a permitted permanent structure, and the items sold on site are by the business in the permitted permanent structure.

(f) All requests for a temporary retail vendor permit must demonstrate safe and adequate access and parking; and shall also comply with the pertinent permit requirements from applicable departments and agencies that have jurisdiction over or review of such requests.

(3) Backyard chickens/ducks may be permitted in any residential district, excluding multifamily districts. All permits shall be subject to the following restrictions:

(a) The number of ~~chickens~~ birds shall be limited to no more than ~~four (4)~~ eight (8) ~~birds~~ chickens and/or ~~no~~ ducks~~.~~. No geese, turkeys, peafowl, male chickens/roosters, or any other poultry or fowl shall be ~~are~~ allowed.

(b) Chickens/ducks shall be kept in an enclosed area with a coop that provides for the free movement of chickens/ducks, and are not permitted to be free range. The coop must have a roof, and be completely secured from predators, including all openings, ventilation holes, doors and gates. No more than one (1) coop allowed per permitted parcel.

(c) If the coop structure exceeds one hundred and twenty ~~(100)~~ (120) square feet (ten (10) x ~~ten (10)~~ twelve (12) feet), a building permit shall be required pursuant to the Florida Building Code.

~~(d) The minimum lot size shall be ten thousand (10,000) square feet.~~

(e) The chicken/duck coop shall be kept in the rear yard and must not be visible from adjoining properties or the street. Fence construction shall meet standards pursuant to the fence ordinance and shall be permitted separately. The chicken/duck coop shall be situated a minimum of twenty-five (25) feet from the nearest neighbor's residence and at least five (5) feet from all property lines.

(f) Persons wishing to have chickens in residential districts shall be subject to a compliance inspection after permit issuance. Accessibility and allowable entry shall be required for such inspection.

(g) The coop shall provide a minimum of three (3) square feet per chickens/ducks and be of sufficient size to permit free movement of the chickens/ducks. The coop may not be taller than

six (6) feet measured from the natural grade. The coop must be easily accessible for cleaning and maintenance.

(h) The coop and surrounding area shall be kept clean, sanitary and odor free at all times.

(i) Chickens/Ducks shall not be permitted to create a nuisance consisting of odor, noise or pests, or contribute to any other nuisance condition.

(j) All stored feed must be kept in a rodent- and predator-proof container.

(k) The chickens/ducks shall be for personal use only, and there shall be no sales of products from the residence, and the breeding of chickens for commercial purposes shall not be allowed.

(l) In a public health emergency declared by the county health department, including, but not limited to, an outbreak of Avian flu or West Nile virus, the county may require immediate corrective action in accordance with applicable public health regulations and procedures.

(m) Notwithstanding the issuance of a permit by the county, private restrictions on the use of property shall remain enforceable and take precedence over a permit. Private restrictions include, but are not limited to, deed restrictions, condominium master deed restrictions, neighborhood association by-laws, and deed covenants. A permit issued to a person whose property is subject to private restrictions that prohibit the keeping of chickens and large animals is void. The interpretation and enforcement of the private restriction is the sole responsibility of the private parties involved.

~~(n) The permit may be issued for a maximum time period of up to five (5) years by the approving authority.~~

(o) Failure to comply with these standards, or any other standards imposed by the conditional use permit shall result in the permit being revoked by the administrative official.

(4) Community gardens may be approved by the administrative official for a maximum time period of up to five (5) years.

(5) Temporary second dwelling unit may be approved on one lot of record in cases of extreme personal hardship.

(a) A temporary dwelling unit may be permitted in any residential, agricultural or agricultural/residential zoned district.

(b) A temporary dwelling unit may include a mobile home or RV. Final determination shall be made by the Administrative Official or designee.

(c) The temporary second dwelling unit may be approved by the Administrative Official or designee for up to two (2) years and may be renewed with evidence that the hardship continues to exist. A temporary dwelling unit permit shall have a maximum time period of up to ten (10) years.

(6) Temporary security dwelling unit may be approved on one lot of record when the primary dwelling unit building permit has been submitted to the County and/or the dwelling unit is actively under construction.

(a) A temporary security dwelling unit may be permitted in any residential, agricultural or agricultural/residential zoning district.

(b) A temporary security dwelling unit may include a mobile home or RV. Final determination shall be made by the Administrative Official or designee.

(c) The temporary security dwelling unit may be approved by the Administrative Official or designee for up to one (1) year and may be renewed in six (6) month intervals or until such time the home

is completed. The temporary security dwelling shall be removed upon issuance of Certificate of Occupancy (c.o.).

~~(5)~~(7) The administrative official may approve the placement of temporary shelters on residential properties following a declared state of emergency in the manner provided therefore in Hernando County Code, Appendix A, Article Ill, Section 3(E)(6), as it may be amended.

D. *Application procedure for conditional uses that require planning and zoning commission approval:*

(1) This provision shall govern applications for all conditional use permits:

(a) The application for a conditional use permit hereunder shall be in the form prescribed by the county and shall include a site plan which, at a minimum, depicts the proposed conditional use in relation to the parcel of property on which it is to be located and adjoining properties, parking, access, buffers.

(b) The application shall be signed by the property owner or accompanied by an affidavit of written permission by the property owner of record and shall include payment of any applicable application fees.

(c) A public contact person must be designated on the application. The public contact person would be required to answer questions and provide information to the public.

(d) Depending upon the size, location or complexity of the requested conditional use, planning department staff may request additional information. It is the ultimate responsibility of the property owner or designated agent to ensure that the application is complete and sufficient and all requested information and materials have been provided to county staff.

(2) The applicant, upon being first advised by the planning department that the application is incomplete or insufficient, shall have a total of one hundred eighty (180) days to correct all completeness and sufficiency deficiencies. If the applicant fails or refuses to correct such deficiencies within this period, the said application shall be deemed abandoned and void. Any applicant whose application is declared abandoned or void under this provision may re-file such application at a subsequent date, without prejudice, upon payment of all required fees and submitting a complete and sufficient application.

(3) Upon an applicant being advised by the planning department that the application is complete and sufficient, a public hearing shall be promptly scheduled at the next available planning and zoning commission meeting allowing sufficient time for public notice and advertising. At the request of the commission, the governing body or the applicant, any scheduled public hearing may be continued until a date certain (which date shall be set by the commission or the governing body, respectively, in their sole discretion). Notwithstanding the foregoing, the commission shall render a decision on the merits of the application within one hundred eighty (180) days of the applicant being advised that the application is complete and sufficient. It shall be the responsibility of the applicant to ensure that its application is scheduled and acted upon in a timely fashion. Any application not acted on by the commission within said one hundred eighty (180) day period shall be deemed abandoned and void, and such application shall be closed out by the planning department with no refunds of any fees paid by the applicant. Any applicant whose application is declared abandoned or void under this provision may re-file such application at a subsequent date, without prejudice, upon payment of all required fees and submitting a complete and sufficient application.

(4) Public inquiry workshop. Upon determination of need by the county staff based upon the number of public inquiries or the size, location or complexity of the proposed project, the applicant shall be required to conduct a public inquiry workshop prior to the scheduling of a public hearing on the application at a location convenient to the site in question and appropriate for public assembly in Hernando County as follows:

(a) The applicant shall provide sign notice by posting the property a minimum of ten (10) days prior to the scheduled workshop with a public inquiry workshop notice sign as supplied by the planning department. The sign notice hereunder shall be in addition to all other sign notice requirements under this article.

(b) The applicant shall provide mail notice a minimum of ten (10) days prior to the scheduled public inquiry workshop giving the time, place and purpose of the meeting to each property owner within one thousand (1,000) feet of the parcel covered by the application based on the mail list generated by the property appraiser's office. The applicant shall provide the planning department a copy of the mail list and a notarized affidavit indicating that said notice was mailed. The mail notice hereunder shall be in addition to all other mail notice provisions under this article.

(c) The applicant shall provide a citizen sign-in sheet and executive summary explaining what information was provided to the public at the meeting to the county accompanied by a notarized affidavit indicating that the list is an official record of attendance at the meeting. The citizen sign-in sheet and executive summary will become a part of the official application file.

(5) Notice requirements for public hearing:

(a) If a public hearing before the planning and zoning commission or Bboard of Ccounty Ccommissioners is required or requested by appeal hereunder, upon fixing a date for the public hearing the applicant shall provide sign notice by posting the property with a public notice sign as supplied by the planning department. The notice shall be posted in a conspicuous location at the front lot line at least ten (10) days prior to the scheduled hearing date. It is the responsibility of the applicant to ensure that the sign(s) are appropriately posted and remain on the property during the public hearing process in a legible condition. If the condition of the sign(s) deteriorates through the process, it shall be the responsibility of the applicant to repost the property at no cost to the county. Failure to maintain the signs in accordance with this section may result in a delay of the public hearing process. The applicant shall be responsible for removal of the sign(s) within ten (10) days of the date the decision on the applicant's application becomes final or the date of appeal of a commission or governing body decision for judicial determination, whichever comes first. Failure to timely remove any such sign(s) is prohibited.

(b) Additionally, the planning department shall provide mail notice giving the time, place, and purpose of the public hearing to each property owner within five hundred (500) feet of the parcel covered by the application based upon the mail list generated by the property appraiser's office and furnished by the applicant. The notice shall be mailed at least ten (10) days prior to the scheduled public hearing date.

(c) The applicant shall be responsible for all costs incurred in the notice procedure for the public inquiry workshop and the public hearing.

E. *Issuance of permit by the administrative official:*

(1) After the application and accompanying information has been received and processed by the development department, those applications submitted for conditional use permits with administrative official approval pursuant to paragraph 4(c) above, shall be approved or denied by the administrative official within fourteen (14) days, unless referred to the planning and zoning commission for review and action. The administrative official's decision may be appealed to the board of county commissioners.

(2) All other applications for conditional use permits must be reviewed and acted upon by the planning and zoning commission.

(3) No conditional use permit shall be issued for a period to exceed two (2) years unless otherwise specified in this ordinance [article]. However, conditional use permits may be renewed or extended upon reapplication.

(4) All conditional uses must meet the minimum requirements of the county's land development regulations unless specific deviations are requested and approved.

(5) All requests for a conditional use permit shall meet the requirements of this code for temporary uses and structures and adequate utility, refuse management, access, fire and similar facilities shall be available for the proposed use.

(6) As a condition of approval of a conditional use permit, the applicant shall submit a sworn statement attesting to compliance with all applicable federal, state and local permit(s) and approval(s); in the alternative, the county shall impose a condition which prohibits commencement of construction or operations upon receipt (copy to the county) of all applicable federal, state and local permit(s) and approval(s). The affidavit shall be submitted in a form approved by the administrative official.

F. *Review by governing body.* The governing body, by a majority vote, may decide to review any conditional use permit decision rendered by the planning and zoning commission.

The decision of the governing body to review such decision must be made within thirty (30) days of the rendering of the decision of the planning and zoning commission. If at least a majority (three (3) members) of the governing body do not vote to review the commission action within thirty (30) days, the commission decision shall be deemed final and subject only to review by circuit court.

The initial review of the decision by the governing body shall be at a public hearing held within sixty (60) days of the commission decision. Public notice, for this subsection, shall mean publication of notice of the time, place and purpose of such hearing one time in a newspaper of general circulation in the county, such publication to be at least five (5) days prior to such hearing. Mail notice and sign notice shall be provided in the same manner as the public hearing before the planning and zoning commission. Affidavit proof of the required publication and posting of the notice shall be presented at the hearing.

At the public hearing, the governing body may affirm, modify or reverse the decision of the planning and zoning commission.

(Ord. of 12-18-72, § II(1)(b); Ord. No. 76-2, § 21, 2-17-76; Ord. No. 81-1, § 2, 4-28-81; Ord. No. 86-18, § 3, 8-5-86; Ord. No. 92-15, § 3, 11-10-92; Ord. No. 96-19, § 19, 9-10-96; Ord. No. 97-3, § 8, 3-4-97; Ord. No. 99-14, §§ 16, 17, 7-6-99; Ord. No. 2001-06, § 12, 5-8-01; Ord. No. 2002-12, § 4, 7-23-02; Ord. No. 2003-02, § 12, 2-11-03; Ord. No. 2004-03, § 21, 2-24-04; Ord. No. 2004-11, §§ 17, 18, 8-3-04; Ord. No. 2005-01, § 4, 2-8-05; Ord. No. 2008-05, § XVIII, 2-26-08; Ord. No. 2013-8, § I, 3-12-13; Ord. No. 2013-12, § I, 4-23-13; Ord. No. 2016-18, § III, 11-8-16; Ord. No. 2019-3, § I, 10-8-19; Ord. No. 2020-7, § II, 8-25-20; Ord. No. 2024-15, § 3, 10-22-24)

Sec. 10-29. Residential lot landscaping requirements.

(a) *Vacant residential:* For the development of vacant single-family residential lot/parcels, two-family residential lot/parcels, and mobile home lot/parcels:

(1) *Clearing the lot:* Clearing the lot without a land clearing permit shall be unlawful. An application for a land clearing permit shall be submitted. The land clearing permit application shall include a land clearing plan.

(2) *Approval of land clearing plan:* A land clearing plan shall be submitted to the county administrator or designee for approval. The plan will show the proposed natural vegetation areas to be preserved and the proposed areas to be cleared. Installed planting areas of high water use shall also be shown. The land clearing permit shall be posted on the site before construction commences.

(3) *Minimizing water use:* No more than fifty (50) percent of the landscaping shall be in the high water-use-zone. No more than fifty (50) percent of the landscaping shall be turf grass unless varieties with excellent drought-tolerance are used. Turfgrass in excess of fifty (50) percent shall not have a permanent irrigation system and shall not be irrigated using micro-irrigation. Preserved natural vegetation shall be considered a drought tolerant landscape zone. All water restrictions of the Southwest Florida Water Management (SWFWMD) and Hernando County shall be obeyed. If an automatic irrigation system is installed, turf grass shall be irrigated separately from other landscaping. Drip, micro-spray, or other low-volume emitters are required in non-turf grass areas, that are outside of the high water use zone. An operational soil moisture sensor, or a rain sensor shut off device, that will override the irrigation cycle of the sprinkler system when adequate rainfall has occurred shall be installed, maintained and operated on all irrigation systems.

(4) *Ground cover required:* Ground cover is required at all times for pervious surfaces except during construction. Gardens shall be excluded from this ground cover requirement.

(5) *Specimen/majestic trees:* If existing on the lot, specimen and majestic trees shall be preserved. Specimen and majestic trees shall be drawn on the land clearing plan. Tree protection during construction shall include a method of well-marked trees-to-be-preserved such that these trees will not be removed.

The county administrator or designee shall review any petitions detailing the appropriate mitigating circumstances and may authorize a specimen tree or a majestic tree to be removed upon finding that any of the following conditions exist:

a. The tree is an immediate safety hazard.

b. The tree has an infestation of insects or pathogen that may reasonably be expected to lead to the death of the tree or spread to other trees.

c. The tree is causing property damage, or may be reasonably expected to cause property damage.

d. Where the location of the tree prevents direct access to the property.

e. The tree is weakened by age, storm, fire or other injury so as to pose a danger to persons, property, site improvements or other trees. Removal of the tree pursuant to this criterion shall be exempt from the replacement criteria of this article.

f. The tree prevents a proposed reasonable use of the site.

(6) *Tree requirements:* Trees shall be preserved or planted according to the following table:

Residential lot size	Minimum number of preserved or planted trees
Lots up to and including 7,000 square feet	Two trees

Lots over 7,000 square feet but less than or equal to 10,000 square feet	Three trees
For each additional 3,000 square feet above 10,000 square feet of lot size	One additional tree

If planted, at least fifty (50) percent of the trees must be shade trees and a minimum two-inch caliper. If the lot soil type is any of the coastal soils listed below, shade trees are not required:

Arents-Urban land complex;

Udalific Arents-Urban land complex.

(7) *Compliance inspection:* All landscaping, ground cover, water use, and tree placement requirements must be completed ~~within thirty (30) days from~~ prior to the issuance of the certificate of occupancy. The ~~county administrator~~ Development Services Division, ~~or designee~~ shall inspect the site ~~for compliance when the thirty-day period has elapsed~~ upon final inspection and prior to the issuance of the certificate of occupancy. Failure to comply with this section shall be cause to notify the code enforcement division for action to ensure compliance.

(8) *Plant installations:* All plant installations in the low-water-use zones should be selected using guidelines as described in the Florida-Friendly Plant List current year publication. This book is available through the University of Florida, IFAS Extension office.

(b) Vacant rural-residential: For the development of vacant rural-residential lots/parcels:

(1) Clearing the lot: Clearing the lot without a land clearing permit shall be unlawful. An application for a land clearing permit shall be submitted. The land clearing permit application shall include a land clearing plan.

(2) Approval of land clearing plan: A land clearing plan shall be submitted to the county administrator or designee for approval. The plan will show the proposed natural vegetation areas to be preserved and the proposed areas to be cleared. Installed planting areas of high water use shall also be shown. The land clearing permit shall be posted on the site before construction commences. If an automatic irrigation system is used, turf grass shall be irrigated separately from other landscaping. Drip, micro-spray, or other low-volume emitters are required in non-turf grass areas that are outside of the high water use zone. An operational soil moisture sensor, or a rain sensor shut off device, that will override the irrigation cycle of the sprinkler system when adequate rainfall has occurred shall be installed, must be maintained and operated on all irrigation systems.

(3) Specimen and Majestic trees: If existing on the lot specimen and majestic trees shall be preserved. Specimen and Majestic trees that are within proposed areas to be cleared shall be drawn on the land clearing plan. Tree protection during construction shall include a method of well-marked trees-to-be-preserved such that these trees will not be removed. The county administrator or designee shall review any petitions detailing the appropriate mitigating circumstances and may authorize a specimen or majestic tree to be removed upon finding that any of the following conditions exist:

a. The tree is an immediate safety hazard.

b. The tree has an infestation of insects or pathogen that may reasonably be expected to lead to the death of the tree or spread to other trees.

c. The tree is causing property damage, or may be expected to cause property damage.

d. Where the location of the tree prevents direct access to the property, or where the tree constitutes a hazard to pedestrian traffic.

e. The tree is weakened by age, storm, fire or other injury so as to pose a danger to persons, property, site improvements or other trees. Removal of the tree pursuant to this criterion shall be exempt from the replacement criteria of this article.

f. The tree prevents a proposed reasonable use of the site.

(4) Tree requirements: Regardless of development site acreage, the total number of trees existing on the development site up to a maximum of fifteen (15) shall be either preserved or planted. If less than four (4) trees exist at the time of development, a minimum of four (4) trees shall be preserved or planted. Planted trees must be shade trees and a minimum two-inch caliper.

(5) Compliance inspection: All landscaping, ground cover, water use and tree placement requirements must be completed within thirty (30) days from the issuance of the certificate of occupancy. The county administrator or designee shall inspect the site for compliance. Failure to comply with this section shall be cause to notify the code enforcement division for action to ensure compliance.

(6) *Minimizing water use:* No more than fifty (50) percent of the landscaping shall be in the high water-use-zone. No more than fifty (50) percent of the landscaping shall be turf grass unless varieties with excellent drought-tolerance are used. Turfgrass in excess of fifty (50) percent shall not have a permanent irrigation system and shall not be irrigated using micro-irrigation. Preserved natural vegetation shall be considered a drought tolerant landscape zone. All water restrictions of the Southwest Florida Water Management (SWFWMD) and Hernando County shall be obeyed. If an automatic irrigation system is installed, turf grass shall be irrigated separately from other landscaping. Drip, micro-spray, or other low-volume emitters are required in non-turf grass areas, that are outside of the high water use zone. An operational soil moisture sensor, or a rain sensor shut off device, that will override the irrigation cycle of the sprinkler system when adequate rainfall has occurred shall be installed, must be maintained and operated on all irrigation systems.

(7) *Plant installations:* All plant installations in the low-water-use zones should be selected using guidelines as described in the Florida-Friendly Plant List current year publication. This book is available through the University of Florida, IFAS Extension office.

(c) Existing residential homes: A single-family residential lot/parcel with an existing residence, two-family residential lot/parcel with an existing residence, or mobile home lot/parcel with an existing residence, is exempt from the provisions of this article. This applies so long as:

(1) The above residential tree requirements per acre are maintained.

(2) The landscaped area in the high water use zone is not increased or no more than fifty (50) percent of the lot/parcel landscaping is in the high water use zone. No more than fifty (50) percent of the landscape shall be turfgrass unless varieties with excellent drought-tolerance are used. Turf grass in excess of fifty (50) percent shall not have a permanent irrigation system. Turf grass shall not be irrigated using micro-irrigation.

(3) Specimen and majestic trees are preserved.

(4) Ground cover is maintained.

If an automatic irrigation system is installed, drip, micro-spray, or other low-volume emitters are required in non-turf grass areas, that are outside of the high water use zone. Turf grass shall be irrigated separately from other landscaping. An operational soil moisture sensor, or a rain sensor shut off device, that will override the irrigation cycle of the sprinkler system when adequate rainfall has occurred shall be installed, must be maintained and operated on all irrigation systems.

(5) Proper pruning techniques in accordance with American National Standards Institute (ANSI A300) must be met when pruning shade trees on public or private property. See section 10-31.

(d) Existing rural-residential homes: A single-family rural-residential lot/parcel with an existing residence or mobile home lot/parcel with an existing residence, is exempt from the provisions of this article, this applies so long as:

(1) The above rural-residential tree requirements are maintained.

(2) Specimen and Majestic trees are preserved.

(3) The landscaped area in the high water use zone is not increased or no more than-fifty (50) percent of the lot/parcel landscaping is in the high water use zone. No more than fifty (50) percent of the landscape shall be turfgrass unless varieties with excellent drought-tolerance are used. Turfgrass in excess of fifty (50) percent shall not have a permanent irrigation system. Turfgrass shall not be irrigated using micro-irrigation.

(4) Ground cover is maintained.

If an automatic irrigation system is installed, drip, micro-spray, or other low-volume emitters are required in non-turf grass areas, that are outside of the high water use zone. Turf grass shall be irrigated separately from other landscaping. An operational soil moisture sensor, or a rain sensor shut off device, that will override the irrigation cycle of the sprinkler system when adequate rainfall has occurred shall be installed, must be maintained and operated on all irrigation systems.

(5) Proper pruning techniques in accordance with American National Standards Institute (ANSI A300) must be met when pruning shade trees on public or private property. See section 10-31.

(Ord. No. 2008-02, § 14, 1-15-08)

Section 13. Agricultural/residential districts.

A. The following regulations apply to agricultural/residential districts as indicated:

(1) Permitted uses:

(a) *All agricultural/residential districts:*

i. Aquaculture

ii. Grazing livestock at the rate of one mature animal and offspring less than one year of age, per acre.

iii. Poultry and swine for home consumption maintained at least seventy-five (75) feet from adjacent property.

iv. Horticultural specialty farms, including the cultivation of crops.

v. Accessory structures related to the principal use of the land.

vi. Pigeon aviaries with a maximum of 1,500 square feet of area devoted to housing pigeons, per acre.

vii. Sales on the premises of permitted agricultural products produced on the premises: provided that where such products are sold from roadside stands, such stand shall be set back a safe distance from any public street right-of-way and shall provide for automobile access and off-street parking space in such a manner so as to not create an undue traffic hazard on the street on which such roadside stand is located.

(b) *Agricultural/residential:*

i. Single-family dwellings.

(c) *Agricultural/residential-1:*

i. Mobile homes.

(d) *Agricultural/residential-2:*

i. Single-family dwellings.

ii. Mobile homes.

(2) *Conditional uses:*

(a) Retail sales of permitted agricultural products not produced on the premises: provided that where such products or services are sold from roadside stand, such stand shall be set back from any public street right-of-way at least seventy-five (75) feet and shall be provided with automobile access and off-street parking space in such a manner so as to not create an undue traffic hazard on the street on which such roadside stand is located.

(3) *Dimension and area regulations:*

(a) *Lot area:* The minimum lot area shall be one acre.

(b) *Building height:* The maximum building height shall not exceed forty-five (45) feet.

(c) *Lot widths:* The minimum lot width at the building line shall be one hundred (100) feet. Lots on curves shall have a minimum street frontage of fifty (50) feet.

(d) *Front yard:* The minimum front yard requirement in the Agricultural/Residential District shall be fifty (50) feet. Along U.S. 19, S.R. 50, U.S. 41, U.S. 98, U.S. 301, C.R. 578, C.R. 485, and C.R. 50 front yard requirements shall be one hundred twenty-five (125) feet.

(e) *Side yard:* The minimum side yard requirement shall be ten (10) feet.

(f) *Rear yard:* The minimum rear yard requirement shall be thirty-five (35) feet.

(g) *Lot frontage:* All lots shall front on a street for a minimum distance of one hundred (100) feet except on dead-end streets, where frontage shall be a minimum of fifty (50) feet.

(h) *Minimum living area:* The minimum living area of a single-family dwelling shall be nine hundred (900) square feet. For the purposes of this subsection, "minimum living area" shall mean the minimum floor area of a dwelling unit exclusive of carports, breezeways, unenclosed porches, garages, or terraces. In accordance with the provisions of this subsection, the minimum living or floor area of a mobile home will be six hundred (600) square feet exclusive of all attachments, and no mobile home shall be permitted to be attached or detached in a manner that would be inconsistent with the original manufacturer's design standards. No mobile home shall have a length or width dimension less than twelve (12) feet, not including pop-outs and attachments. All mobile homes must be skirted within thirty (30) days from the issuance of a certificate of occupancy. The skirting shall constitute a visual screen of new materials, or material in acceptable condition, consisting of aluminum, pressure-treated wood, masonry, or other acceptable material normally used for mobile home skirting and be placed around the entire perimeter of the mobile home and extending from the base of the mobile [home] to the ground.

Applicants applying for a building permit to place a used mobile home shall either provide proof of a current and valid inspection by the Department of Motor Vehicles or be inspected by the Hernando County Development Department prior to the issuance of a building permit to set the mobile home. The inspection will be conducted by the building division and is designed to protect the public health, safety, and welfare. The inspection will be conducted in areas of fire safety, electrical, plumbing, mechanical, and overall construction of the mobile home. If the inspection of the mobile home determines that the unit is not repairable, no building permit shall be issued. No applicant applying to place a mobile home shall perform any repair work or commence set up of the mobile home until a building permit has been secured. Any deficiencies noted in the inspection report shall be corrected prior to the issuance of a certificate of occupancy. Standards for used mobile home inspections will be adopted by resolution of the Hernando County Board of County Commissioners, and will be consistent with state standards regulating used mobile homes.

(i) A portable storage structure not to exceed 160 square feet in size is allowable in conjunction with the residential use of a property when the storage structure is associated with remodeling, other construction, or moving. Such portable storage structure shall be allowable for a period not to exceed 30 days except when used in conjunction with a building permit issued for remodeling or other construction. In these cases, the portable storage structure is allowable for a period to correspond with the building permit.

~~(4) *Special exception uses:*~~

~~(a) For the AR, A/R-1 and A/R-2 districts:~~

~~i. Home occupations.~~

~~ii. Bed and breakfast establishments.~~

~~iii. Animal Specialty Establishments~~

(4)~~(5)~~ *Special regulations:*

(a) No odor nor dust producing substance nor use, except in connection with cultivation of permitted uses, shall be permitted within seventy-five (75) feet of a property line.

(b) No products shall be publicly displayed nor offered for sale from the roadsides unless produced on the premises or a conditional use permit is obtained from the administrative official.

(c) All accessory buildings shall be located at least ten (10) feet from the side or rear property lines, or no closer to the front property line than the front yard requirement for the district. If a single-family dwelling is on, or will be on the premises in the future, the accessory building shall be no nearer than fifteen (15) feet to such dwelling.

(d) Detached accessory structures which have impervious roof coverings shall meet the minimum yard requirements for accessory buildings in the district.

(e) Accessory buildings or structures five (5) feet or less in height, and smaller than forty (40) square feet in size shall not be required to obtain a zoning permit. Such buildings or structures must meet the minimum yard requirements for accessory buildings in the district.

(f) There are no minimum yard standards for wellhouses as defined in this ordinance.

(Ord. No. 98-25, § 4, 10-13-98; Ord. No. 2000-07, § 6, 5-9-2000; Ord. No. 2003-02, § 10, 2-11-03; Ord. No. 2004-03, § 20, 2-24-04; Ord. No. 2004-11, § 15, 8-3-04; Ord. No. 2010-21, § V, 10-26-10; Ord. No. 2013-22, § II, 7-23-13; Ord. No. 2013-37, § IV, 12-10-13)

DRAFT

Hernando County Tiny Homes

For Board of County Commissioner Discussion

Tiny Homes and *Tiny Homes on Wheels (THOWs)* within Hernando County.

Section 1. Definitions

Tiny Home:
A self-contained dwelling unit that includes permanent provisions for living, sleeping, cooking, and sanitation, with a minimum of 170 square feet and a maximum of 600 square feet of habitable floor area.

Tiny Home on Wheels (THOW):
A residential structure constructed on a trailer chassis and designed to be transported, but when placed on a site, is secured to a permanent foundation, skirted, and connected to utilities, and complies with the County's requirements for Tiny Homes.
A THOW that is not anchored or connected to utilities shall be considered a Recreational Vehicle (RV) and may not be used as a permanent dwelling outside of an approved RV park.

Tiny Home on Foundation:
A structure meeting the definition of a Tiny Home that is built on a permanent foundation, connected to public sewer or septic and water or well, and designed to resemble a conventional residential dwelling

Section 2. Applicability and Location

1. **General Applicability**
   This section applies to all Tiny Homes and THOWs placed within unincorporated Hernando County.
2. **Permitted Locations**
   Tiny Homes and THOWs shall be permitted:
   - By right within any Euclidean residential zoning district where mobile home dwellings are permitted use (R-1A, RM, AG, AR-1, and AR-2).
   - Subject to the current setbacks, height, and lot coverage requirements applicable to other dwelling types within the same zoning district.
3. **Density and Impact Equivalency**
   For the purposes of density, impact fees, concurrency, and public facility capacity, Tiny Homes and THOWs shall be treated as a standard dwelling units.

Section 3. General Standards

1. **Dwelling Unit Requirements**
   Each Tiny Home shall include:
   - A kitchen with cooking and food storage facilities.
   - A sleeping area.
   - A bathroom containing toilet, sink, and shower or bathtub.
   - Mechanical, plumbing, and electrical systems compliant with the Florida Building Code.
2. **Size Standards**
   - Minimum floor area: 170 square feet
   - Maximum floor area: 600 square feet
3. **Utility Connections**
   - All Tiny Homes and THOWs shall be connected to approved sewer/septic and water/well systems.
   - The use of generators for primary power is prohibited.
4. **Construction Standards**
   - All Tiny Homes and THOWs shall be constructed to Florida-engineered plans and approved by a Florida-licensed structural engineer.
   - Plans shall demonstrate compliance with hurricane tie requirements, tension ties, proper framing, and moisture protection.
   - Construction plans must include:
     - Detailed framing and foundation drawings.
     - Electrical diagram.
     - Photos of the unit during construction showing insulation, plumbing, framing, and structural components.
5. **Design Standards**
   Tiny Homes and THOWs must be designed to resemble a conventional residential building structure, including:
   - Minimum 8.5-foot width.
   - Pitched roof with traditional roofing materials.
   - Exterior materials consistent with residential dwellings (e.g., siding, stucco, wood, or masonry).
   - No shiny metal RV-style finishes or visible hitches.
   - THOWs shall be skirted on all sides when parked, with wheels and hitches not visible.
6. **Site Standards**
   - A maximum of one (1) Tiny Home or THOW is permitted per platted lot.
   - Subdivision of lots to increase density beyond current zoning standards is prohibited.
   - Tiny Homes shall meet the same setback, height, and lot coverage requirements as other dwellings in the zoning district.
7. **Foundation and Anchoring Requirements**
   - THOWs shall have wheels removed and be tied down to a permanent foundation in accordance with Florida Building Code and Hernando County anchoring standards.

    - Foundation designs must be certified by a Florida-licensed engineer.
8. **Occupancy and Ownership**
    - An affidavit shall be recorded with the building permit identifying the unit as owner-occupied and agreeing that it will remain owner-occupied for a minimum of five (5) years from the date of permit issuance.
    - Rental of individual THOWs as transient lodging is prohibited outside of designated RV or short-term rental districts.

Section 4. Permitting Requirements

A permit application for Tiny Home or THOW shall include:

- Florida-engineered construction plans.
- Electrical and plumbing diagrams.
- Photographic documentation of construction stages (framing, insulation, plumbing).
- Proof of permanent utility connection (water/septic or well/sewer).
- Foundation/anchoring design.
- Owner-occupancy affidavit.
- Site plan demonstrating compliance with setbacks and other applicable zoning requirements.

Appendix A Zoning

ARTICLE III. - SPECIFIC REGULATIONS Section 3. - Specific use regulations.

Q. Sidewalks

1. Sidewalks shall be constructed for the length of the site frontage along all adjoining roadways in conjunction with all new construction under the following conditions:

(a) The site is located along a county designated arterial or collector street;

(b) The site is adjacent to properties with existing sidewalks; or

(c) The site is within two (2) miles of a public school.

(d) Sidewalks shall not be constructed along Florida Department of Transportation Roadways unless required by the Florida Department of Transportation.

2. All sidewalks shall be designed and constructed in accordance with the requirements of the Florida Accessibility Code and Hernando County Facilities Design Guidelines.

3. The county engineer may permit the waiver of sidewalk construction where one (1) or more of the following conditions exist:

(a) The existing street or right-of-way is unimproved.

(b) The sidewalk cannot be constructed due to existing natural, environmental, topographic or hazardous conditions.

(c) The property is located in an area where sidewalks do not exist, new sidewalks are not projected nor planned for, and no abutting or connecting sidewalks exist.

(d) Sidewalks may not be required for properties in the AG, AR-1, AR-2, AR, or PDP(RUR) zoning districts. Sidewalks will not be required along the property frontage, unless connecting to an existing sidewalk. This does not relieve projects from complying with internal sidewalk requirements.

~~(d)~~ (e) The county engineer may require a contribution to the county sidewalk improvement fund as a condition of granting the waiver.

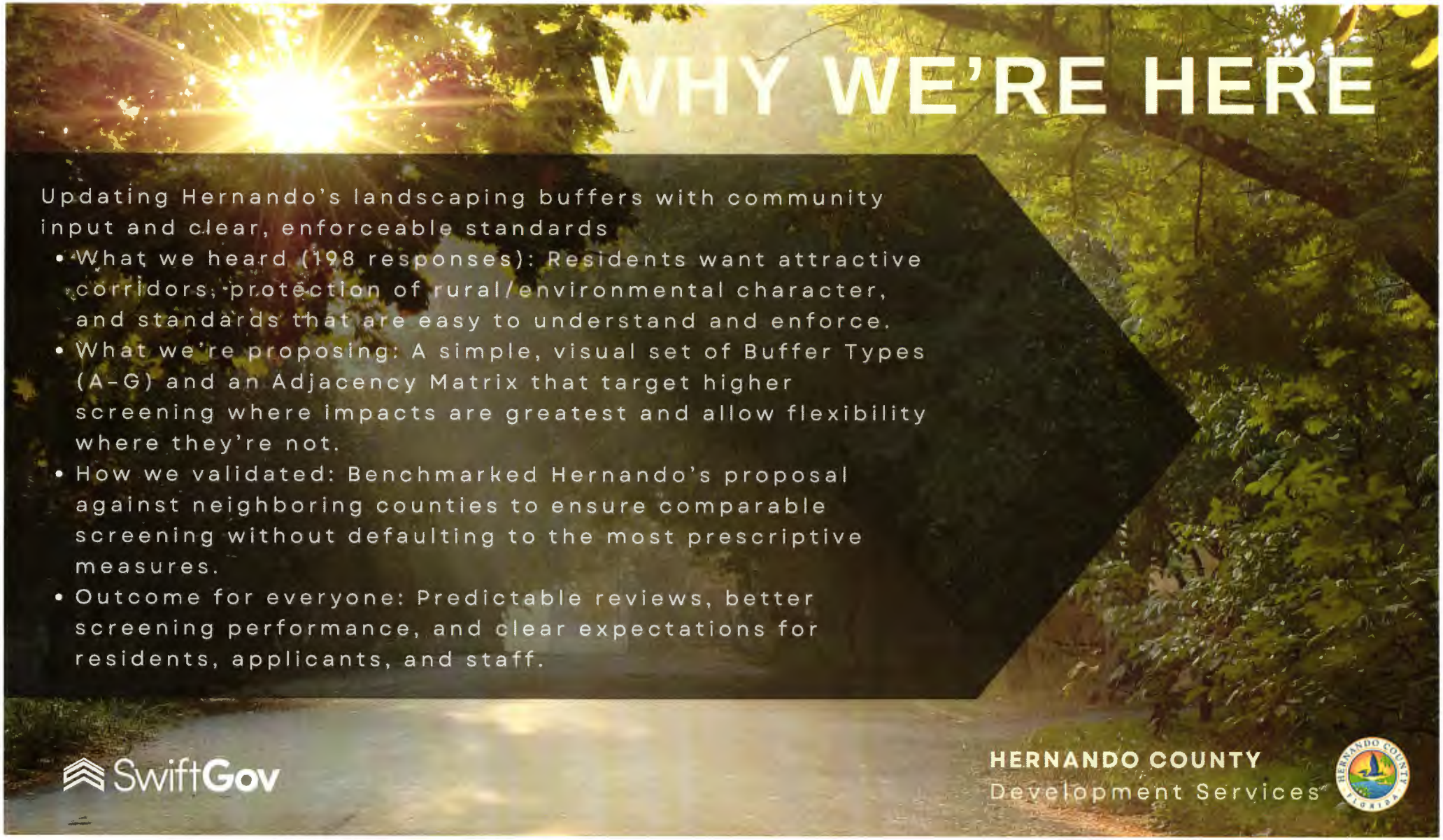
HERNANDO COUNTY
GREEN EDGES, SMART GROWTH
Landscaping for Livability with Buffers that Protect and Preserve Character at the Edges
SwiftGov
Roundtable Discussion

TODAY'S DISCUSSION

- Why We're Here
- Who We Heard From (Survey Method)
- Top Community Stats
- From Input to Objectives
- Hernando's Proposed Standards
- How Adjacency Works
- Peer Benchmark (Method + Sources)
- Peer Snapshot vs. Hernando
- What It Means + Next Steps

SwiftGov

HERNANDO COUNTY
Development Services


WHY WE'RE HERE
Updating Hernando's landscaping buffers with community input and clear, enforceable standards
• What we heard (198 responses): Residents want attractive corridors, protection of rural/environmental character, and standards that are easy to understand and enforce.
• What we're proposing: A simple, visual set of Buffer Types (A–G) and an Adjacency Matrix that target higher screening where impacts are greatest and allow flexibility where they're not.
• How we validated: Benchmarked Hernando's proposal against neighboring counties to ensure comparable screening without defaulting to the most prescriptive measures.
• Outcome for everyone: Predictable reviews, better screening performance, and clear expectations for residents, applicants, and staff.
SwiftGov
HERNANDO COUNTY
Development Services

WHO WE'VE HEARD FROM

Hernando County's Landscaping Code update is grounded in what our community told us across 198 survey responses: residents most often prioritized community appearance (77%), rural protection (67%), and environmental protection (66%), with additional emphasis on neighborhood character (39%) and public safety (38%). To make the code easier to use, respondents asked for clearer presentation–especially examples (55%), standardized language (53%), and graphics/pictures (49%), with support for tables (27%). Familiarity with the current code varies–27% very familiar, 41% somewhat familiar, 28% not familiar–underscoring the need for straightforward, visual standards. These insights directly shaped our proposed landscaping buffers and adjacency matrix, balancing strong screening and preservation with practical flexibility for applicants.

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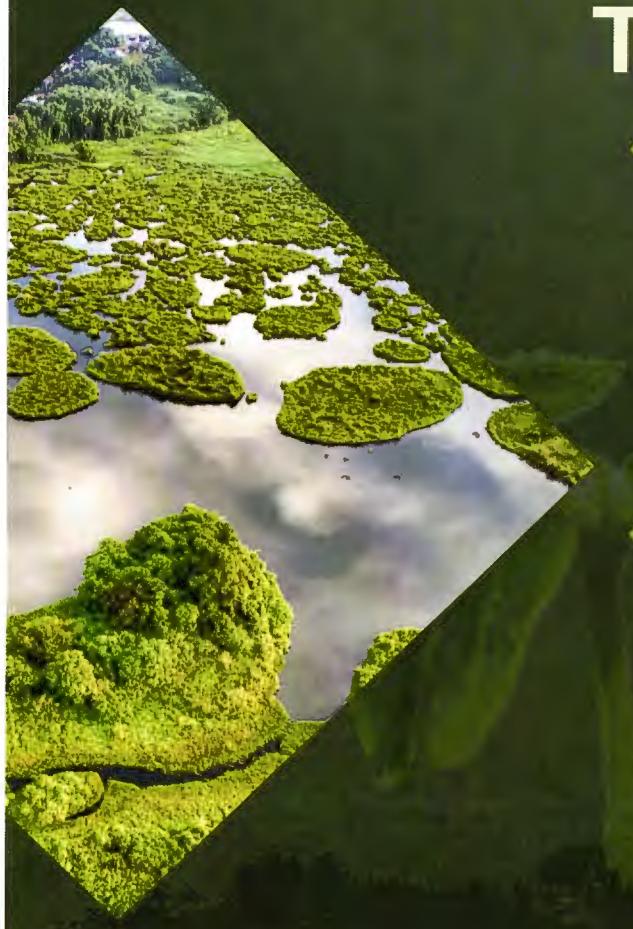
HERNANDO COUNTY
Development Services



TOP COMMUNITY STATS

Quantitative

- Top priorities: Community appearance 77%, Rural protection 67%, Environmental protection 66%, Neighborhood character 39%, Public safety 38%
- Make it easier to use: Examples 55%, Standardized language 53%, Graphics/pictures 49%, Tables 27%
- Code familiarity: Very familiar 27%, Somewhat familiar 41%, Not familiar 28%

Qualitative

- Requests to enforce screening/buffer requirements on new development (recurring theme in open responses)
- Emphasis on native trees/vegetation and wildlife/habitat protection (multiple mentions, incl. Florida Wildlife Corridor)
- Concern about nonconforming edges–especially industrial or highway commercial next to residential
- Desire for clear visuals and "show me" examples so applicants and neighbors know what to expect

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HERNANDO COUNTY
Development Services

FROM INPUT TO OBJECTIVES

We turned community input into clear standards: buffer types and adjacency rules that balance preservation and flexibility.

Objective 1 — Preserve character & environment

Input: Appearance 77%, Rural 67%, Environmental 66%
Response (code levers):

- Targeted Buffer Types A–G with F/G for scenic/rural corridors
- Native canopy + shrub density at higher tiers
- Opacity timelines (e.g., 80% at planting / within 1 year where impacts are highest)

Objective 2 — Target impacts at edges

Input: Concern about nonconforming adjacencies (open-ended feedback)
Response:

- Adjacency Matrix: higher buffer types for Industrial/Highway Commercial → Residential
- Performance options: berms or walls by context; avoid one-size-fits-all

Objective 3 — Clarity & enforceability

Input: Examples 55%, Standardized language 53%, Graphics 49%, Tables 27%
Response:

- Two simple, visual tables (Buffer Types + Adjacency)
- Counts per 100 LF, widths in feet, and plain-language timelines
- Illustrated examples for compliance checks

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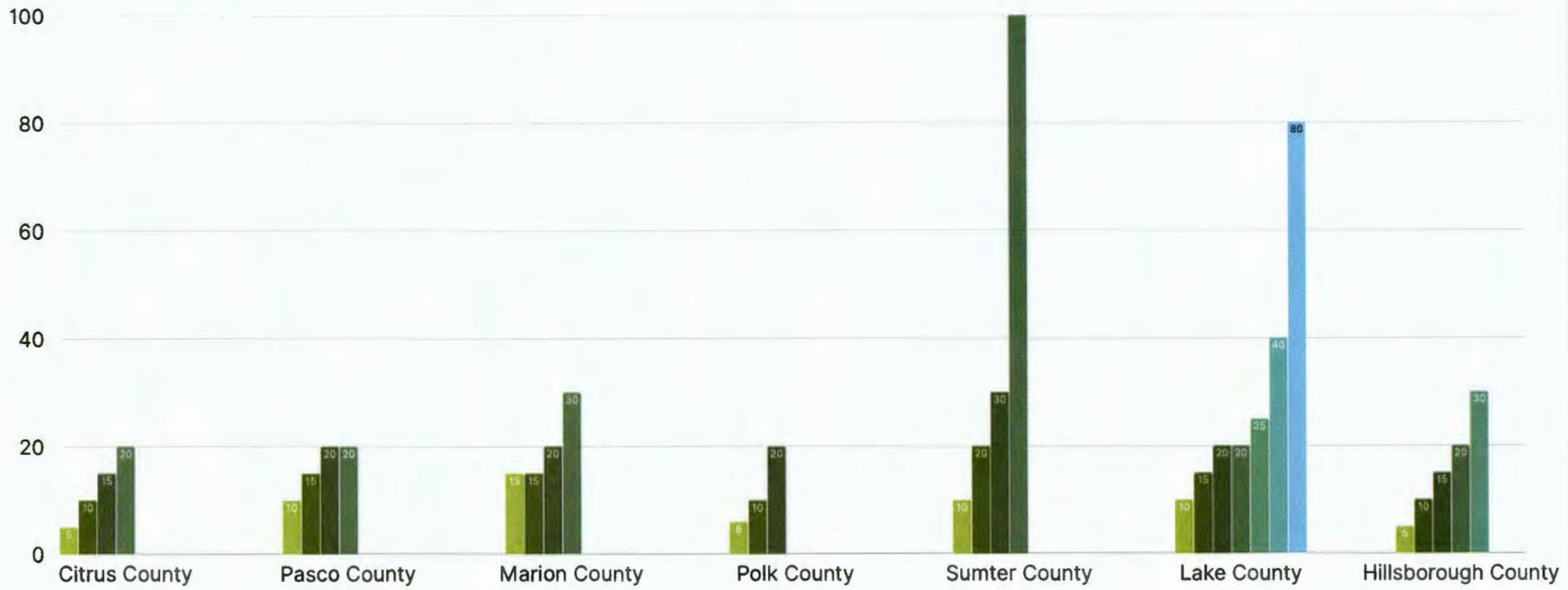
HERNANDO COUNTY
Development Services

NEIGHBORING BUFFER REQUIREMENTS



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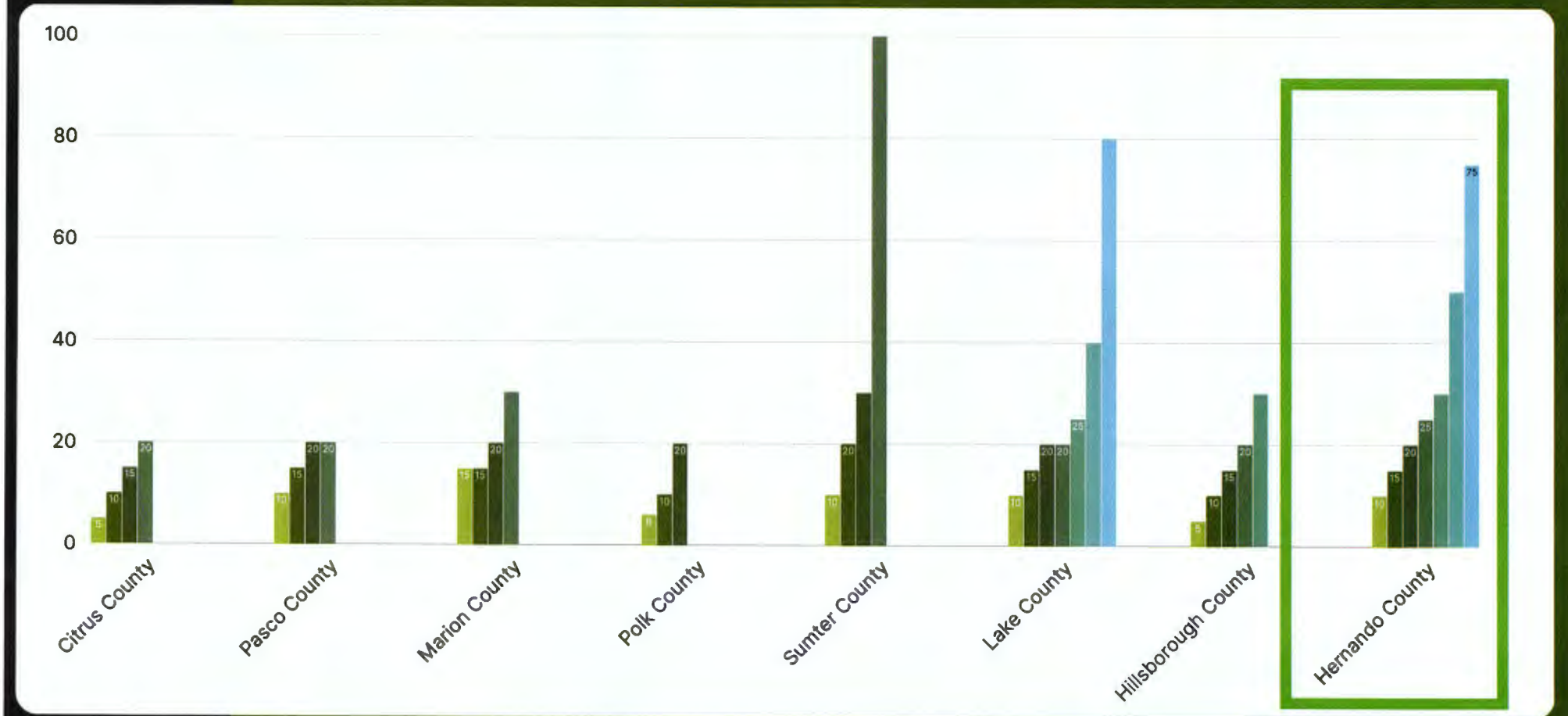
PROPOSED HERNANDO BUFFER REQUIREMENT



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HERNANDO COUNTY
Development Services

HERNANDO COUNTY PROPOSED LANDSCAPING BUFFERS

Buffer Type	Minimum Width	Overstory Trees per 100 LF	Understory Trees per 100 LF	Shrubs per 100 LF	Structural Elements	Opacity / Screening
A (Low)	10 ft	2	2	20	None	36" continuous hedge or shrub mass within 2 year
B (Moderate)	15 ft	2	4	20	Optional berm (2–3 ft)	48" hedge/screen within 2 year
C (High)	20 ft	2	6	24	Berm (3–4 ft) or 6-ft wall	60" hedge/screen within 2 year
D (High)	25 ft	4	10	24	6–8 ft opaque wall with berm	60% opacity at planting; full screening within 2 year
E (Intense)	30 ft	6	12	30	6–8 ft opaque wall with berm	80% opacity at planting; full screening within 2 year
F (Intense)	50 ft	6	12	36	6–8 ft opaque wall with berm	80% opacity at planting; full screening within 2 year
G (Scenic Highway, undisturbed)	75ft	8	12	48	6–8 ft opaque wall with berm	80% opacity at planting; full screening within 2 year

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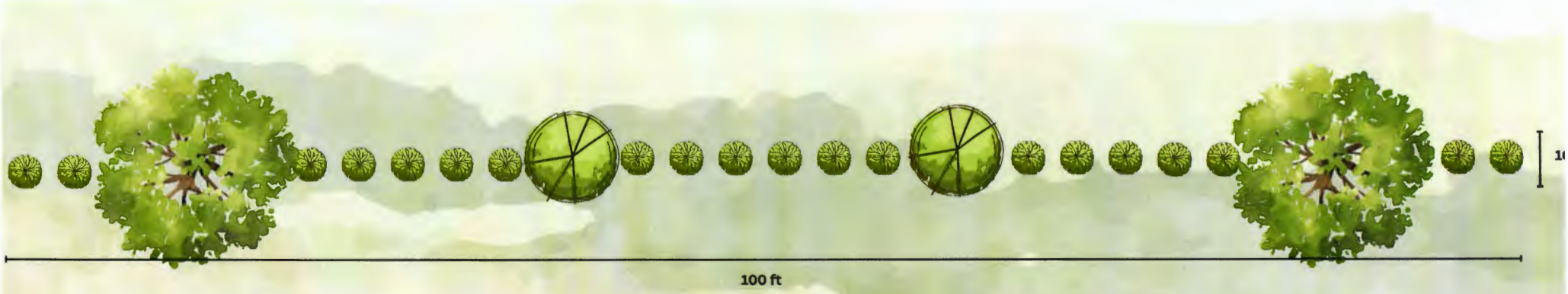
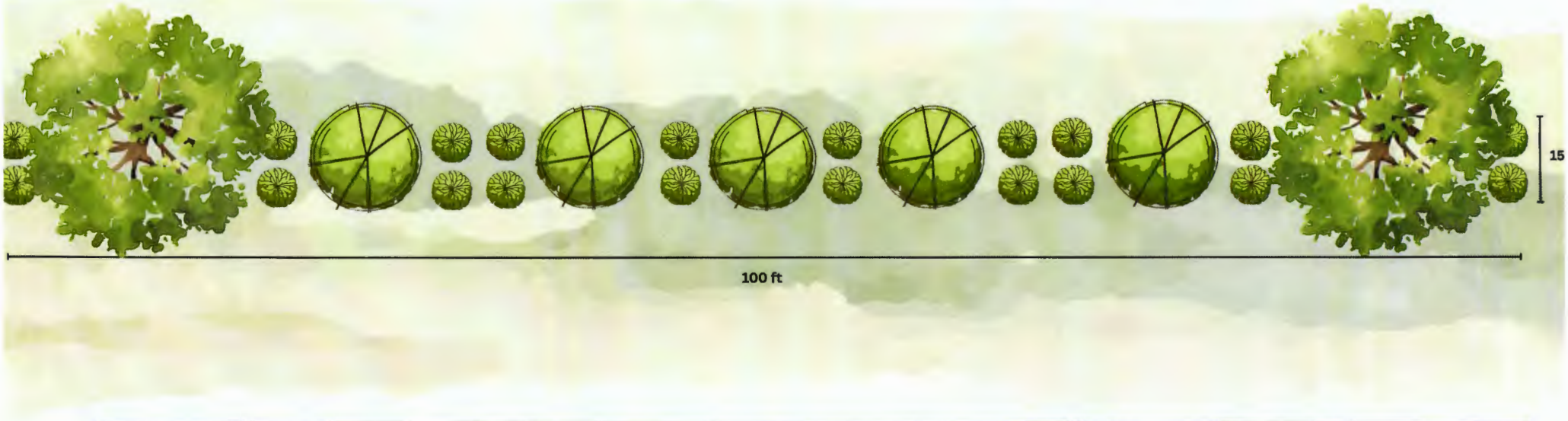
HERNANDO COUNTY
Development Services

Landscape Buffer Type A



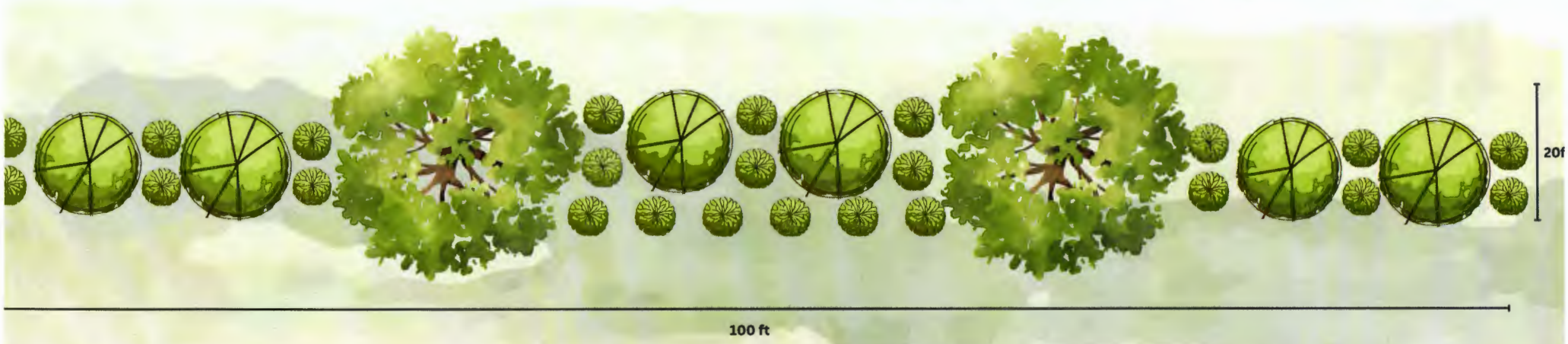
Buffer Type	Minimum Width	Overstory Trees per 100 LF	Understory Trees per 100 LF	Shrubs per 100 LF	Structural Elements	Opacity / Screening
A (Low)	10 ft	2	2	20	None	36" continuous hedge or shrub mass within 2 year

Landscape Buffer Type B



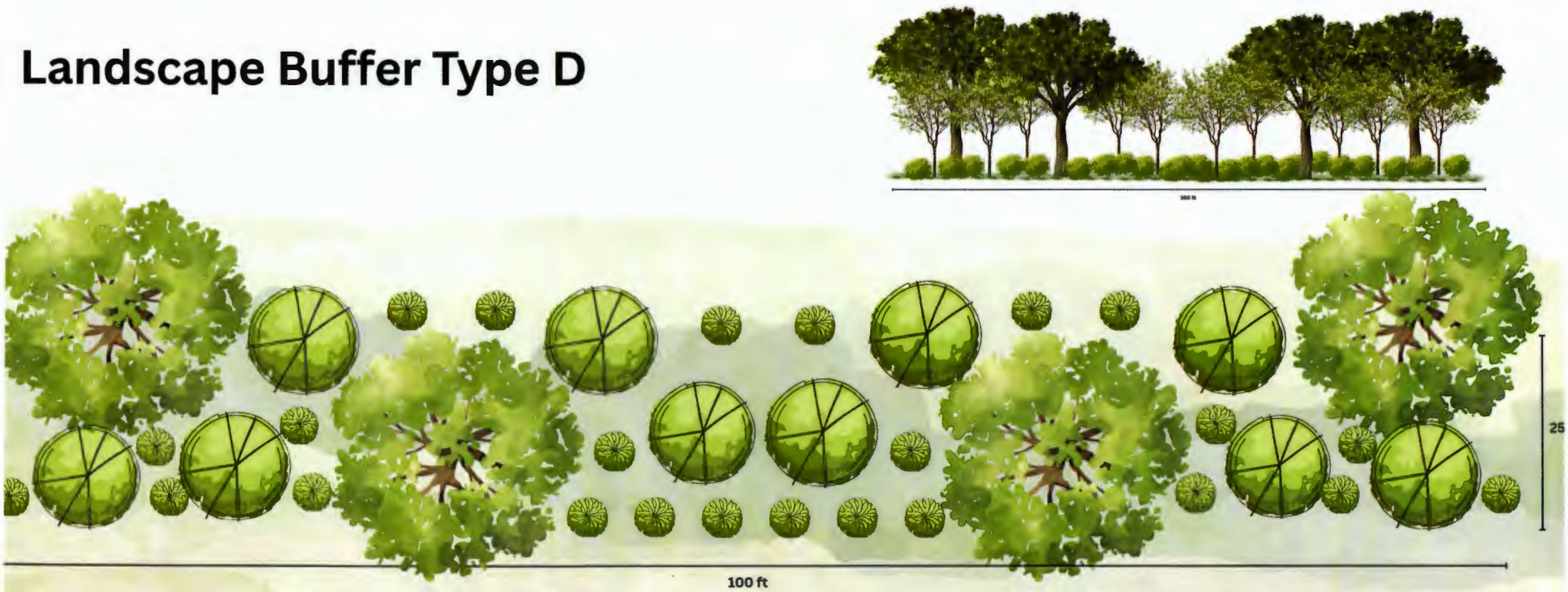
Buffer Type	Minimum Width	Overstory Trees per 100 LF	Understory Trees per 100 LF	Shrubs per 100 LF	Structural Elements	Opacity / Screening
B (Moderate)	15 ft	2	5	20	Optional berm (2–3 ft)	48" hedge/screen within 2 year

Landscape Buffer Type C



Buffer Type	Minimum Width	Overstory Trees per 100 LF	Understory Trees per 100 LF	Shrubs per 100 LF	Structural Elements	Opacity / Screening
C (High)	20 ft	2	6	24	Berm (3–4 ft) or 6-ft wall	60" hedge/screen within 2 year

Landscape Buffer Type D



Buffer Type	Minimum Width	Overstory Trees per 100 LF	Understory Trees per 100 LF	Shrubs per 100 LF	Structural Elements	Opacity / Screening
D (High)	25 ft	4	10	24	6–8 ft opaque wall with berm	60% opacity at planting; full screening within 2 year

HERNANDO COUNTY PROPOSED OPACITY PLANTING MATRIX

Purpose. Minimum vegetative planting standards to achieve required opacity from ground to 6 ft above finished grade.

Opacity Target	Shrubs (qty / rows / spacing / size)	Overstory/Understory Trees (qty / size / spacing)	Evergreen Content	Canopy Trees	Optional Berm Trade-off
60% — at planting	24 shrubs • 3 ft O.C. • 36–42" or 7–10 gal	9 understory trees • 3" cal • ≈ 33 ft O.C.	≥30% (shrubs + understory combined)	4	—
80%— within 12 months	30–48 shrubs • 3 staggered rows • 3 ft O.C. • 36–42" at install; gap-fill at 6 months	12 understory trees • 3" cal • 20–25 ft O.C.	≥50% (shrubs + understory combined)	6	2–3 ft berm → reduce shrub qty by up to 20% if opacity is met

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HERNANDO COUNTY
Development Services

Opacity Planting Matrix: — at planting

Opacity Target	Shrubs (qty / rows / spacing / size)	Understory Trees (qty / size / spacing)	Evergreen Content	Canopy Trees	Optional Berm Trade-off
60% — at planting	24 shrubs • 3 ft O.C. • 36–42" or 7–10 gal	10 understory trees • 3" cal • ≈ 33 ft O.C.	≥30% (shrubs + understory combined)	4	—

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Zoning
Prepared By: Stephanie Rose
Initiator: Omar DePablo
DOC ID: 16479
Legal Request Number:
Bid/Contract Number:

TITLE

Petition Submitted by J. Santos Delgado Guzman to Vacate Utility and Drainage Easements Located in Ridge Manor Estates

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

1505842

APPLICATION FOR PETITION TO VACATE, ABANDON, DISCONTINUE AND CLOSE, RIGHTS-OF-WAY, PLATS, EASEMENTS

This application must be submitted to the Zoning Department with all attachments and other items listed on the Instruction Sheet. Applications may not be reviewed until all required items are furnished. Please note that the vacation requested must be justified and the filing of the application or appearance at the public hearing does not assure approval of said application. The Petitioner or his/her representative is/are required to appear in person at the public hearing.

RECEIVED
JUN 26 2025
HERNANDO COUNTY ZONING

1. Name of Petitioner: J Santos Delgado Guzman

Mailing Address: 506 Estates Pl

City Longwood State Fl Zip 32779 Phone 407 233 5125

Email Address: santodelgado@hotmail.com

2. Name of Representative (if applicable): _____

Mailing Address: _____

City _____ State _____ Zip _____ Phone _____

Email Address: _____
*Attach notarized letter of authorization from petitioner.

3. Location of area to be vacated: 15 ft Utility eastment running along the center of the lot

Key Number of area to be vacated: R36 122 21 0870 0840 0070

Name of Subdivision: Ridge Manor Estates

Street Address: N/A

4. Are any other applications pending?

Variance _____ Conditional Use _____ Special Exception _____

Rezoning _____ Class I Subdivision _____ Other _____

5. Is the proposed vacation platted X or an unrecorded subdivision _____?

6. What is the current zoning of the proposed vacation? R1-C

7. Which companies provide the following?
Water/Sewer: _____ Telephone: _____

Electric: _____ Cable TV: _____

8. Is there a Homeowner's Association? No

President's Name _____

Email Address: _____

Address: _____

9. In your own words, briefly explain why you are applying for the vacation, why you feel that the vacation should be approved, and what use, if any, is planned for the vacated property. (A detailed explanation is to be provided in the separate statement required item #3 on the instructions.)

I am requesting to vacate a 15 Ft utility eastment that currently runs though the center of the parcel. This eastment was originally located along the adjoining property line of the two separate lots... Since the lots have been combined into a single parcel, the interior eastment no longer serves a functional purpose. Vacating this eastment will allow for more efficient use of the lot and eliminate the unnecesary encumbrance through the middle of the property. The requested vacation will not negatively impact any sorrounding properties or public services

The undersigned understands this Application and all other applicable items listed on the Instruction Sheet must be submitted completely and accurately before a hearing can be scheduled. The undersigned further understands that this process may take up to two (2) months to finalize. The County reserves the right to request additional information it may deem necessary in processing this application.

Signature(s): _____ Date: 06/26/2025

Signature(s): _____ Date: _____

This application and documents submitted are public record pursuant to Ch119, F.S.

PETITION TO VACATE, ABANDON, DISCONTINUE, AND CLOSE EASEMENT(S), RIGHTS-OF-WAY, AND PLATS

The **Petitioner(s)** J Santos Delgado Guzman
who resides at 506 Estates Pl. Longwood Fl 32779 and whose telephone number is 407 233 5125 makes this application to the Board of County Commissioners to vacate the County's interest in that certain easement, alley, right-of-way, or plat as described as follows:

Legal description of the subject area to be vacated (or may insert "See Survey"):
See Survey

Petitioner will show that he/she has complied with the provisions and requirements in accordance with the Board of County Commissioners Policy No. 19-07 and Sections 177.101 and/or 336.10, Florida Statutes.

Petitioner would further show that the above described property is not situated within the incorporated city limits of any municipality within Hernando County, Florida, and that the vacation of said area will not affect the ownership or right of convenient access of persons in anyway whatsoever.

Petitioner has further indicated that he/she intends to post signs on the subject property described above giving notice of intent to petition the Board of County Commissioners to vacate the subject area in accordance with Florida Statues, and the policies and procedures of the Board of County Commissioners.

Wherefore, **Petitioner** prays that the Board of County Commissioners of Hernando County accept the filing of this petition and set the same for a public hearing which will be advertised pursuant to the provisions of the Florida Statutes, at which time the Board may adopt a resolution vacating, abandoning, discontinuing and/or closing the subject area.

Notice - This Petition is not deemed filed until receipt of applicable Petition fees upon notice by County of acceptance of a complete application.

Petitioner _____ Petitioner _____

STATE OF FLORIDA
COUNTY OF Orange
The foregoing instrument was acknowledged before me this 20 day of May 2025, by J Santos Delgado Guzman who is personally known to me or who has produced FL Driver's License as identification.
Notary Public _____
(SEAL)
Jonathan G. Montalvo Zapata
Notary Public
State of Florida
Comm# HH167055
Expires 10/15/2025

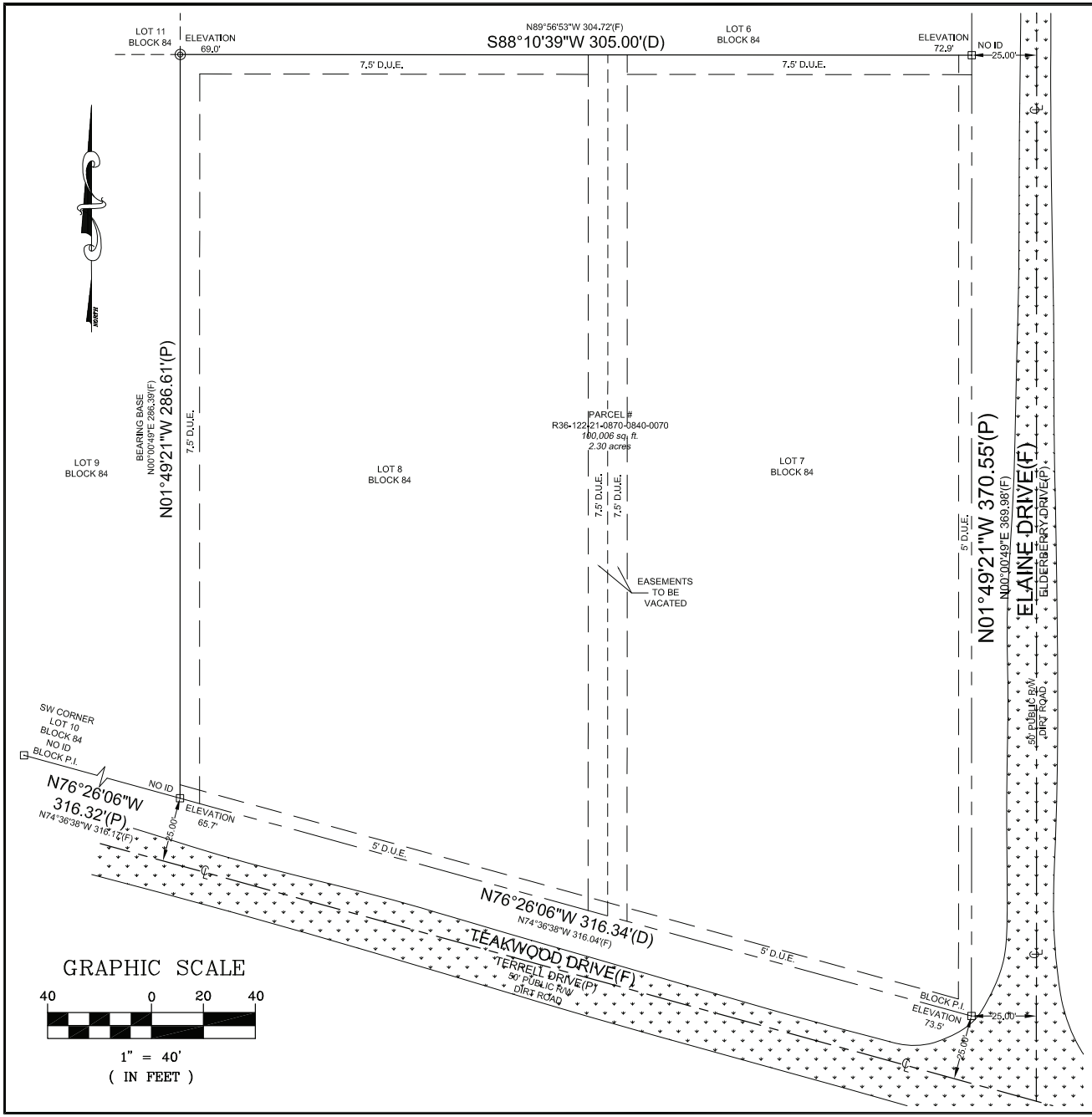
STATE OF FLORIDA
COUNTY OF _____
The foregoing instrument was acknowledged before me this _____ day of _____ 20___, by _____ who is personally known to me or who has produced _____ as identification.
Notary Public _____
(SEAL)

WHY VACATE?

NARRATIVE:

I am requesting to vacate a 15' (Fifteen feet) utility eastment that currently runs through the center of the parcel # R36-122-21-0870-0840-0070.
This eastment was originally located along the adjoining property line of the two separate lots. Since the lots have been combined into a single parcel, the interior eastment no longer serves a functional purpose. Vacating this eastment will allow for more efficient use of the lot and eliminate the unnecesary encumbrance through the middle of the property. The requested vacation will not negatively impact any sorrounding properties or public services.

J. Santos Delgado Guzman



GRAPHIC SCALE

40 0 20 40

1" = 40'

(IN FEET)

DESCRIPTION:
LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2, ACCORDING TO THE PLAT THEREOF. RECORDED IN PLAT BOOK 10, PAGE(S) 2 THROUGH 27, OF THE PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA.

EASEMENTS TO BE VACATED:
A 7.50 FOOT PLATTED UTILITY EASEMENT AS SHOWN ON LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGE(S) 2 THROUGH 27, OF THE PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA. SAID UTILITY EASEMENT IS 7.50 FEET IN WIDTH BEING ADJACENT TO AND PARALLEL WITH THE COMMON PLATTED LOT LINE BETWEEN SAID LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2 SAID EASEMENT TERMINATES AT THE NORTH AND SOUTH PLATTED BOUNDARY OF SAID LOTS 7 & 8, BLOCK 84, SAID LANDS HAVING AN AREA OF 4973 SQUARE FEET, 0.11 ACRES±

NOTES:
1) 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 SURVEY THE WEST LINE OF SUBJECT PARCEL HAS A BEARING OF N00°00'49"E.
2) THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT AND ENCUMBRANCES SUCH AS EASEMENTS ARE NOT SHOWN.
3) BOUNDARY SURVEY FOR DELGADO GUZMAN.
4) LANDS SHOWN HEREON HAVE NOT BEEN ABSTRACTED FOR RIGHT-OF-WAY, EASEMENTS, AND/OR OTHER INSTRUMENTS OF RECORD BY THIS SURVEYOR.
5) REPRODUCTIONS OF THIS SKETCH ARE NOT VALID UNLESS SIGNED & SEALED WITH AN EMBOSSED SURVEYORS SEAL.
6) SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.
7) NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES, INCLUDING BUT NOT LIMITED TO SEPTIC TANKS, SEWER FORCE MAINS, POTABLE WATER FORCE MAINS, TELEPHONE AND/OR FIBEROPTIC CABLES, ETC. BEFORE EXCAVATIONS ARE BEGUN, THE APPROPRIATE AGENCY SHOULD BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FIELD LOCATION.
8) ELEVATIONS HEREON WERE OBTAINED USING THE FLORIDA DEPARTMENT OF TRANSPORTION PERMANENT REFERENCE NETWORK ON THE NORTH AMERICAN VERTICAL DATUM 88 (NAVD88).
9) LANDS SHOWN HEREON ARE CONSIDERED TO BE IN ZONE "X" AREAS DETERMINED TO BE OUTSIDE THE 100-YEAR FLOOD PLAIN, AS ESTABLISHED BY THE NATIONAL FLOOD INSURANCE PROGRAM, COMMUNITY PANEL #12053C-0239 D, DATED FEBRUARY 2, 2012.
10) THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE BENEFIT OF THE PARTY(IES) NAMED HEREON, AND SHALL NOT BE DUPLICATED OR RELIED UPON BY ANY OTHER INDIVIDUAL OR ENTITY WITHOUT AUTHORIZATION FROM EUGENE F. HART #LS 2232.

LEGEND AND ABBREVIATIONS
ANC. = ANCHOR WIRE
B/P = BRICK PAVER
(C) = CALCULATED DISTANCE OR BEARING
C.M.E.S. = CONCRETE MITERED END STRUCTURE
C.M.P. = CORRUGATED METAL PIPE
CONC. = CONCRETE
C.P.P. = CORRUGATED PLASTIC PIPE
(D) = DEED DISTANCE OR BEARING
D.E. = DRAINAGE EASEMENT
D.U.E. = DRAINAGE & UTILITY EASEMENT
ID = IDENTIFICATION
I.LEG. = ILLEGIBLE
L.B. = LICENSED BUSINESS
L.S. = LICENSED SURVEYOR
(F) = MEASURED DISTANCE OR BEARING
N=NORTH, E=EAST, S=SOUTH, W=WEST (OR ANY COMBINATION)
OFF = OFF SUBJECT PARCEL
O/L = ON-LINE
ON = ON SUBJECT PARCEL
O.R.B. = OFFICIAL RECORDS BOOK
(P) = PLAT DISTANCE OR BEARING
P.B. = PLAT BOOK
PG. = PAGE
P.I. = POINT OF INTERSECTION
P.T. = POINT OF TANGENCY
P.R.C. = POINT OF REVERSE CURVATURE
P.S.M. = PROFESSIONAL SURVEYOR & MAPPER
R/W = RIGHT-OF-WAY
U.E. = UTILITY EASEMENT

= SET 1/2" IRON ROD & CAP LB 8521
= FOUND 5/8" IRON ROD & CAP (AS DESCRIBED)
= FOUND CONCRETE MONUMENT (AS DESCRIBED)
= LINE NOT DRAWN TO SCALE
= POWER POLE
= LIGHT POLE
= CATV RISER
= PHONE RISER
= WATER METER
= ELECTRIC BOX
= CENTERLINE
= 4" WELL
= ASPHALT
= DIRT
OHW = OVERHEAD WIRE
= RIGHT OF WAY LINE
= EASEMENT LINE
= CENTERLINE

CERTIFY TO: DELGADO GUZMAN

THIS IS A DIGITALLY SIGNED AND SEALED DRAWING OF A BOUNDARY SURVEY PERFORMED UNDER THE DIRECTION OF THE UNDERSIGNED. SURVEY IS AUTHORIZED ON OR ABOUT THE DATE OF THE SURVEY SHOWN HEREON AND CERTIFIED ONLY TO THOSE PERSONS AND/OR ENTITIES LISTED HEREON THE BOUNDARY SURVEY MEETS THE MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17 F.A.C. PURSUANT TO SECTION 472-027 FLORIDA STATUTES.

Eugene F. Hart Digitally signed by Eugene F. Hart Date: 2025.10.09 08:51:17 -04'00'

EUGENE F. HART LS #2232 — 7/11/24 DATE

NOTE: WITH THE EXCEPTION OF AN ELECTRONIC SIGNATURE, SEAL AND PRINTED TO SCALE. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

NO.	DATE	BY	BOOK/PAGE	REVISION
1	6/23/25	SG	N/A	NOTATED EASEMENTS TO BE VACATED
2	10/8/25	SG	N/A	ADDED LEGAL DESCRIPTION FOR EASEMENTS BEING VACATED
3				

CFL SURVEYING SOLUTIONS, LLC
LICENSED BUSINESS #8521
4012 NE 174TH COURT, SILVER SPRINGS, FL 34488
CFLSURVEYING@GMAIL.COM
(352) 454-4844

BOUNDARY SURVEY FOR: DELGADO GUZMAN
ADDRESS: TBD ELAINE DRIVE WEBSTER, FL 33597
SHEET: 1 OF 1
REVIEWED: EFH
DRAWN: SG
BOOK/PAGE: N/A
JOB: 24-218A
DATE: 7/11/24

Prepared by and return to:
Jamie Terpening, an employee of
Public Title Services, LLC
215 E. Colonial Drive
Orlando, Florida 32801

File Number: 22-0393

Consideration: **$80,000.00**

General Warranty Deed

Made this 21st day of July, 2022 A.D. By **Timika Watkins Clifton Watkins,** hereinafter called the grantor, to **J Santos Delgado Guzman, a single man**, whose post office address is: 506 Estates Pl, Longwood, Florida 32779, hereinafter called the grantee:

(Whenever used herein the term "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

Witnesseth, that the grantor, for and in consideration of the sum of Ten Dollars, ($10.00) and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, liens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in Hernando County, Florida, viz:

Lots 7, 8, 9 and 10, Block 84, Ridge Manor Estates, Unit No. 2, according to the Plat thereof, recorded in Plat Book 10, Page(s) 2 through 27, of the Public Records of Hernando County, Florida.

This is not the Homestead of the Grantor

Parcel ID Number: **R36 122 21 0870 0840 0070**

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except taxes accruing subsequent to December 31, 2021

Prepared by and return to:
Jamie Terpening, an employee of
Public Title Services, LLC
215 E. Colonial Drive
Orlando, Florida 32801

File Number: 22-0393

Consideration: **$80,000.00**

In Witness Whereof, the said grantor has signed and sealed these presents the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Printed Name Joseph Epps

Witness Printed Name Candice Epps

State of South Carolina
County of Cherokee

(Seal)
Timika Watkins
Address: 5490 Longbranch Dr. Dalzell SC 29040

(Seal)
Clifton Watkins
Address: 5490 Longbranch Dr. Dalzell SC 29040

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 20 day of July, 2022, by Timika Watkins Clifton Watkins, who is/are personally known to me or who has produced valid government issued photo ID as identification.

Notary Public
Print Name: Candice Epps
My Commission Expires: June 27, 2029

Approved 4/10/69
Examined & County Engr
By [illegible]
Deputy

RIDGE MANOR ESTATES, UNIT NO. 2

A SUBDIVISION OF A PART OF SECS. 2&3, T23S, R21E, A PART OF SECS. 25, 26, 27, 33, 34 & 36 AND ALL OF SEC. 35, T22S, R21E, HERNANDO COUNTY, FLORIDA.

DESCRIPTION

BEGINNING AT THE SE CORNER OF SEC. 35, T22S, R21E, HERNANDO COUNTY, FLORIDA, GO THENCE S 88°33'41"W, ALONG THE SOUTH Line OF SAID SEC. 35, A DISTANCE OF 2648.10' TO THE SW CORNER OF THE SE 1/4 OF SAID SEC. 35; THENCE S 01°49'50"E, ALONG THE EAST LINE OF THE NW 1/4 OF SEC. 2, T23S, R21E, SAID LINE ALSO BEING THE WEST LINE OF RIDGE MANOR COUNTRY CLUB ESTATES, UNIT NO. 2, AS RECORDED IN PLAT BOOK 6, PAGE 38, PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA, A DISTANCE OF 2792.93' TO A POINT ON THE NORTHERLY R/W LINE OF OLD S.R. 50; THENCE N 77°31'44"W, ALONG THE SAID N'LY R/W LINE OF OLD S.R. 50, A DISTANCE OF 682.93'; THENCE N 01°49'42"W, A DISTANCE OF 1111.55'; THENCE S88°29'27"W, A DISTANCE OF 330.88'; THENCE N01°49'38"W, A DISTANCE OF 758.92'; THENCE S 88°31'57"W, A DISTANCE OF 330.87'; THENCE N 01°49'34"W, A DISTANCE OF 759.16' TO A POINT ON THE NORTH LINE OF SAID SEC. 2; THENCE S88°34'26"W, ALONG THE NORTH LINE OF SEC. 2, A DISTANCE OF 661.72'; THENCE S 01°49'29"E, A DISTANCE OF 1519.26'; THENCE S 88°29'27"W, A DISTANCE OF 661.76' TO A POINT ON THE EAST LINE OF RIDGE MANOR, UNIT I, AS RECORDED IN PLAT BOOK 6, PAGE 29, PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA; THENCE N 01° 49'24"W, ALONG THE SAID EAST LINE OF RIDGE MANOR, UNIT I, A DISTANCE OF 98.22' TO THE NE CORNER OF SAID RIDGE MANOR, UNIT I; THENCE N 76°26'03"W, ALONG THE NORTH LINE OF SAID RIDGE MANOR, UNIT I, AND THE N'WLY PROJECTION THEREOF, A DISTANCE OF 5501.60' TO THE SW CORNER OF SEC. 34, T22S, R21E, THENCE S88°29'48"W, ALONG THE SOUTH LINE OF SEC. 33, T22S, R21E, A DISTANCE OF 602.45' TO A POINT ON THE EASTERLY BANK OF THE WITHLACOOCHEE RIVER; THENCE ALONG THE SAID EASTERLY BANK OF THE WITHLACOOCHEE RIVER THE FOLLOWING BEARINGS AND DISTANCES: N 39°32'12"E, 127.26'; N07°28'35"W, 193.43'; N 24°14'22"W, 184.56'; N02°28'31"E, 244.62'; N41°51'54"E, 314.35'; N03°43'07"E, 86.49'; N22°51'10"E, 207.92'; N 31°01'14"E, 300.72'; N49°14'47"E, 498.67'; S81°51'31"E, 251.75'; N 34°34'13"E, 276.73'; N72°43'26"E, 252.28'; N41°37'39"E, 152.19'; N03°13'52"E, 163.40'; N31°31'14"W, 275.50'; N 44°13'51"W, 147.69'; N32°49'58"W, 402.92'; N58°20'25"E, 232.60'; N47°17'08"E, 205.30'; N06°50'29"W, 154.22'; N13°01'28"W, 129.98'; N18°39'07"E, 275.90'; N13°59'09"W, 349.66'; N05°57'04"E, 235.24'; N23°32' 37"E, 268.47'; S 30°30'13"E, 236.06'; N71°07'23"E, 235.67'; N02°23'36"E, 324.45'; N86°41'29"E, 204.73'; N73°23'33"E, 430.32'; N03°05'53"E, 184.52'; N 23°41'37"W, 193.89'; N53°30'26"E, 174.12'; N72°15'09"E, 139.57'; N32°02'02"E, 69.08'; N62°31'28"E, 269.41'; N49°26'32"E, 212.92'; N11°01'55"E, 386.91'; N 30°20'02"W, 155.83'; N49°25'19"W, 158.08'; N 78°04'06"W, 188.60'; N15°09'23"W, 502.02'; N50°17'13"W, 34.89'; S62°34'58"W, 349.43'; N40°05'00"W, 109.33'; N 31°13'36"W, 169.63'; N11°43'37"W, 179.31'; N18°23'05"W, 369.22'; N14°11'58"E, 93.10'; N45°00'24"E, 282.50'; N00°04'26"W, 62.70' TO A POINT ON THE EAST-WEST 1/4 SEC. LINE OF SEC. 27, T22S, R21E; THENCE N87°02'36"E, ALONG THE SAID EAST-WEST 1/4 SEC. LINE OF SEC. 27, A DISTANCE OF 3538.24' TO THE NW COR. OF THE SW 1/4 OF SEC. 26, T22S, R21E; THENCE S 00°01'25"W, ALONG THE WEST LINE OF SAID SEC. 26, A DISTANCE OF 1328.96'; THENCE N 87°26'26"E, A DISTANCE OF 1306.68'; THENCE N00°57'03"W, A DISTANCE OF 1318.29' TO A POINT ON THE EAST-WEST 1/4 SEC. LINE OF SAID SEC. 26; THENCE N87°55'43"E, ALONG THE SAID EAST-WEST 1/4 SEC. LINE OF SEC. 26, A DISTANCE OF 3992.08' TO THE NW COR. OF THE SW 1/4 OF SEC. 25, T22S, R21E; THENCE N89°40'44"E, ALONG THE EAST-WEST 1/4 SECTION LINE OF SAID SEC. 25; A DISTANCE OF 2817.28' TO ITS POINT OF INTERSECTION WITH THE W'LY R/W LINE OF U.S. ROUTE NO. 301; THENCE S10°20'50"W, ALONG THE SAID W'LY R/W LINE OF U.S. ROUTE NO. 301, A DISTANCE OF 2669.76' TO ITS POINT OF INTERSECTION WITH THE NORTH LINE OF SEC. 36, T22S, R21E; THENCE N89°23'21"W, ALONG THE SAID NORTH LINE OF SEC. 36, A DISTANCE OF 338.48'; THENCE S 01°31'36"E, A DISTANCE OF 750.00', Thence N 89°28'25"W a distance of 200.00', Thence S01°31'32"E a distance of 200.00', Thence S 89° 28' 25" E a distance of 278.40' To a point on the Westerly R/W Line of U.S. Route No. 301, Thence S 10° 20' 50" W along the Westerly R/W Line of US Route 301 a distance of 199.98' ; THENCE N 89°58'32"W, ALONG THE NORTH LINE OF RIDGE MANOR ESTATES, AS RECORDED IN PLAT BOOK 9, PAGES 1-3, PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA, AND THE E'LY 'PROJECTION THEREOF, A DISTANCE OF 2033.32' TO THE NW CORNER OF SAID RIDGE MANOR ESTATES; THENCE S 01°07'59"E, ALONG THE WEST LINE OF SAID RIDGE MANOR ESTATES, A DISTANCE OF 4103.34' TO THE POINT OF BEGINNING.

DEDICATION

Ridge Manor Estates, Inc. A CORPORATION UNDER THE LAWS OF THE STATE OF FLORIDA, THE OWNER OF THE LANDS HEREIN PLATTED, AS DEDICATOR, DOES HEREBY DEDICATE TO THE PUBLIC AND THE PURCHASERS OF ANY LANDS SHOWN ON THIS PLAT, ALL STREETS, CANALS, AND OTHER PUBLIC PLACES SHOWN ON THIS PLAT AND HEREBY REQUEST THAT THIS PLAT BE RECORDED IN THE PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA.

IN WITNESS WHEREOF, THE SAID DEDICATOR HAS CAUSED ITS' NAME AND CORPORATE SEAL TO BE AFFIXED HERETO BY ITS' PRESIDENT, ATTESTED BY ITS' SECRETARY HERETOFORE DULY AUTHORIZED BY ITS' BOARD OF DIRECTORS, ON THIS 2nd DAY OF December 1968.

BY: Patricia Sacks PRESIDENT

ATTEST: Ida Meyers SECRETARY

COUNTY OF HERNANDO
STATE OF FLORIDA

BEFORE THE UNDERSIGNED, AN OFFICER DULY AUTHORIZED AND ACTING, PERSONALLY APPEARED Patricia Sacks AND, Ida Meyers, TO ME KNOWN TO BE THE INDIVIDUALS WHO EXECUTED THE FOREGOING DEDICATION AS President AND Secretary RESPECTIVELY OF Ridge Manor Estates Inc A CORPORATION UNDER THE LAWS OF THE STATE OF FLORIDA, AND THEY BEING DULY SWORN, ACKNOWLEDGED THEN AND THERE BEFORE ME THAT THEY EXECUTED THE SAME AS SUCH OFFICERS OF SUCH CORPORATION HERETOFORE DULY AUTHORIZED BY THE BOARD OF DIRECTORS OF SUCH CORPORATION AS THE ACT AND DEED OF SUCH CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL THIS 2nd DAY OF December 1968.

MY COMMISSION EXPIRES August 31, 1972

Donna M. Downing NOTARY PUBLIC

SURVEYOR'S CERTIFICATE

I, NORMAN A. PAHL, HEREBY CERTIFY THAT I PREPARED THIS PLAT AND IT IS A CORRECT REPRESENTATION OF THE LANDS PLATTED, THAT THIS PLAT COMPLIES WITH ALL PROVISIONS OF CHAPTER 177, FLORIDA STATUTES, AND WITH ALL OF THE PLAT REQUIREMENTS ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA ON THE 7th DAY OF OCTOBER 1960.

FOR GULF LAND SURVEYORS, INC.

Norman A. Pahl

FLA. REG. LAND SURVEYOR NO. 1349

ABSTRACTOR'S CERTIFICATE

I HEREBY CERTIFY THAT Ridge Manor Estates, Inc IS THE APPARENT RECORD OWNER OF THE LANDS HEREBY PLATTED, THAT THERE ARE NO DELINQUENT TAXES ON SUCH LANDS AND THAT RECORD TITLE TO ALL ACCESS ROADS IS HELD BY HERNANDO COUNTY OR THE STATE OF FLORIDA, THIS 23rd DAY OF December 1968.

GULF COAST ABSTRACT COMPANY

BY: C. A. Copley, Manager

RESOLUTION

WHEREAS THIS PLAT WAS ON THE 2H DAY OF DEC. 1968, SUBMITTED TO THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, FOR APPROVAL FOR RECORD, AND HAS BEEN APPROVED BY SAID BOARD, NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, THAT SAID PLAT IS HEREBY APPROVED AND SHALL BE RECORDED IN THE PUBLIC RECORDS OF THIS COUNTY AND THAT THE DEDICATION OF ALL STREETS, CANALS, PARKS AND OTHER PUBLIC PLACES SHOWN THEREON IS HEREBY ACCEPTED BY SAID BOARD FOR HERNANDO COUNTY AND THE PUBLIC GENERALLY AND SHALL BE BINDING ON ALL PERSONS HEREAFTER.

BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA.

ATTEST: Beth Dana McCoy CLERK

BY: Murray B. Stubbs CHAIRMAN

CLERK'S CERTIFICATE

I, Beth Dana McCoy, CLERK OF THE CIRCUIT COURT OF HERNANDO COUNTY, FLORIDA, HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT, THAT IT COMPLIES IN FORM WITH ALL OF THE PROVISIONS OF CHAPTER 177, FLORIDA, STATUTES, THAT IT WAS FILED FOR RECORD ON THE 24 DAY OF December 1968, FILE NO. 6514 AND RECORDED IN PLAT BOOK 10 PAGES 2 - 27

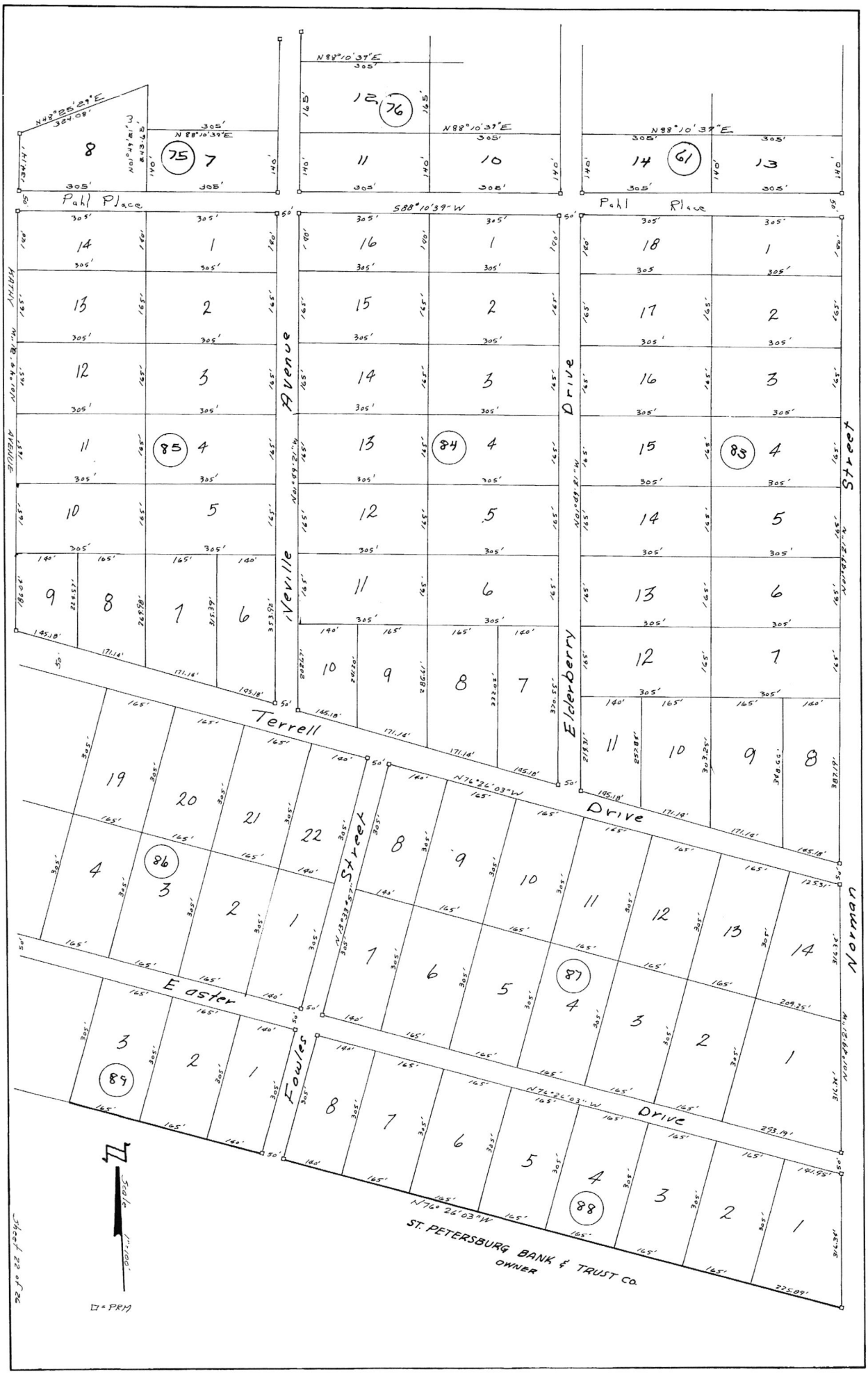
Beth Dana McCoy
CLERK OF CIRCUIT COURT
HERNANDO COUNTY, FLORIDA.

PREPARED BY

GULF LAND SURVEYORS, INC.
1714 HOWELL AVENUE
BROOKSVILLE, FLORIDA

December 2, 1968

Note: Easements
There exists a 5' easement for drainage and or utilities along each street R/W Line; a 7.5' easement on either side of each side lot line and a 7.5' easement on either side of each rear lot line except waterfront lots for drainage and or utilities.


Pahl Place
S88°10'39"W
Pahl Place
Iverville Avenue
Elderberry Drive
Terrell Drive
Easter Street
Fowler Drive
Common Street
N88°10'39"E
N76°26'03"W
ST. PETERSBURG BANK & TRUST CO.
OWNER
Scale 1"=100'
□ = PRM
Sheet 22 of 24

HERNANDO COUNTY TAX COLLECTOR
AMY L. BLACKBURN, CFC
20 NORTH MAIN ST. ROOM 112 * BROOKSVILLE, FL 34601-2892
TELEPHONE (352) 754-4180 * FAX (352) 754-4189
www.hernandocounty.us/tc or www.hernandotax.us

Vacation Tax Clearance Form

Florida Statutes: Title XII
§177.101 Vacation and annulment of plats subdividing land.

§177.101 (4) Persons making application for vacations of plats either whole or in part shall give notice of their intention to apply to the governing body of the county to vacate said plat by publishing legal notice in a newspaper of general circulation in the county in which the tract or parcel of land is located, in not less than two weekly issues of said paper, and must attach to the petition for vacation the proof of such publication, together with certificates showing that all state and county taxes have been paid.

As a result of the above statute, you are required to provide this form signed by the Hernando County Tax Collector's Office certifying that the taxes on the property proposed to be vacated have been paid through the current tax year.

DATE: 05/21/2025

I hereby certify that the property taxes on parcel key number 399241

have been paid through the current tax year of 2024.

Amy L Blackburn, CFC
Hernando County Tax Collector
20 North Main Street, Room 112
Brooksville, FL 34601
(352) 754-4180

By: Tabatha Reagin
Print Name: Tabatha Reagin
Title: CSR

SEAL

Board of County Commissioners

Hernando County, Florida *Visit Us on the Internet: www.co.hernando.fl.us*

Development Services	352-754-4050	Health Departmen	352-540-6800
Engineering	352-754-4062	H. C. Utilities	352-754-4757
Hernando Co. Fire:	352-540-6405	Planning	352-754-4057
City of Brooksville Utiliti	352-540-3810		

Date: 07-17-2025

Application: 1505842 GUZMAN J SANTOS DELGADO
Department: ENGINEERING

APPLICATION REVIEW COMMENTS

APPLICATION REVIEW COMMENTS

Your application has been distributed to the following reviewing agencies for compliance with development codes and regulations: ENGINEERING, H.C.UTILITIES DEPT

You will receive separate notification of each agency's comments. Please be sure you have received all comments from all agencies before you resubmit. Please contact the reviewer listed below for questions on their review.

To facilitate completion of the review and issuance of your permit, please provide:
(1)A written response letter addressing each comment
(2)Revised plans addressing any necessary changes.
(3)Any additional documentation as requested in review comments

Comments of the most current plan review are listed below.

Review Agency: ENGINEERING

Reviewed By: MCCORKEL KANDICE
KMCCORKEL@CO.HERNANDO.FL.US

Phone #: (352) 754-4060 Ext: 17030 **Fax #:** (000) 000-0000

Comments:

Reported on: 07-17-2025

Department of Public Works Engineering 1st Review Comments:

No objections to the vacation of easements as requested in application.
Approved.

Requested by JMays - C20221
21 July 2025 at 08:29:46

COMMERCIAL REVIEW INQUIRY

Function: **DATA:** Menu | Return | BCCRM | BAPLT

ALT KEY 399241 **Submit Date:** 07-14-2025 **STATUS:**
APPL: 1505842 **DATE:**06-26-25 **PERMIT #:** 0000000 **DATE:**
NAME: GUZMAN J SANTOS DELGADO **USE:** VAC VACATION PETITION 0

Review Agencies | **Notes**

Agency: CUTIL HERNANDO COUNTY UTILITIES Print Agencies Notes

Reported on: 07-14-2025 **PRINTED**

The Hernando County Utilities Department (HCUD) has reviewed the request to vacate the 7.5-foot-wide drainage and utility side lot easements between lots 7 & 8 Block 84 in Ridge Manor Estates Unit 2. HCUD have no objections to this vacate request as shown.

WITHLACOOCHEE RIVER ELECTRIC COOPERATIVE, INC.

Your Touchstone Energy® Cooperative

July 17, 2025

Ms. Jacqueline M. Mays
Zoning Manager
1653 Blaise Drive
Brooksville, FL 34601

RE: Application to Vacate – Lots 7 & 8 Block 84 Ridge Manor Estates
PB 10 Pages 2-27
Key # 399241
File # 1505842

Ms. Mays,

Withlacoochee River Electric Cooperative, Inc., has no objection to the vacating of the current Easement on Lots 7 and 8, Block 84, Ridge Manor Estates, Unit 2 according to the plat thereof as recorded in Plat Book 10, Pages 2-27.

If you have any questions, please contact Michael Gulvin at 352-588-5115 X-1130.

Thank you,

David B. Lambert, II
Vice-President &General Manager
Withlacoochee River Electric Cooperative, Inc.
P. O. Box 278
Dade City, FL 33526-0278

Jacqueline Mays

From: vacate <vacate@duke-energy.com>
Sent: Monday, July 14, 2025 4:12 PM
To: Jacqueline Mays
Subject: RE: [EXTERNAL] FILE# 1505842 KEY# 399241

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jacqueline,

Duke Energy does not serve this area, therefore we have no objection to this vacate request.

Thank you,

Irma Cuadra
Sr. Research Specialist
Real Estate Florida Distribution
452 East Crown Point Road
Winter Garden, Florida 34787
Office: 407 905 3310

DUKE ENERGY. FLORIDA

From: Jacqueline Mays <JMays@co.hernando.fl.us>
Sent: Friday, July 11, 2025 2:33 PM
To: VACATIONS <VACATIONS@co.hernando.fl.us>
Subject: [EXTERNAL] FILE# 1505842 KEY# 399241

***** CAUTION! EXTERNAL SENDER *** STOP. ASSESS. VERIFY!!** Were you expecting this email? Are grammar and spelling correct? Does the content make sense? Can you verify the sender? If suspicious report it, then do not click links, open attachments or enter your ID or password.

Good afternoon,

Please find attached the following documents for your review of a vacation of easement:

1. Application
2. Survey
3. Deed
4. Narrative

AT&T

7/14/25

Vacation of Easement FILE# 1505842 KEY# 399241

To whom it may concern,

AT&T has received and reviewed your request to vacate the utility easements between lots 7 and 8 as shown on the survey included. Upon checking our records AT&T at this time does not have any facilities located in this easement and will approve the vacation of this easement.

If you have any further questions or concerns, or need to have facilities relocated, please feel free to contact me.

Respectfully,

Derrick Koenig

Sr. Specialist OSP Design Engineer

AT&T Wireline Access – Southeast Florida Engineering

Jacqueline Mays

From: Beier, Lacey <Lacey.Beier@lumen.com>
Sent: Tuesday, July 15, 2025 2:08 PM
To: Jacqueline Mays
Subject: Re: FILE# 1505842 KEY# 399241
Attachments: Outlook-1x5soxol

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jacqueline,

While Lumen does service this area, our records indicate that we do not have any facilities within this easement, therefore we foresee no conflicts with the vacation. Please let me know if you need anything else.

Thank you,

LUMEN

Lacey Beier
Network Implementation Engineer II
819 W. Desoto St., Clermont FL 34711
Tel: 352-431-2214
Lacey.Beier@lumen.com
New - NI Organization

From: Jacqueline Mays <JMays@co.hernando.fl.us>
Sent: Friday, July 11, 2025 2:33 PM
To: VACATIONS <VACATIONS@co.hernando.fl.us>
Subject: FILE# 1505842 KEY# 399241

Good afternoon,

Please find attached the following documents for your review of a vacation of easement:

1. Application
2. Survey
3. Deed
4. Narrative

Jacqueline Mays

From: Brown, Christopher D <Christopher.Brown4@charter.com>
Sent: Tuesday, July 15, 2025 7:58 AM
To: Jacqueline Mays; Hutchinson, Gary L
Subject: RE: [EXTERNAL] FILE# 1505842 KEY# 399241

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,
We are front easement aerial in this area, Spectrum has no conflict.

Thank you,

Christopher Brown | CCII |352-445-3513
16209 Flight Path| Brooksville, FL 34604

From: Hutchinson, Gary L <Gary.Hutchinson@charter.com>
Sent: Tuesday, July 15, 2025 7:33 AM
To: Brown, Christopher D <Christopher.Brown4@charter.com>
Subject: FW: [EXTERNAL] FILE# 1505842 KEY# 399241

+Chris Brown

From: MacDonald, Dawn M <Dawn.MacDonald@charter.com>
Sent: Monday, July 14, 2025 6:59 AM
To: Hutchinson, Gary L <Gary.Hutchinson@charter.com>
Subject: FW: [EXTERNAL] FILE# 1505842 KEY# 399241

From: Jacqueline Mays <JMays@co.hernando.fl.us>
Sent: Friday, July 11, 2025 2:33 PM
To: VACATIONS <VACATIONS@co.hernando.fl.us>
Subject: [EXTERNAL] FILE# 1505842 KEY# 399241

CAUTION: The e-mail below is from an external source. Please exercise caution before opening attachments, clicking links, or following guidance.

Good afternoon,

Jacqueline Mays

From: Velez, Briana <BVelez@tecoenergy.com>
Sent: Tuesday, August 5, 2025 2:29 PM
To: Jacqueline Mays
Subject: RE: FILE# 1505842 KEY# 399241
Attachments: FILE# 1505842 KEY# 399241.pdf

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning/Afternoon,
The LONO is attached.
Please let me know if you need anything else!
Thank you,

Briana Velez
Peoples Gas Systems- Engineering
8416 Palm River Rd, Tampa Fl 33619
Office: (813)275-3700 ext:53700
Cell: (813)460-2040

TECO
PEOPLES GAS
AN EMERA COMPANY

From: Jacqueline Mays <JMays@co.hernando.fl.us>
Sent: Tuesday, August 5, 2025 9:36 AM
To: Velez, Briana <BVelez@tecoenergy.com>
Subject: RE: FILE# 1505842 KEY# 399241

***** CAUTION! EXTERNAL SENDER *** STOP. EXAMINE. VERIFY!! Were you expecting this email? Are grammar and spelling correct? Does the content make sense? Can you verify the sender? To report a suspicious email, use the Forward to Phishing button or forward the email to phishing@tecoenergy.com. Do not click links, open attachments, or enter your ID or password.**

This is the one we spoke about an address has not been issued as of yet.

Best Regards,

DEPARTMENT OF PLANNING AND ZONING
ZONING DIVISION

1653 BLAISE DRIVE ◆ BROOKSVILLE, FLORIDA 34601
P 352.754.4048 ◆ W www.HernandoCounty.us

Via Certified Mail

October 22, 2025

Gosine Ramesh, Gosine Naresh
438 NE 75th St.
Miami, FL 33138-5041

Re: **VACATION OF INNER EASEMENTS, RIDGE MANOR ESTATES, BLK 84, LOTS 7 & 8, UNIT 2**

To whom it may concern.

This letter is to inform you as an adjoining property owner that the Hernando County Board of County Commissioners (BOCC) has received a petition from **Mr. J. Santos Delgado Guzman within the Ridge Manor Estates platted subdivision.** The petitioner is seeking this vacation for **construction of their home.** A copy of the petitioners' survey is enclosed. Included also is a Notice of Public Hearing scheduled for **December 2, 2025**, during which the BOCC will consider vacating, abandoning, renouncing and disclaiming any ownership rights or interest of the County and the public in the easement which has the legal description of:

EASEMENTS TO BE VACATED:

REQUEST TO VACATE 7.5-FOOT-WIDE DRAINAGE AND UTILITY SIDE LOT EASEMENTS BETWEEN LOTS 7 & 8 BLOCK 84, RIDGE MANOR ESTATES, UNIT 2. ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGES 2-27 OF THE PUBLIC RECORDS OF HERNANDO COUNTY.

You have the right to appear at the Public Hearing and voice any comments and/or concerns you may have about the petition, or you can send a written response to this office at the above address. The petitioner and/or their agent may contact you regarding any objections.

Stephanie Rose

Stephanie Rose
Zoning Technician III
Hernando County Development Services
Zoning Division
(352)554-4048
Srose@hernandocounty.us

GIS Map

State of Florida, Maxar, Microsoft

GOSINE RAMESH, GOSINE NARESH
438 NE 75TH ST
MIAMI FL 33138-5041

KEY# 33421 LOT 6

DEPARTMENT OF PLANNING AND ZONING
ZONING DIVISION

1653 BLAISE DRIVE ◆ BROOKSVILLE, FLORIDA 34601
P 352.754.4048 ◆ W www.HernandoCounty.us

Via Certified Mail

October 22, 2025

Hartwig W William Jr
PO Box 1252
Zephyrhills, FL 33539-1252

Re: **VACATION OF INNER EASEMENTS, RIDGE MANOR ESTATES, BLK 84, LOTS 7 & 8, UNIT 2**

To whom it may concern.

This letter is to inform you as an adjoining property owner that the Hernando County Board of County Commissioners (BOCC) has received a petition from **Mr. J. Santos Delgado Guzman within the Ridge Manor Estates platted subdivision.** The petitioner is seeking this vacation for **construction of their home.** A copy of the petitioners' survey is enclosed. Included also is a Notice of Public Hearing scheduled for **December 2, 2025**, during which the BOCC will consider vacating, abandoning, renouncing and disclaiming any ownership rights or interest of the County and the public in the easement which has the legal description of:

EASEMENTS TO BE VACATED:

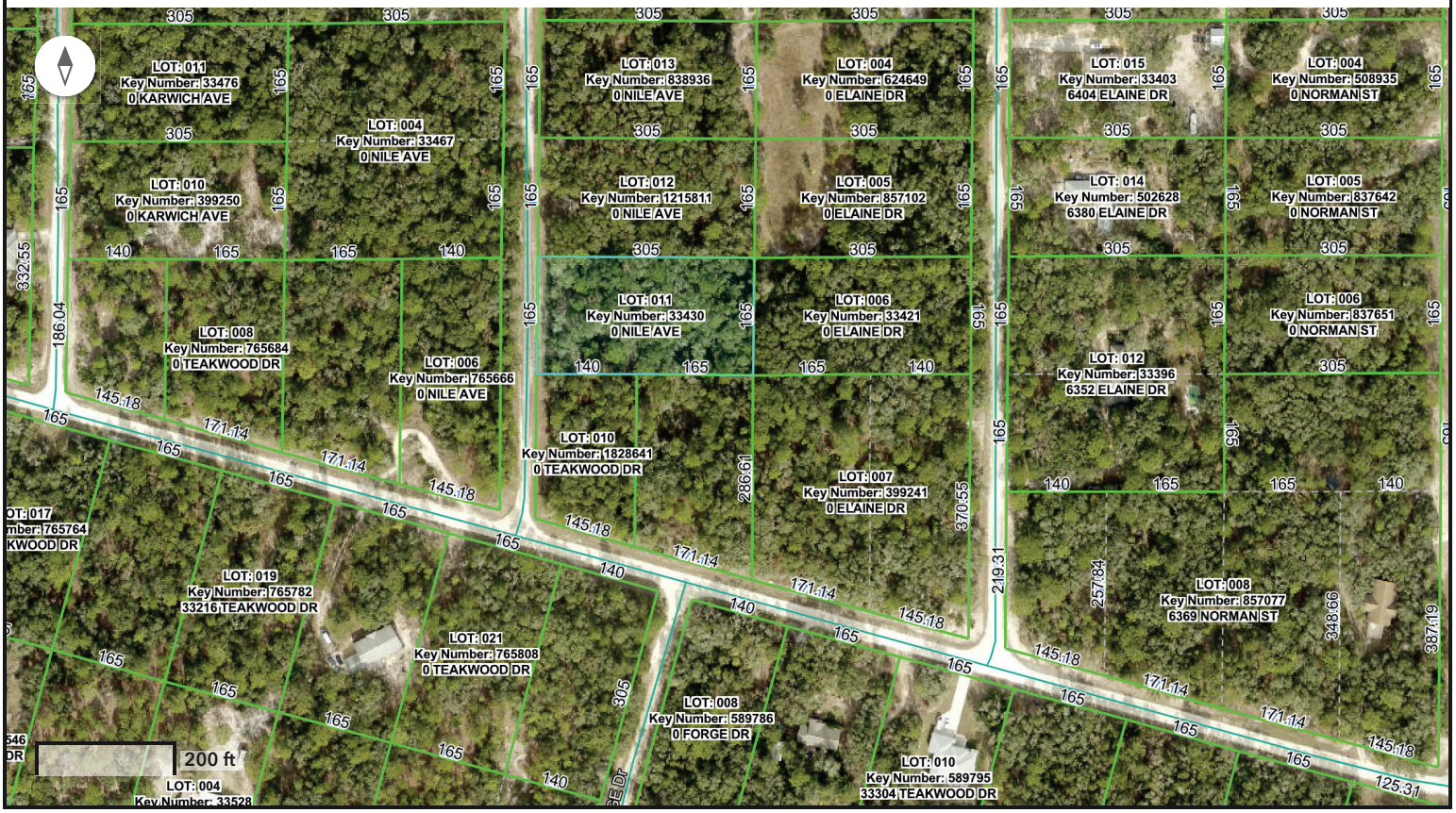
REQUEST TO VACATE 7.5-FOOT-WIDE DRAINAGE AND UTILITY SIDE LOT EASEMENTS BETWEEN LOTS 7 & 8 BLOCK 84, RIDGE MANOR ESTATES, UNIT 2. ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGES 2-27 OF THE PUBLIC RECORDS OF HERNANDO COUNTY.

You have the right to appear at the Public Hearing and voice any comments and/or concerns you may have about the petition, or you can send a written response to this office at the above address. The petitioner and/or their agent may contact you regarding any objections.

Stephanie Rose

Stephanie Rose
Zoning Technician III
Hernando County Development Services
Zoning Division
(352)754-4048
Srose@hernandocounty.us

GIS Map



State of Florida, Maxar, Microsoft

Hartwig William Jr.
PO Box 1252
Zephyrhills, FL 33539-1262

Key# 33430 Lot 11

RESOLUTION NO. 2025- _____

WHEREAS, J SANTOS DELGADO GUZMAN has petitioned the Hernando County Board of County Commissioners to vacate, abandon, renounce and disclaim any right of the County and public in and to the hereinafter described drainage and utility easements:

A 7.50 FOOT PLATTED UTILITY EASEMENT AS SHOWN ON LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGE(S) 2 THROUGH 27, OF THE PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA, SAID UTILITY EASEMENT IS 7.50 FEET IN WIDTH BEING ADJACENT TO AND PARALLEL WITH THE COMMON PLATTED LOT LINE BETWEEN SAID LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2, SAID EASEMENT TERMINATES AT THE NORTH AND SOUTH PLATTED BOUNDARY OF SAID LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2. SAID LANDS HAVING AN AREA OF 4973 SQUARE FEET, 0.11 ACRES±.

WHEREAS, the Petitioner has shown that he has complied with the provisions and requirements in accordance with Hernando County Board of County Commissioners' Policy No. 19-07; and

WHEREAS, it appears that the Clerk of the Circuit Court has advertised a notice of proceeding to vacate, abandon, discontinue, renounce and disclaim any right of the County and public in and to the above-described easements pursuant to Section 177.101, *Florida Statutes*, as made and provided prior to the date set forth for hearing as to the vacating, abandoning, and discontinuing of said easements; and

WHEREAS, the above-described easements are not situated within the incorporated city limits of any municipality within Hernando County, Florida, and the vacation of the above-described easements will not affect the ownership or right of convenient access of persons owning other parts of the subdivision.

NOW, THEREFORE, BE IT RESOLVED BY THE HERNANDO COUNTY BOARD OF COUNTY COMMISSIONERS AS FOLLOWS:

SECTION 1. The above-described easements are hereby vacated, abandoned, discontinued and closed, and the Board of County Commissioners of Hernando County, Florida hereby renounces

any right of the County and the public in and to the land embraced in and constituting said easements.

ADOPTED IN REGULAR SESSION THE _____ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Jerry Campbell
Chairman

(SEAL)

Approved as to Form and Legal Sufficiency

By: Natasha López Perez
County Attorney's Office

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
Notice of Intent to Vacate Easements - Hernando County

in the matter of
The Petition to Vacate Drainage and Utility Easements Between Lots 7 and 8, Block 84, Ridge Manor Estates Unit 2

was published in said newspaper by print in the issue(s) of:
November 14, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on November 14, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 17th day of November, 2025.

(Signature of Notary Public)

NOTARY PUBLIC STATE OF FLORIDA
LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

CLK25-146

NOTICE OF INTENT TO VACATE EASEMENTS

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Hernando County Florida, will hold a public hearing on **December 2, at 9:00 a.m.,** in the County Commission Chambers, Room 160, Hernando County Administration Building, 20 North Main Street, Hernando County, Brooksville, Florida, to consider and determine whether or not the County will renounce and disclaim any right of the County and public in and to the hereinafter described easements:

LEGAL DESCRIPTION:

EASEMENTS TO VACATE

REQUEST TO VACATE 7.5-FOOT-WIDE DRAINAGE AND UTILITY SIDE LOT EASEMENTS BETWEEN LOTS 7 & 8 BLOCK 84, RIDGE MANOR ESTATES, UNIT 2. ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGES 2-27 OF THE PUBLIC RECORDS OF HERNANDO COUNTY.

Petitioners: J. Santos Delgado Guzman

YOU HAVE A RIGHT to appear and be heard at the public hearing in the County Commission Chambers, Room 160, Hernando County Administration Building, 20 North Main Street, Hernando County, Brooksville, Florida, and/or to send a written objection to the Hernando County Zoning Department, 789 Providence Blvd, Brooksville, Florida 34601.

YOU ARE FURTHER ADVISED that if a person decides to appeal any decision made by the Board of County Commissioners, with respect to the subject matter of the hearing, that person will need a record of the proceedings, and that for such purposes, that person will need to ensure a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act persons with disabilities needing special accommodations to participate in this proceeding should contact Colleen V. Conko, County Administration, 15470 Flight Path Dr., Brooksville, Florida 34604, Telephone 352-754-4002. If hearing impaired, please call 711 for assistance.

BOARD OF COUNTY COMMISSIONERS HERNANDO COUNTY, FLORIDA
/s/ (SEAL)
Douglas A. Chorvat Jr., Clerk

Published: November 14, 2025

RESOLUTION NO. 2025- 205

WHEREAS, J SANTOS DELGADO GUZMAN has petitioned the Hernando County Board of County Commissioners to vacate, abandon, renounce and disclaim any right of the County and public in and to the hereinafter described drainage and utility easements:

A 7.50 FOOT PLATTED UTILITY EASEMENT AS SHOWN ON LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 10, PAGE(S) 2 THROUGH 27, OF THE PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA, SAID UTILITY EASEMENT IS 7.50 FEET IN WIDTH BEING ADJACENT TO AND PARALLEL WITH THE COMMON PLATTED LOT LINE BETWEEN SAID LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2, SAID EASEMENT TERMINATES AT THE NORTH AND SOUTH PLATTED BOUNDARY OF SAID LOTS 7 & 8, BLOCK 84, RIDGE MANOR ESTATES, UNIT NO. 2. SAID LANDS HAVING AN AREA OF 4973 SQUARE FEET, 0.11 ACRES±.

WHEREAS, the Petitioner has shown that he has complied with the provisions and requirements in accordance with Hernando County Board of County Commissioners' Policy No. 19-07; and

WHEREAS, it appears that the Clerk of the Circuit Court has advertised a notice of proceeding to vacate, abandon, discontinue, renounce and disclaim any right of the County and public in and to the above-described easements pursuant to Section 177.101, *Florida Statutes*, as made and provided prior to the date set forth for hearing as to the vacating, abandoning, and discontinuing of said easements; and

WHEREAS, the above-described easements are not situated within the incorporated city limits of any municipality within Hernando County, Florida, and the vacation of the above-described easements will not affect the ownership or right of convenient access of persons owning other parts of the subdivision.

NOW, THEREFORE, BE IT RESOLVED BY THE HERNANDO COUNTY BOARD OF COUNTY COMMISSIONERS AS FOLLOWS:

SECTION 1. The above-described easements are hereby vacated, abandoned, discontinued and closed, and the Board of County Commissioners of Hernando County, Florida hereby renounces

any right of the County and the public in and to the land embraced in and constituting said easements.

ADOPTED IN REGULAR SESSION THE 2nd DAY OF December 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk

Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

(SEAL)

By: _____

Jerry Campbell
Chairman

Approved as to Form and Legal Sufficiency

By: Natasha López Perez

County Attorney's Office

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Victoria Via
Initiator: Omar DePablo
DOC ID: 16693
Legal Request Number: 2025-584-1
Bid/Contract Number:

TITLE

Rezoning Petition Submitted by EFE, Inc., for Property Located on Cortez Boulevard (H2532)

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: Board of County Commissioners:	October 13, 2025 December 2, 2025
APPLICANT:	EFE, Inc	
FILE NUMBER:	H-25-32	
REQUEST:	Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial)	
GENERAL LOCATION:	North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive.	
PARCEL KEY NUMBER(S):	828466	

APPLICANT'S REQUEST

The petitioner is requesting a rezoning from C2 (Highway Commercial) and AG (Agricultural) to PDP(HC) Planned Development Project (Highway Commercial) to expand Everglades Equipment Group, a business specializing in equipment sales and service. The site includes two buildings totaling 10,482 square feet, parking areas, and paved/gravel spaces for inventory storage.

The proposed development includes the construction of a single-story, 7,000-square-foot equipment service building and an expansion of the existing paved and storage areas. The rezoning will allow business operations within the rear portion of the property, which is currently zoned Agricultural.

Deviations Requested:

The petitioner requests a deviation from the frontage road requirement due to the existing building's location, which makes construction unfeasible. Cross access already exists to the east, and the western parcel is currently vacant.

SITE CHARACTERISTICS

Site Size	4.20 acres	
Surrounding Zoning; Land Uses	North:	AG; Undeveloped
	South:	Cortez Blvd: C2- Undeveloped
	East:	C2; Developed
	West:	AG & C2; Undeveloped
Current Zoning:	C2/ Commercial & AG/ Agriculture	
Future Land Use Map Designation:	Commercial	

ENVIRONMENTAL REVIEW

The petitioner shall be required to comply with all applicable Southwest Florida Water Management District, Florida Fish and Wildlife Conservation Commission, and Florida Department of Environmental Protection permitting requirements at the time of commercial remodel permit application.

UTILITIES REVIEW

Hernando County Utilities Department (HCUD) does not currently supply water or wastewater service to this parcel. Water and wastewater services are not available to this parcel. This parcel is located within the City of Brooksville Utility Department's (CBUD) first right to serve district; Contact City of Brooksville Utilities Department (CBUD) for any utility related comments. Parcel Key# 828466.

ENGINEERING REVIEW

The subject site is located on the North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jasmine Drive. The Hernando County Engineer has reviewed the petitioner's request and provided the following comments:

- This project requires a Frontage Road or Reverse Frontage Road due to the property abutting Cortez Boulevard/SR 50. A reverse frontage road is preferred due to surrounding parcels. Site constraints make the installation of a frontage road challenging to install, will require setback variations and other development deviations
    - The applicant shall work with the County Engineer at the time of site development to provide cross connectivity to neighboring parcels.
- A Traffic Access Analysis may be required.
- Florida Department of Transportation access permit required. Florida Department of Transportation Drainage permit may be required.

LAND USE REVIEW

The petitioner is requesting a rezoning from C2 (Highway Commercial) and AG (Agricultural) to PDP(HC) Planned Development Project (Highway Commercial) to allow for the expansion of an existing business, Everglades Equipment Group, which specializes in equipment sales and service.

Setbacks:

- Cortez Boulevard (Front): 125'
- Side: 20'
- Rear: 35'
- Building height shall be limited to 20 feet. If the building height exceeds 20 feet, the petitioner shall be required to provide a minimum rear setback of 100 feet.

Buffers:

A thirty-five (35) foot wide buffer screened at 80% opacity at a height of six (6) feet above finished made shall run along each rear and/or side property line which abuts any residential or agricultural zoned property. This buffer shall be screened by landscape planting and landscape berms and may be augmented through the use of fences or walls, existing natural vegetation, and/or a combination thereof. The County may require the use of absorptive noise barrier walls for commercial noise reduction.

Lighting:

County Land Development Regulations (LDRs) require lighting that enhances the visual impact of the project on the community and to specifically address lighting intensity levels and glare accordingly. Commercial buildings and projects shall be designed to provide safe, convenient and efficient lighting for pedestrians and vehicles.

Comments: If the master plan is approved, the petitioner should be required to provide full cutoff fixtures and retain all light on-site and prevent any light spillage onto neighboring properties.

Parking:

In accordance with County Land Development Regulations (LDRs), automotive and farm equipment sales, rentals, and leasing uses require 2.0 parking spaces per 1,000 square feet of gross floor area, Requiring a total of 16 parking spaces.

Landscaping:

The petitioner shall meet the minimum requirements of Florida Friendly Landscaping™ publications and the Florida Yards and Neighborhoods Program for design techniques, principles, materials and plantings for required landscaping.

COMPREHENSIVE PLAN REVIEW

Future Land Use Map, Commercial Category
The subject site is located within the Commercial Land use designation on the County's adopted Comprehensive Plan.

Strategy 1.04A(6): The Commercial Category provides for commercial uses including products and services along major corridors and at roadway intersections to serve residents and visitors on both a localized and regionalized basis. The Commercial Category recognizes existing commercial use corridors along U.S. Highway 19 and State Route 50 and existing and planned commercial nodes at intersections of arterial and/or collector roads. The Commercial Category includes small unmapped existing commercial properties. The Commercial Category also recognizes the ability to designate infill parcels for commercial use lying in proximity to and between, but not necessarily contiguous to, other existing commercially designated properties. Publicly owned lands along the commercial use corridors that are made available for surplus may be considered to have a Commercial designation, if the agency proceeds through the

Comprehensive Plan Amendment process to amend the future land use map, in accordance with Section 163.3184, F.S.

Objective 1.04G: The Commercial Category allows primarily retail, office, and commercial service uses with an overall average gross floor area ratio of 0.35 but also includes limited industrial, recreational, and institutional uses. Residential and mixed uses may be allowed subject to locational criteria and performance standards.

Strategy 1.04G(1): Commercial development as envisioned on the Future Land Use Map is intended primarily for locations at major intersections and along major corridors where service to local and regional markets are enhanced by transportation patterns. New commercial zoning is directed to these mapped areas. Commercial areas that are not mapped but are allowed under this Future Land Use Category include neighborhood commercial and specialty commercial uses as described in this Plan, commercial approved as part of mixed-use developments, commercial designated by planned development districts, the infill development of existing commercial areas, commercial areas extending from designated commercial nodes, and pre-existing commercially developed and designated areas. Frontage roads and cross-access between commercial uses is required where needed in accordance with the provisions of this Plan and adopted land development regulations.

Comments: The subject site has an existing building and is surrounded by commercial and Agricultural uses. The proposed use is consistent with the Comprehensive Plan and is consistent with the surrounding uses.

FINDINGS OF FACT

The request for a Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial) is appropriate as the request is consistent with the Comprehensive Plan, compatible with surrounding uses, and provides adequate residential protection for existing surrounding residential developments.

NOTICE OF APPLICANT RESPONSIBILITY

The rezoning process is a land use determination and does not constitute a permit for either construction on, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

STAFF RECOMMENDATION

It is recommended that the Planning and Zoning Commission recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial) with the following performance conditions:

1. The petitioner must obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. The petitioner shall be required with all appropriate Florida Fish and Wildlife Conservation Commission permitting requirements.

3. Water and wastewater services are in the City of Brooksville Utility Department's (CBUD) first right to serve district. The petitioner shall contact City of Brooksville Utilities Department (CBUD) for any utility-related concerns.

4. A Frontage Road or Reverse Frontage Road shall be installed due to the property abutting Cortez Boulevard/SR 50. The petitioner shall coordinate with the Department of Public Works at the time of stie development to ensure cross-connectivity with adjacent parcels.

5. A Traffic Access Analysis could be required depending on the size of the structure. The petitioner shall be required to coordinate with the Department of Public Works prior to site plan submission and determine if a traffic Access Analysis is required.

6. The petitioner shall provide a Florida Department of Transportation access permit.

7. A Florida Department of Transportation Drainage permit could be required. The petitioner shall be required to coordinate with the Department of Public Works prior to site plan submission and determine if a traffic Access Analysis is required.

8. Minimum Building Setbacks:
   Cortez Boulevard (Front): 125'
   Side: 20'
   Rear: 35'

9. Building height shall be limited to 20 feet. If the building height exceeds 20 feet, the petitioner shall be required to provide a minimum rear setback of 100 feet.

10. The petitioner shall be required to provide the following minimum buffers for the site:

11. A thirty-five (35) foot wide buffer screened at 80% opacity at a height of six (6) feet above finished made shall run along each rear and/or side property line which abuts any residential or agricultural zoned property.

12. A Five (5) foot landscape buffer shall run along the commercially zoned property lines.

13. The petitioner should be required to provide full cutoff fixtures and retain all light on-site and prevent any light spillage onto neighboring properties.

14. In accordance with County Land Development Regulations (LDRs), automotive and farm equipment sales, rentals, and leasing uses require 2.0 parking spaces per 1,000 square feet of gross floor area, Requiring a total of 16 parking spaces.

15. The petitioner shall meet the minimum requirements of Florida Friendly Landscaping™ publications and the Florida Yards and Neighborhoods Program for design techniques, principles, materials and plantings for required landscaping.

16. The petitioner shall provide a revised plan in compliance with all the performance conditions within thirty (30) calendar days of Board of County Commissioners approval. Failure to submit the revised plan will result in no further development permits being issued.

PLANNING AND ZONING RECOMMENDATION

On October 13, 2025, Planning and Zoning Commission voted 5-0 to recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial) with the following unmodified performance conditions:

1. The petitioner must obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. The petitioner shall be required with all appropriate Florida Fish and Wildlife Conservation Commission permitting requirements.

3. Water and wastewater services are in the City of Brooksville Utility Department's (CBUD) first right to serve district. The petitioner shall contact City of Brooksville Utilities Department (CBUD) for any utility-related concerns.

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16. The petitioner shall provide a revised plan in compliance with all the performance conditions within thirty (30) calendar days of Board of County Commissioners approval. Failure to submit the revised plan will result in no further development permits being issued.

HERNANDO COUNTY ZONING AMENDMENT PETITION

File No. H-25-32 Official Date Stamp:

RECEIVED
By Nichole Street at 9:31 am, Aug 05, 2025

Application to Change a Zoning Classification

Application request *(check one)*:
Rezoning ☐ Standard ■ PDP
Master Plan ☐ New ☐ Revised
PSFOD ☐ Communication Tower ☐ Other
PRINT OR TYPE ALL INFORMATION

Date: _____

APPLICANT NAME: EFE, Inc
Address: 138 Professional Way
City: Wellington State: FL Zip: 33414
Phone: 352-874-7921 Email: tpeebles@evergladesfarmequipment.com
Property owner's name: *(if not the applicant)* EFE, Inc

REPRESENTATIVE/CONTACT NAME: Daniel Bergin, P.E.
Company Name: Civil On Demand, LLC
Address: 15436 N Florida Avenue, Suite 101
City: Tampa State: FL Zip: 33613
Phone: 813-280-9941 Email: dbergin@ondemandFL.com

HOME OWNERS ASSOCIATION: ☐ Yes ■ No *(if applicable provide name)* NA
Contact Name: NA
Address: NA City: NA State: NA Zip: NA

PROPERTY INFORMATION:
1. PARCEL(S) **KEY** NUMBER(S): 00828466
2. SECTION 25, TOWNSHIP 22 South, RANGE 19 East
3. Current zoning classification: C2 & AG
4. Desired zoning classification: PDP
5. Size of area covered by application: 4.19 Acres
6. Highway and street boundaries: Cortez Boulevard (U.S. 98)
7. Has a public hearing been held on this property within the past twelve months? ☐ Yes ■ No
8 Will expert witness(es) be utilized during the public hearings? ☐ Yes ■ No (If yes, identify on an attached list.)
9. Will additional time be required during the public hearing(s) and how much? ☐ Yes ■ No (Time needed: none)

PROPERTY OWNER AFFIDIVAT

I, William Schlechter, Authorized Agent for EFE, Inc., have thoroughly examined the instructions for filing this application and state and affirm that all information submitted within this petition are true and correct to the best of my knowledge and belief and are a matter of public record, and that **(check one)**:

☐ I am the owner of the property and am making this application **OR**

■ I am the owner of the property and am authorizing *(applicant)*: Tommie Peebles and *(representative, if applicable)*: Daniel Bergin, P.E. of Civil On Demand, LLC to submit an application for the described property.

Signature of Property Owner

STATE OF FLORIDA
COUNTY OF HERNANDO

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 26 day of June, 20 25, by William Schlechter who is ☑ personally known to me or ☐ produced _____ as identification.

Wendy Barranco Placeres
Signature of Notary Public

Notary Public State of Florida
Wendy Barranco Placeres
My Commission HH 565793
Expires 6/26/2028

Notary Seal/Stamp

Effective Date: 05/15/20 Last Revision: 05/15/20

PROJECT NARRATIVE

REZONING FROM AG TO PDP(HC)
22265 Cortez Boulevard, Brooksville, Florida
PARCEL #: R25 422 19 0000 0090 0010 / PARCEL KEY: 00828466

Proposal:
The property, which is the subject of this PDP application, is located at 22265 Cortez Boulevard, Brooksville, FL within Hernando County (Parcel Key 00828466). The applicant is proposing to construct a single story, 7,000 GSF structure for equipment service and an expansion of pavement/storage area for use of the current business. A rezoning to PDP(HC) is being requested to allow the existing business to operate within the rear portion of the property that is zoned AG. All performance standards consistent with the C-2 zoning district will be upheld as part of the site improvements. The applicant requests a deviation from the County code to eliminate the requirement for the frontage road that would provide cross access to the adjacent properties to the East and West of the subject site. The frontage road cannot be constructed due to the conflict with the existing equipment sales building. Additionally cross access is currently provided to the parcel to the East and the parcel to the West is vacant.

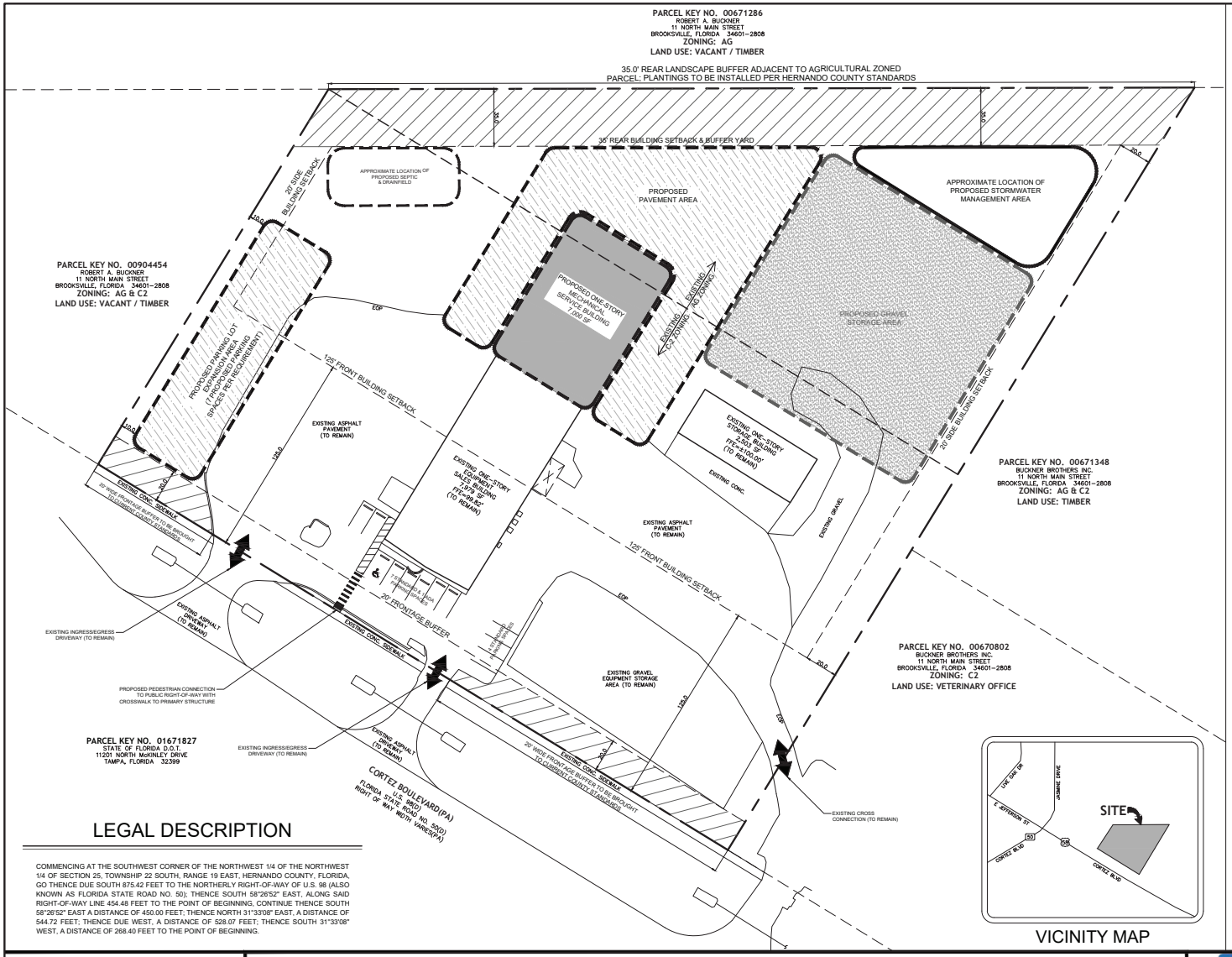
Adjacent Uses
- North: Zoned AG and is Currently Vacant Timber Land
- South: Cortez Boulevard Public Right-Of-Way
- East: Zoned AG & C-2 and is Currently Occupied by a Veterinary Office
- West: Zoned AG and is Currently Vacant Timber Land

Proposed Uses
The Applicant, EFE, Inc and Everglades Equipment proposes to rezone the property to PDP(HC) to allow the following C-2 uses:
1. Farm Equipment Sales, Rental and Service Establishment

Site Characteristics
The property is 4.19 Acres, zoned C-2 & AG and has a Future Land Use of Commercial. The property is currently occupied by Everglades Equipment Group which is an equipment sales and service business. On-site are two existing structures that total approximately 10,482 GSF, customer/employee parking, and paved & gravel areas for inventory storage. Access to the site is provided via two existing full driveways off Cortez Boulevard. An existing cross access driveway interconnecting the parcel to the east is to remain. A Planned Development Plan has been provided depicting all existing and proposed site improvements and development standards.

Environmental Considerations
The property is located within Floodzone “X” per Panel No. 12053C0211D Effective 2/2/2012. There are no known protected species or wetlands present on-site. Should any unknown environmental considerations become present during the site plan review process a Listed Species and/or Wetland report will be provided for the County’s review prior to construction commencement.

Impacts to Public Facilities
The site is currently serviced by the City of Brooksville water department which is to remain. The two existing structures are connected to on-site septic systems which are to be abandoned, and a new septic system will be installed to service all buildings on-site. Approvals are subject to the respective jurisdictions.



LEGAL DESCRIPTION

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 25, TOWNSHIP 22 SOUTH, RANGE 19 EAST, HERNANDO COUNTY, FLORIDA, GO THENCE DUE SOUTH 875.42 FEET TO THE NORTHERLY RIGHT-OF-WAY OF U.S. 98 (ALSO KNOWN AS FLORIDA STATE ROAD NO. 50); THENCE SOUTH 58°26'52" EAST, ALONG SAID RIGHT-OF-WAY LINE 454.48 FEET TO THE POINT OF BEGINNING, CONTINUE THENCE SOUTH 58°26'52" EAST A DISTANCE OF 450.00 FEET; THENCE NORTH 31°33'08" EAST, A DISTANCE OF 544.72 FEET; THENCE DUE WEST, A DISTANCE OF 528.07 FEET; THENCE SOUTH 31°33'08" WEST, A DISTANCE OF 268.40 FEET TO THE POINT OF BEGINNING.

VICINITY MAP

SITE DATA TABLE

ADDRESS:	22265 CORTEZ BLVD., BROOKSVILLE, FL
PARCEL KEY:	00828466
TOTAL SITE AREA:	4.19 ACRES (182,695 SF)
EXISTING AG ZONING AREA: EXISTING C-2 ZONING AREA:	1.43 ACRES OR 34.1% 2.76 ACRES OR 65.9%
EXISTING ZONING CLASSIFICATION: FUTURE LAND USE:	C-2 & AG COMMERCIAL
EXISTING LAND USE: PROPOSED LAND USE:	EQUIPMENT SALES & SERVICE EQUIPMENT SALES & SERVICE
EXISTING GROSS FLOOR AREA: PROPOSED GROSS FLOOR AREA:	10,482 GSF OR 5.7% (0.06 FAR) 17,482 GSF OR 9.7% (0.10 FAR)
PROPOSED NUMBER OF STORIES:	1-STORY
FLOODZONE CLASSIFICATION:	"X" PER PANEL NO. 12053C0211D EFF. 2/2/2012
REQUIRED BUILDING SETBACKS: FRONT: REAR: SIDE:	 125-FT 35-FT 20-FT
REQUIRED BUFFERS: FRONT: (CORTEZ BLVD.) REAR: (ADJACENT TO AG ZONING)	 20-FT (PLANTINGS PER HERNANDO CO. LDC) 35-FT (PLANTINGS PER HERNANDO CO. LDC)

PARKING DATA TABLE

REQUIRED:	
FARM EQUIPMENT SALES, RENTAL & SERVICE FACILITY	2 SPACES SPACES PER 1,000 GFA = 2 SPACES / 1,000 GFA * 17,486 GFA = 18 SPACES
TOTAL REQUIRED	= 18 SPACES (INCLUDING 1 ADA SPACES)
PROVIDED:	
EXISTING SPACES EXISTING ADA SPACES PROPOSED SPACES	10 SPACES 1 SPACES 7 SPACES
TOTAL PROVIDED	18 SPACES (INCLUDING 1 ADA SPACE)

PLANNED DEVELOPMENT PLAN NOTES:

1. POTABLE WATER PROVIDED BY THE CITY OF BROOKSVILLE. (EXISTING - TO REMAIN)
2. SEWAGE DISPOSAL PROVIDED BY SEPTIC. (SUBJECT TO APPROVAL BY EPC)
3. CROSS ACCESS TO THE ADJACENT PARCEL TO THE EAST SHALL REMAIN.
4. A WAIVER IS REQUESTED TO ELIMINATE THE CROSS ACCESS REQUIREMENT TO THE ADJACENT PARCEL TO THE WEST.
5. PROJECT SHALL BE DESIGNED IN ACCORDANCE WITH THE LAND DEVELOPMENT CODE FOR STORMWATER, TRANSPORTATION, WATER AND WASTEWATER REQUIREMENTS.
6. APPLICANT SHALL SEEK ERP APPROVAL FOR THE PROPOSED STORMWATER MANAGEMENT SYSTEM PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
7. PEDESTRIAN ACCESS TO THE PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED CONTINGENT ON HERNANDO COUNTY AND FDOT APPROVAL.
8. EXISTING INGRESS/EGRESS DRIVEWAYS TO THE FDOT RIGHT-OF-WAY ARE TO REMAIN UNLESS OTHERWISE DETERMINED BY FDOT.
9. ALL ONSITE PAVEMENT AND PARKING ARES ARE TO BE PRIVATE.
10. ALL PROPOSED PARKING FACILITIES ARE TO BE CONSTRUCTED PER HERNANDO COUNTY STANDARDS, SUBJECT TO DETERMINATION AT THE TIME OF SITE PERMITTING.
11. PROPOSED BUFFER SCREENING TO BE PROVIDED PER THE HERNANDO COUNTY LAND DEVELOPMENT CODE.
12. EXISTING STRUCTURES OR PAVEMENT AREAS THAT DO NOT MEET CURRENT COUNTY STANDARDS SHALL BE CONSIDERED "GRANDFATHERED IN" AND NO MODIFICATIONS SHALL BE REQUIRED AS PART OF THE SAID APPLICATION. ALL NEW SITE IMPROVEMENTS SHALL MEET THE STANDARDS SET FORTH BY THE HERNANDO COUNTY LDC.
13. SITE PLAN DEVIATIONS MAY BE PERMITTED AT THE TIME OF SITE/CONSTRUCTION PLAN REVIEW, CONSISTENT WITH APPROVED ZONING CONDITIONS.

PROJECT NO.: C0423 - J006	
DRAWN BY: COD	
DWG: EVERGLADES-BROOKSVILLE	
DATE: 06.25.2025	
SHEET 1 OF 1	

PLANNED DEVELOPMENT PLAN

EVERGLADES EQUIPMENT GROUP - BROOKSVILLE
22255 CORTEZ BOULEVARD
BROOKSVILLE, HERNANDO COUNTY, FLORIDA

CIVIL ON DEMAND, LLC
15436 N FLORIDA AVE., STE 101
TAMPA, FL 33613
(813) 434-5744
DBERGIN@ONDEMANDFL.COM

H-25-32

Photo date: 2023

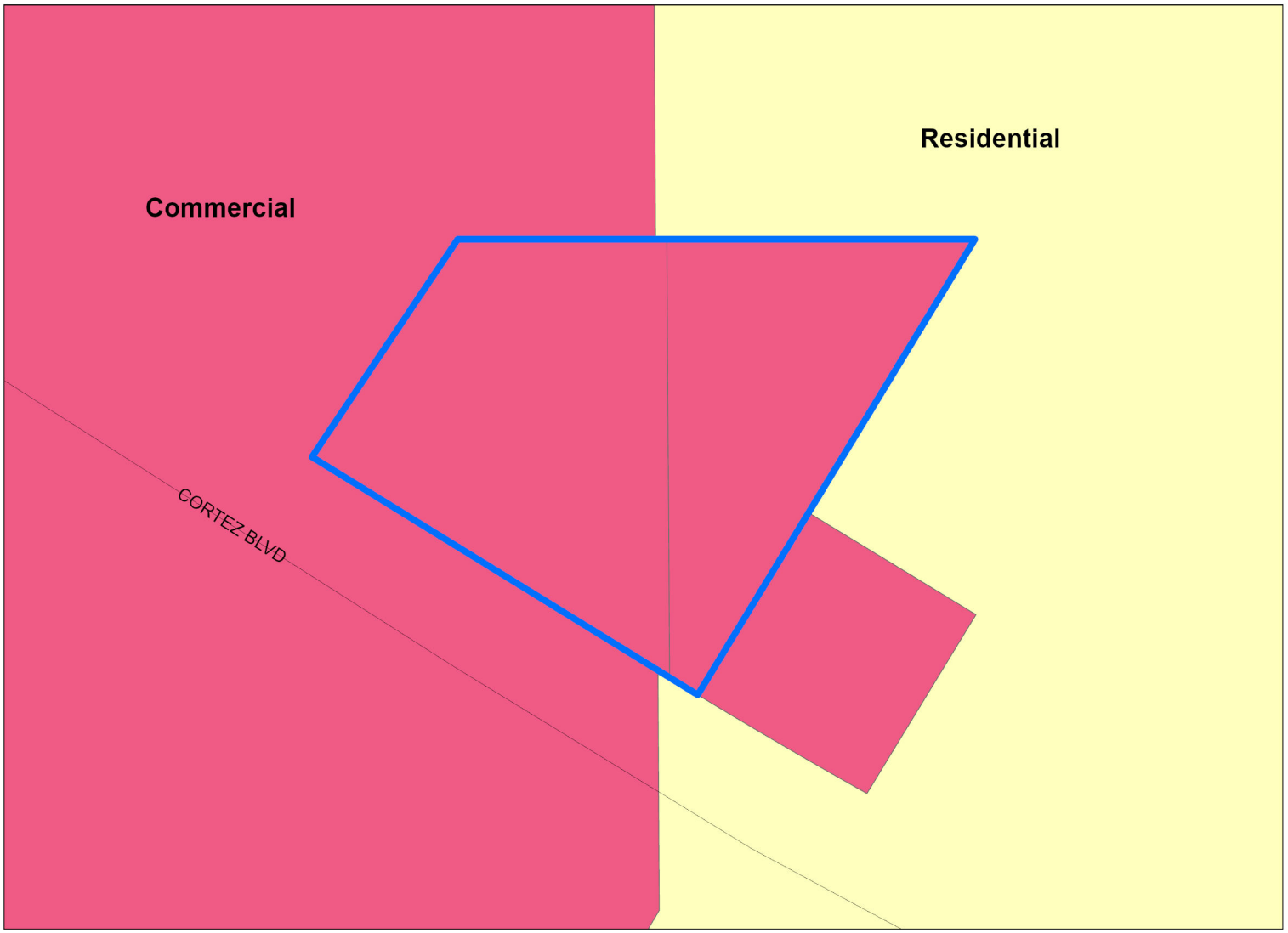
This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.

0 0.01 0.03 0.05 0.08 0.1
Miles

Hernando County Comprehensive Plan Map

Existing Future Land Use: H-25-32

Version Date: 12/09/2022



H-25-32
FLU Riverine District
Regional Commercial

FLU

- CITY
- COMMERCIAL
- CONSERVATION
- EDUCATION
- INDUSTRIAL
- MINING
- PLANNED DEVELOPMENT
- PUBLIC FACILITIES
- RECREATION
- RESIDENTIAL
- RURAL
- RAILROAD

Future Land Use Map

PLEASE REFER TO THE TEXT PORTION OF THE COMPREHENSIVE PLAN IN CONJUNCTION WITH THE USE OF THE FUTURE LAND USE MAP SERIES.

NOTE: THE RIVERINE DISTRICT IS SHOWN AS A LINE SETBACK PARALLEL TO THE WEEKI WACHEE, MUD AND WITHLACOOCHEE RIVERS.

0 0.01 0.03 0.05 0.08 0.1 Miles

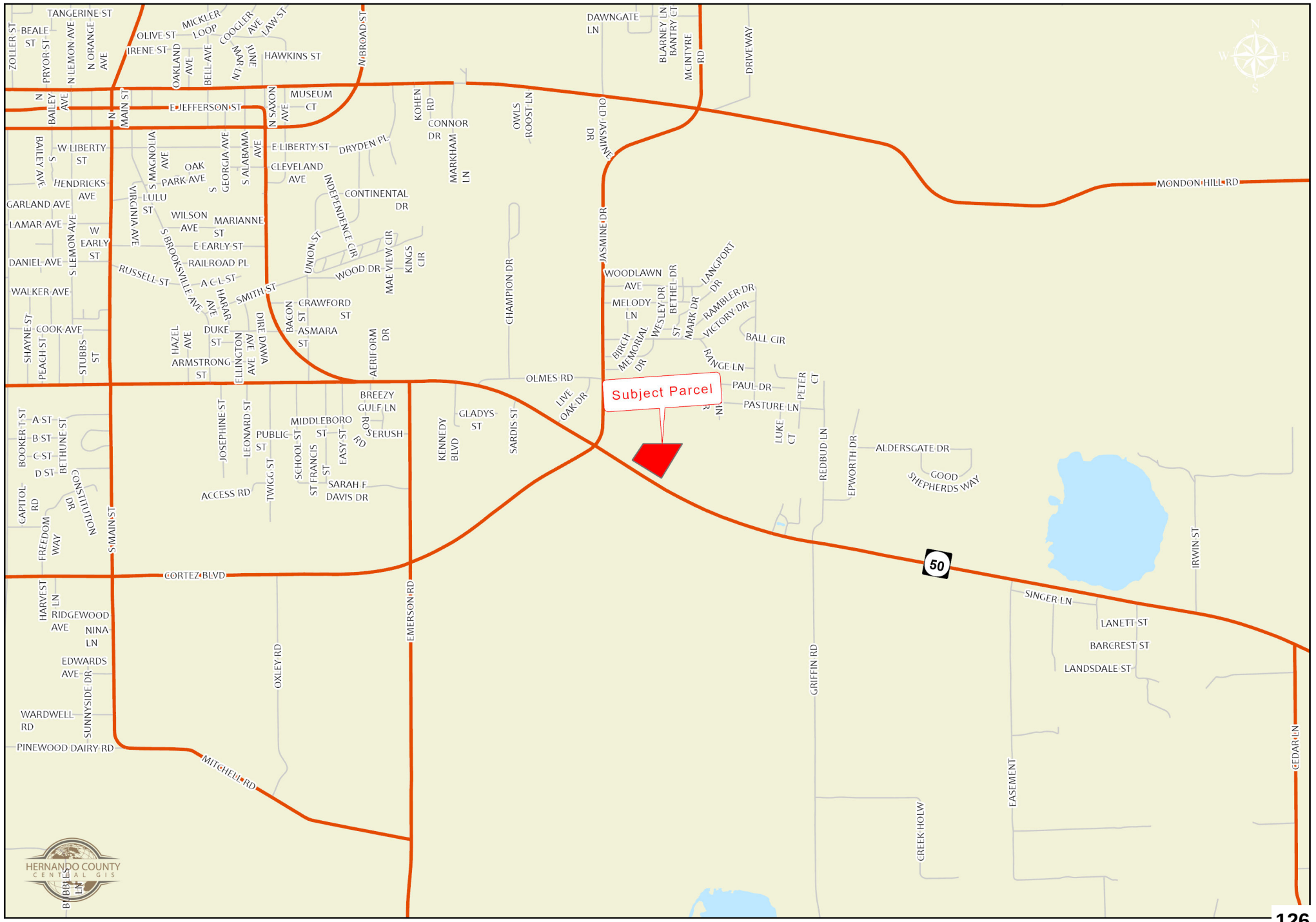
N W E S

Date of mapping: 07/25/2025

HERNANDO COUNTY CENTRAL GIS

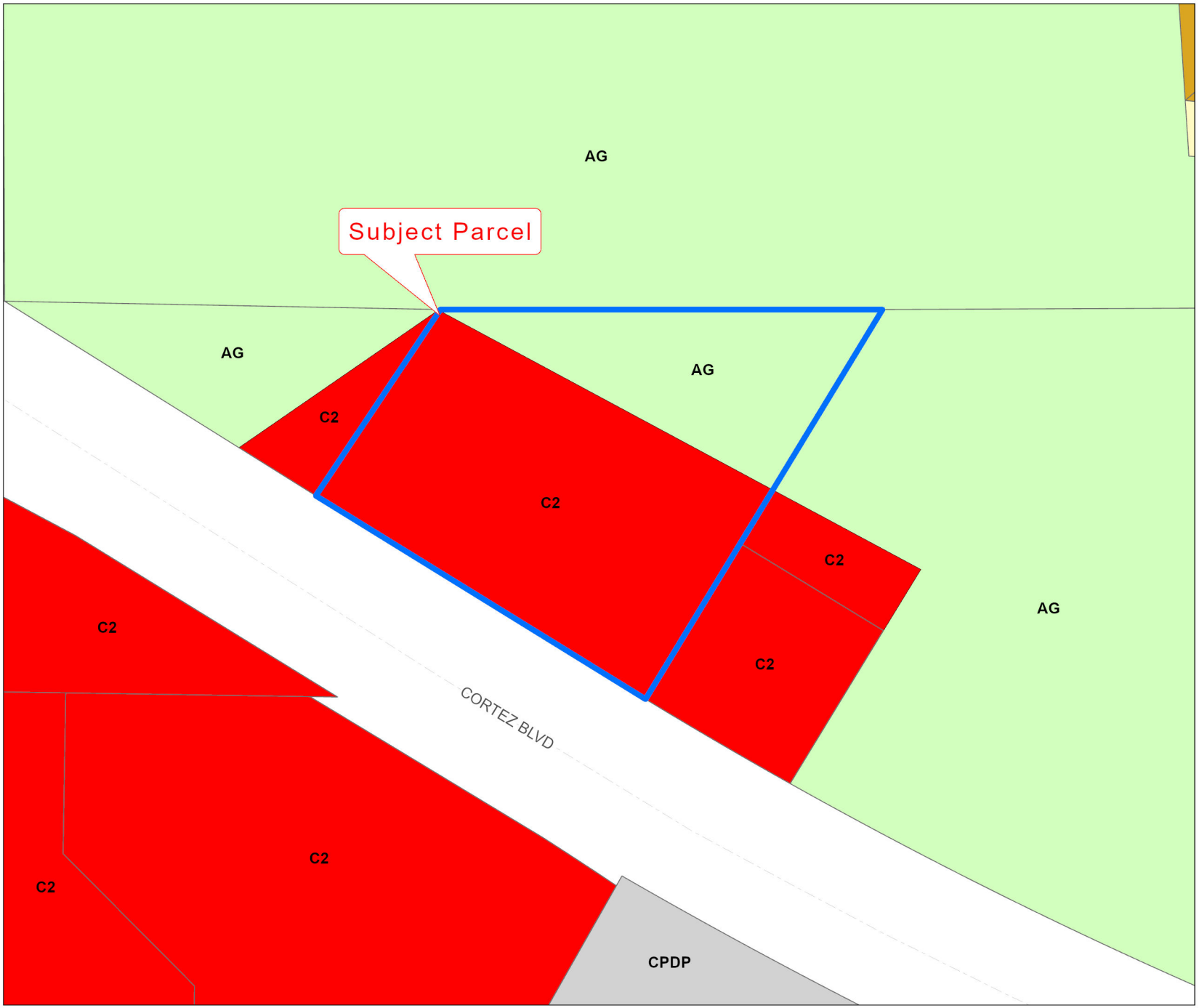
H-25-32 AREA MAP

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.



H-25-32

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.

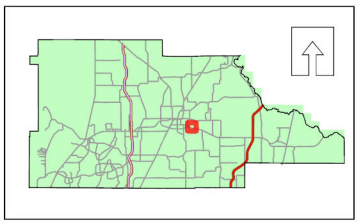


HERNANDO COUNTY
CENTRAL GIS

Zoning:

AC	PDP(HC)
AG	PDP(HHC)
AR	PDP(HID)
AR1	PDP(IND)
AR2	PDP(LI)
C1	PDP(MF)
C2	PDP(MH)
C3	PDP(NC)
C4	PDP(OP)
CITY	PDP(PSF)
CM1	PDP(REC)
CM2	PDP(RR)
CPDP	PDP(RUR)
CV	PDP(SF)
I1	PDP(SU)
I2	R1A
M	R1B
OP	R1C
PDP(AF)	R1MH
PDP(CM)	R2
PDP(CP)	R2.5
PDP(GC)	R3
PDP(GHC)	RC
	RM

City Zoning Pending



Hernando County Planning Department
Project date: 07/25/2025

0 0.01 0.03 0.05 0.08 0.1 Miles

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: EFE, Inc.

FILE NUMBER: H-25-32

REQUEST: Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial)

GENERAL LOCATION: North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive

PARCEL KEY NUMBERS: 00828466

REQUEST: Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial) as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
NOTICE OF PUBLIC HEARING

in the matter of
The Planning and Zoning Commission Public Hearing on October 13, 2025 & BOCC Public Hearing on December 2, 2025

was published in said newspaper by print in the issue(s) of:
October 3, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on October 3, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 6th day of October, 2025.

(Signature of Notary Public)

LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

NOTICE OF PUBLIC HEARING
HERNANDO COUNTY, FLORIDA

PLANNING AND ZONING COMMISSION

The Planning and Zoning Commission of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida on October 13, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the agenda is published.**

BOARD OF COUNTY COMMISSIONERS

The Board of County Commissioners of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida, on December 2, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the Board agenda is published.**

APPLICANT:	Robert L. Davis Jr and Tonda J. Davis
FILE NUMBER:	H-25-25
REQUEST:	Rezoning from R-1C (Residential) to AR (Agricultural/Residential)
GENERAL LOCATION:	Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane
PARCEL KEY NUMBER:	820106

APPLICANT:	Riopelle Properties, LLC
FILE NUMBER:	H-25-26

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses

GENERAL LOCATION:	Southeast Corner of Kettering Road and Dashbach Street
PARCEL KEY NUMBER:	396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, and 1376219

APPLICANT:	David Kato, D.R Horton
FILE NUMBER:	H-25-31
REQUEST:	Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape, to PDP(SF)/Planned Development Project (Single Family)
GENERAL LOCATION:	Bounded by Waterfall Drive and Eden Circle
PARCEL KEY NUMBER:	412388

APPLICANT:	EFE, Inc
FILE NUMBER:	H-25-32
REQUEST:	Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial)
GENERAL LOCATION:	North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive
PARCEL KEY NUMBER:	828466

Interested parties may appear at the meeting and be heard on these matters. You are further advised that if a person decides to appeal any quasi-judicial decision made by the Board, Agency or Commission with respect to any matter considered at such hearing or meeting, he or she will need a record of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

Documentation may be reviewed by the public at the Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601, between the hours of 7:30 AM - 4:00 PM, Monday through Friday, legal holidays excepted or may be viewed one week prior to the meeting via the County's website at www.hernandocounty.us – follow the Board Agendas and Minutes link to the specified public hearing. If you should have any additional questions regarding this issue, please contact the Planning Department at planning@hernandocounty.us, 352-754-4057, or in writing at: Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601.

In accordance with the Americans with Disabilities Act, persons with disabilities needing a special accommodation to participate in this proceeding should contact Tiffany Smith, Hernando County Risk Management, 15470 Flight Path Drive Brooksville, FL 34604, telephone 352-540-6289, no later than three (3) days prior to the proceedings. If hearing impaired, please call 1-800-676-3777 for assistance.

/s/ Omar DePablo
Development Services Director
Hernando County Planning Division

Published: October 3, 2025

INSTR #2025084842 BK: 4644 PG: 1159 Page 1 of 2
FILED & RECORDED 12/10/2025 8:58 AM LS Deputy Clk
Doug Chorvat, Jr., HERNANDO County Clerk of the Circuit Court
Rec Fees: $18.50

RESOLUTION NO. 2025 - 206

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: EFE, Inc.

FILE NUMBER: H-25-32

REQUEST: Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial)

GENERAL LOCATION: North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive

PARCEL KEY NUMBERS: 00828466

REQUEST: Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial) as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from C-2 (Highway Commercial) and AG (Agricultural) to PDP(HC)/ Planned Development Project (Highway Commercial) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE 2nd DAY OF December 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: Jerry Campbell
Name: Jerry Campbell
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Victoria Via
Initiator: Omar DePablo
DOC ID: 16692
Legal Request Number: 2025-584-1
Bid/Contract Number:

TITLE

Rezoning Petition Submitted by David Kato on Behalf of D.R. Horton, Inc., for Property Located on Waterfall Drive (H2531)

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	John Allocco
AYES:	Campbell, Amsler, Allocco and Hawkins
NAYES:	Champion

STAFF REPORT

HEARINGS: Planning & Zoning Commission: October 13, 2025
Board of County Commissioners: December 2, 2025

APPLICANT: David Kato, D.R Horton

FILE NUMBER: H-25-31

REQUEST: Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family)

GENERAL LOCATION: Bounded by Waterfall Drive and Eden Circle

PARCEL KEY NUMBERS: 412388

APPLICANT'S REQUEST:

The applicant is requesting a rezoning from PDP(SU) Landscape/Planned Development Project (Special Use) to PDP(SF)/Planned Development Project (Single Family) to construct one (1) single family home on the 0.4863-acre subject site. The lot is 27,179 square feet. The site was previously designated as landscape on the original Spring Hill Master Plan.

The petitioner has indicated the use of an individual advanced sewage systems for the lot in accordance with Section 28-99 of the Hernando County Code of Ordinances. The petitioner's proposed minimum lot size is 21,179 square feet. The proposed lot sizes comply with the minimum code criteria based upon the total acreage and average lot size based upon an additional restriction placed upon proposed Tract. This proposed lot is similar in size to other residential lots in the area, which are served by standard septic tanks.

SITE CHARACTERISTICS:

Site Size: 0.4863 acres

Surrounding Zoning; Land Uses:
North: PDP(SF); Single Family
South: PDP(SF); Single Family
East: PDP(SF); Single Family
West: PDP(SF); Single Family

Current Zoning: PDP(SU); Planned Development Project (Special Use)

Future Land Use Map Designation: Residential

ENVIRONMENTAL REVIEW:

Soil Type: Candler Fine Sand

UTILITIES REVIEW:

Hernando County Utilities Department (HCUD) does not currently supply water or wastewater service to this parcel. Water service is available, wastewater is unavailable to this parcel. HCUD has no objection to the zoning change from PDP(SU) to PDP(SF) to allow the construction of a single-family residence, subject to Health Department approval of an appropriate Onsite Sewage Treatment and Disposal System for the residence, and connection to the central water system at time of site development.

ENGINEERING REVIEW:

The subject site is Bounded by Waterfall Drive and Eden Circle.

The County Engineer reviewed the petitioner's request and provided the following comments:

- Development shall follow all required land development permitting requirements.
- The subject site may require a replat prior to development, as the parcel is indicated as Tract F of Spring Hill Unit 6.

LAND USE REVIEW:

Lot Sizes and Layout

Minimum Building Setbacks:

Front: 25'
Side: 10'
Rear: 20'

The Hernando County Code of Ordinances, Section 28-99 – Restrictions as to number of systems per lot provides the regulatory framework for new residential developments utilizing septic tanks for wastewater disposal:

Sec. 28-99. - Restrictions as to number of systems per lot.

a. In residential developments where a central water supply system is utilized, a maximum of one individual sewage disposal system per twenty-one thousand five hundred (21,500) square foot lot is allowed.
b. In residential developments where individual wells are utilized, a maximum of one individual sewage disposal system per each one (1) acre lot is allowed.
c. In planned development projects on a central water supply, the minimum lot size requirements per individual sewage disposal may be modified provided the overall density of the project does not exceed one (1) septic tank per twenty-one thousand five hundred (21,500) square feet and is subject to approval by the county planning and zoning commission.

COMPREHENSIVE PLAN REVIEW:

Future Land Use Element

Strategy 1.04A(3): The ***Residential Category*** accommodates residential growth clustered in and around urbanized areas and those areas that maximize the efficient use of infrastructure contained in long-range facilities plans of the County.

Residential Category

Objective 1.04B: The Residential Category allows primarily single family, duplex, resort and multi-family housing and associated ancillary uses such as recreational and institutional. Office and certain commercial uses may be allowed subject to the locational criteria and performance standards of this Plan. Residential density shall not exceed 22 dwelling units per gross acre.

Strategy 1.04B(2): Future residential development will be planned to locate where the Residential Category predominates on the Future Land Use Map as determined by the availability of facilities and services, the need to accommodate future growth, the strategies to discourage the proliferation of urban sprawl, and the impacts to natural resources, including groundwater.

Single-Family Housing

Strategy 1.04B(3): The Residential Category will include zoning for single-family housing, generally averaging a density of 1.5 dwelling units per gross acre to 5.3 dwelling units per gross acre comprised of varying lot sizes and dwelling unit types such as senior housing, villa housing, single family detached housing, and zero lot line housing.

Utilities Element

Wastewater Treatment Advancements

Strategy 6.03E(2): The County should consider methods to alleviate nutrient pollution from septic tanks including connection to central systems and the appropriate use of advanced on-site systems for single or multiple lots.

FINDINGS OF FACT:

A rezoning from PDP (SU/Planned Development Project (Special Use) to PDP(SF) Planned Development Project (Single Family) is appropriate based on consistency with the Comprehensive Plan and compatibility with the surrounding areas.

NOTICE OF APPLICANT RESPONSIBILITY:

The rezoning process is a land use determination and does not constitute a permit for either construction on, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner's associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

STAFF RECOMMENDATION:

It is recommended that the Planning and Zoning Commission recommend the Board of County Commissioners adopt a Resolution approving the petitioner's request to rezone a property zoned PDP(SU) Planned Development Project (Special Use) Landscape to PDP(SF) Planned Development Project (Single Family) with the following performance conditions:

1. The petitioner must obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. Minimum Building Setbacks:
   Front: 25'
   Side: 10'
   Rear: 20'

3. Obtain Health Department approval of an appropriate Onsite Sewage Treatment and Disposal System for the residence, and connection to the central water system at time of site development.

4. The petitioner shall provide a revised plan in compliance with all the performance conditions within 30 calendar days of receipt of the Board of County Commissioners action from Development Services staff. Failure to submit the revised plan will result in no further development permits being issued.

PLANNING AND ZONING RECOMMENDATION

On October 13, 2025, the Planning and Zoning Commission voted 5-0 to deny the petitioner's request for a rezoning from PDP(SU) Planned Development Project (Special Use) Landscape to PDP(SF) Planned Development Project (Single Family) based on lack of compatibility with surrounding uses and the petitioner's lack of attendance at the meeting.

HERNANDO COUNTY ZONING AMENDMENT PETITION

File No. H-25-31 Official Date Stamp:

RECEIVED

JUL 01 2025

Hernando County Development Services
Zoning Division

Application to Change a Zoning Classification

Application request *(check one)*:
Rezoning ☐ Standard ☑ PDP
Master Plan ☐ New ☐ Revised
PSFOD ☐ Communication Tower ☐ Other
PRINT OR TYPE ALL INFORMATION

Date: _____

APPLICANT NAME: David Kato

Address: 3300 SW 34th Avenue, Suite 101-A
City: Ocala State: Florida Zip: 34474
Phone: (813) 763-8465 Email: ddkato@drhorton.com
Property owner's name: *(if not the applicant)* Nicholas N. Calamela, as Division President of D.R. Horton, Inc.

REPRESENTATIVE/CONTACT NAME: N/A

Company Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____

HOME OWNERS ASSOCIATION: ☐ Yes ☑ No *(if applicable provide name)* N/A

Contact Name: _____
Address: _____ City: _____ State: _____ Zip: _____

PROPERTY INFORMATION:

1. PARCEL(S) **KEY** NUMBER(S): 00412388
2. SECTION 35, TOWNSHIP 23, RANGE 17
3. Current zoning classification: PDP (SU)
4. Desired zoning classification: Residential PDP (SF)
5. Size of area covered by application: 21,179 SQ.FT (0.4863 Acres)
6. Highway and street boundaries: Eden Circle; Waterfall Drive
7. Has a public hearing been held on this property within the past twelve months? ☐ Yes ☑ No
8. Will expert witness(es) be utilized during the public hearings? ☐ Yes ☑ No (If yes, identify on an attached list.)
9. Will additional time be required during the public hearing(s) and how much? ☐ Yes ☑ No (Time needed: _____)

PROPERTY OWNER AFFIDIVAT

I, Nicholas N. Calamela, as Division President of D.R. Horton, Inc., have thoroughly examined the instructions for filing this application and state and affirm that all information submitted within this petition are true and correct to the best of my knowledge and belief and are a matter of public record, and that (**check one**):

☐ I am the owner of the property and am making this application **OR**

☑ I am the owner of the property and am authorizing *(applicant)*: David Kato
and *(representative, if applicable)*: N/A
to submit an application for the described property.

_____
Signature of Property Owner

STATE OF FLORIDA
COUNTY OF HERNANDO

The foregoing instrument was acknowledged before me this 13 day of June, 2025, by Nicholas Calamela who is personally known to me or produced _____ as identification.

_____
Signature of Notary Public

VANESSA ORTIZ
Notary Public - State of Florida
Commission # HH 331949
My Comm. Expires Nov 14, 2026
Bonded through National Notary Assn.

Notary Seal/Stamp

Effective Date: 11/8/16 Last Revision: 11/8/16

June 30, 2025

Via Email and U.S. Mail
Hernando County Planning Department
20 North Main Street, Rm 262
Brooksville, FL 34601
Email: Planning@co.hernando.fl.us

Re: 1116 Eden Circle, Spring Hill, FL 34606 – Rezoning Application Narrative Description of the Request

Dear Planning Department:

I am writing am behalf of D.R. Horton, Inc. to provide the required narrative description of the request, prepared in accordance with the standard format of issues outlined in Section F of the Rezoning and Public Service Facility Amendment Petition Instruction and Application Packet.

Please find my narrative description of the request below:

1. Proposal

- **Proposed Land Use and Acreage:**
  The applicant seeks to rezone the property located at 1116 Eden Circle (Parcel Key: 412388) from PDP(SU) – Planned Development Project (Special Use) to PDP(SF) – Planned Development Project (Single Family) to allow the construction of a single-family residence. The parcel consists of 21,179 sq. ft. (±0.486 acres) and is situated within Spring Hill Unit 6, Tract F.
- **Proposed Density Level of Residential Uses:**
  The development consists of one single-family detached home, with a density of approximately 2.06 dwelling units per acre.
- **Proposed Square Footage and Building Height:**
  - Living Area: 1,828 sq. ft.
  - Garage: 430 sq. ft.
  - Lanai: 88 sq. ft.
  - A/C Pad: 12 sq. ft.
  - Driveway: 550 sq. ft.
  - **Total impervious surface:** 2,952 sq. ft. (14% impervious coverage)
  - Building height will conform to the applicable County height limits for single-family homes.
- **Proposed Deviations from Code:**
  No deviations from the Hernando County Land Development Regulations (LDRs) are proposed.

2. Site Characteristics

- **Site Size:** 21,179 sq. ft. (0.486 acres)
- **Existing Zoning:** PDP(SU) – Special Use
- **Existing Land Use:** Vacant Residential
- **Platted Subdivision:** Spring Hill Unit 6

- **On-Lot Landscaping:** 18,227 sq. ft. of sod (on-lot); 30,990 sq. ft. total sod including off-lot areas

3. Environmental Considerations

- **Flood Zone:** The property lies entirely within Flood Zone X, which is outside of the 0.2% Annual Chance Floodplain, indicating minimal flood risk.
- **Drainage Features and Water Features:** None observed.
- **Habitats:** No listed species or environmentally sensitive habitats are known to exist on site.
- **Conditions and Impacts on Natural Features Impacts:** Minimal to none anticipated.

4. Site Plan Discussion

- Development Concept: Construction of a single-family home consistent with surrounding residential uses.
- Buffers/Separation: N/A. This is a single-lot residential development.
- Setbacks and Lot Dimensions: Will comply with Hernando County residential standards and as reflected on the submitted plot plan.
- Impacts and Improvements to Infrastructure: Existing access to Eden Circle; no new roads required.
- Pod Use: N/A.

5. Impacts to Public Facilities

- Transportation: Minimal to none anticipated.
- Solid Waste, Schools, Parks, Drainage: No significant impact anticipated from a single residence.
- Septic System: The home will be served by an enhanced septic system in accordance with applicable health department requirements

6. Water and Sewer Services
The lot will be served by an enhanced septic system and a connection to County water. The applicant acknowledges applicable County ordinances and requirements and will coordinate with the appropriate departments for service confirmation.

7. Senior, Age-Restricted, or Affordable Housing
This proposal does not involve senior housing, age-restricted housing, affordable housing, or workforce housing as defined by Florida Statutes.

Please confirm receipt of the zoning amendment application petition packet. Feel free to contact me if you have any questions or need additional information.

Regards,

David Kato
D.R. Horton Inc., Spot Lot Operations Manager

Enclosures
ec: Vanessa Ortiz (vvazquez@drhorton.com)

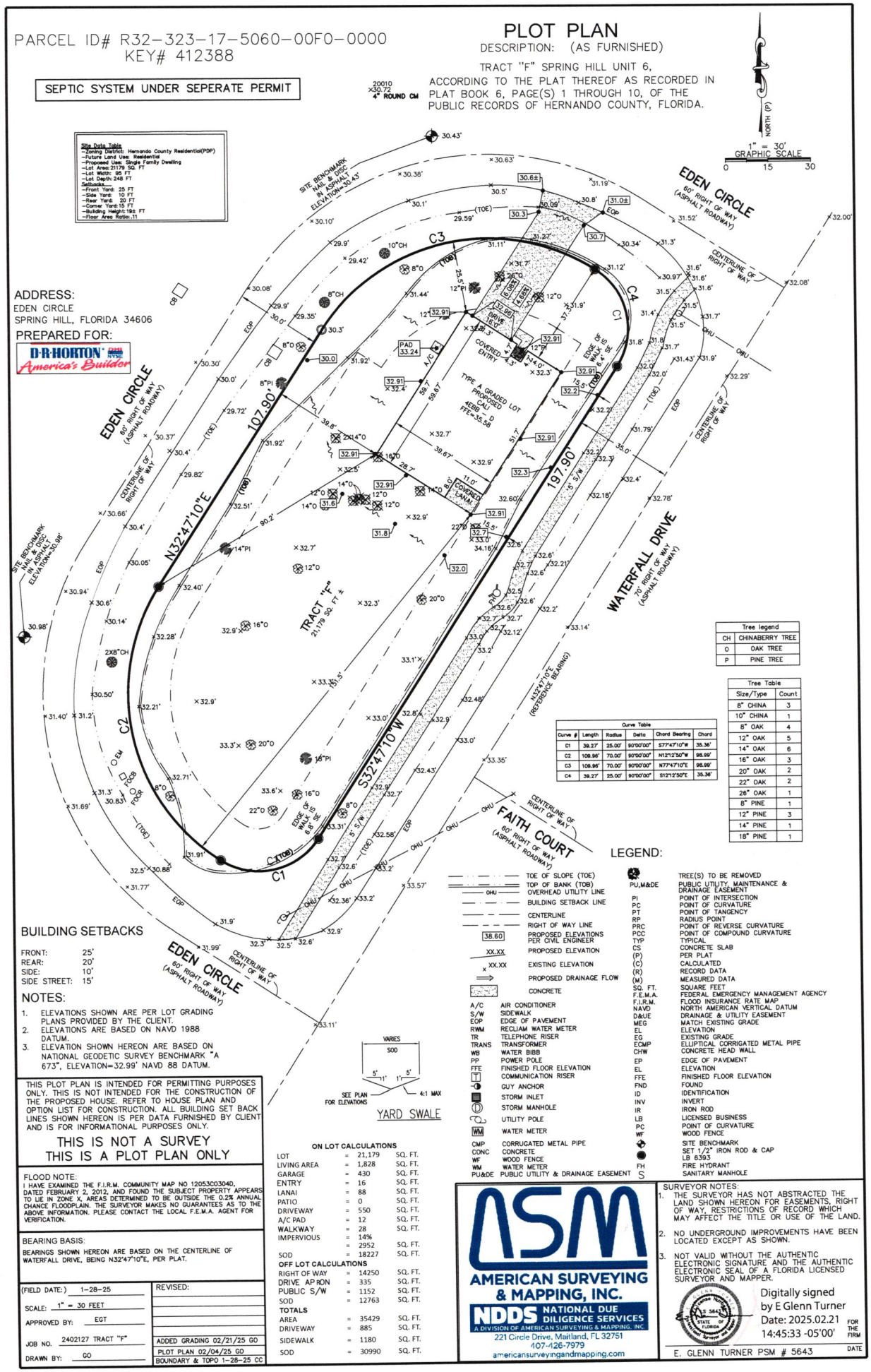
PARCEL ID# R32-323-17-5060-00F0-0000
KEY# 412388

SEPTIC SYSTEM UNDER SEPERATE PERMIT

PLOT PLAN

DESCRIPTION: (AS FURNISHED)

TRACT "F" SPRING HILL UNIT 6, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 6, PAGE(S) 1 THROUGH 10, OF THE PUBLIC RECORDS OF HERNANDO COUNTY, FLORIDA.



Tree legend	
CH	CHINABERRY TREE
O	OAK TREE
P	PINE TREE

Tree Table	
Size/Type	Count
8" CHINA	3
10" CHINA	1
8" OAK	4
12" OAK	5
14" OAK	6
16" OAK	3
20" OAK	2
22" OAK	2
26" OAK	1
8" PINE	1
12" PINE	3
14" PINE	1
18" PINE	1

Curve Table					
Curve #	Length	Radius	Delta	Chord Bearing	Chord
C1	39.27'	25.00'	90°00'00"	S77°47'10"W	35.36'
C2	109.96'	70.00'	90°00'00"	N12°12'50"W	98.99'
C3	109.96'	70.00'	90°00'00"	N77°47'10"E	98.99'
C4	39.27'	25.00'	90°00'00"	S12°12'50"E	35.36'

ADDRESS:
EDEN CIRCLE
SPRING HILL, FLORIDA 34606

PREPARED FOR:
D·R·HORTON America's Builder

BUILDING SETBACKS

FRONT:	25'
REAR:	20'
SIDE:	10'
SIDE STREET:	15'

NOTES:

1. ELEVATIONS SHOWN ARE PER LOT GRADING PLANS PROVIDED BY THE CLIENT.
2. ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
3. ELEVATION SHOWN HEREON ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK "A 673", ELEVATION=32.99' NAVD 88 DATUM.

THIS PLOT PLAN IS INTENDED FOR PERMITTING PURPOSES ONLY. THIS IS NOT INTENDED FOR THE CONSTRUCTION OF THE PROPOSED HOUSE. REFER TO HOUSE PLAN AND OPTION LIST FOR CONSTRUCTION. ALL BUILDING SET BACK LINES SHOWN HEREON IS PER DATA FURNISHED BY CLIENT AND IS FOR INFORMATIONAL PURPOSES ONLY.

THIS IS NOT A SURVEY
THIS IS A PLOT PLAN ONLY

FLOOD NOTE:
I HAVE EXAMINED THE F.I.R.M. COMMUNITY MAP NO 12053C0304D, DATED FEBRUARY 2, 2012, AND FOUND THE SUBJECT PROPERTY APPEARS TO LIE IN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THE SURVEYOR MAKES NO GUARANTEES AS TO THE ABOVE INFORMATION. PLEASE CONTACT THE LOCAL F.E.M.A. AGENT FOR VERIFICATION.

BEARING BASIS:
BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF WATERFALL DRIVE, BEING N32°47'10"E, PER PLAT.

(FIELD DATE:)	1-28-25
SCALE:	1" = 30 FEET
APPROVED BY:	EGT
JOB NO.	2402127 TRACT "F"
DRAWN BY:	GO

REVISED:
ADDED GRADING 02/21/25 GO
PLOT PLAN 02/04/25 GO
BOUNDARY & TOPO 1-28-25 CC

ON LOT CALCULATIONS

LOT	=	21,179	SQ. FT.
LIVING AREA	=	1,828	SQ. FT.
GARAGE	=	430	SQ. FT.
ENTRY	=	16	SQ. FT.
LANAI	=	88	SQ. FT.
PATIO	=	0	SQ. FT.
DRIVEWAY	=	550	SQ. FT.
A/C PAD	=	12	SQ. FT.
WALKWAY	=	28	SQ. FT.
IMPERVIOUS	=	14%	
	=	2952	SQ. FT.
SOD	=	18227	SQ. FT.

OFF LOT CALCULATIONS

RIGHT OF WAY	=	14250	SQ. FT.
DRIVE APRON	=	335	SQ. FT.
PUBLIC S/W	=	1152	SQ. FT.
SOD	=	12763	SQ. FT.
TOTALS			
AREA	=	35429	SQ. FT.
DRIVEWAY	=	885	SQ. FT.
SIDEWALK	=	1180	SQ. FT.
SOD	=	30990	SQ. FT.

LEGEND:

	TOE OF SLOPE (TOE)		TREE(S) TO BE REMOVED
	TOP OF BANK (TOB)	PU,M&DE	PUBLIC UTILITY, MAINTENANCE & DRAINAGE EASEMENT
OHU	OVERHEAD UTILITY LINE	PI	POINT OF INTERSECTION
	BUILDING SETBACK LINE	PC	POINT OF CURVATURE
	CENTERLINE	PT	POINT OF TANGENCY
	RIGHT OF WAY LINE	RP	RADIUS POINT
38.60	PROPOSED ELEVATIONS PER CIVIL ENGINEER	PRC	POINT OF REVERSE CURVATURE
XX.XX	PROPOSED ELEVATION	PCC	POINT OF COMPOUND CURVATURE
XX.XX	EXISTING ELEVATION	TYP	TYPICAL
	PROPOSED DRAINAGE FLOW	CS	CONCRETE SLAB
	CONCRETE	(P)	PER PLAT
A/C	AIR CONDITIONER	(C)	CALCULATED
S/W	SIDEWALK	(R)	RECORD DATA
EOP	EDGE OF PAVEMENT	(M)	MEASURED DATA
RWM	RECLAIM WATER METER	SQ. FT.	SQUARE FEET
TR	TELEPHONE RISER	F.E.M.A.	FEDERAL EMERGENCY MANAGEMENT AGENCY
TRANS	TRANSFORMER	F.I.R.M.	FLOOD INSURANCE RATE MAP
WB	WATER BIBB	NAVD	NORTH AMERICAN VERTICAL DATUM
PP	POWER POLE	D&UE	DRAINAGE & UTILITY EASEMENT
FFE	FINISHED FLOOR ELEVATION	MEG	MATCH EXISTING GRADE
T	COMMUNICATION RISER	EL	ELEVATION
	GUY ANCHOR	EG	EXISTING GRADE
	STORM INLET	ECMP	ELLIPTICAL CORRIGATED METAL PIPE
D	STORM MANHOLE	CHW	CONCRETE HEAD WALL
	UTILITY POLE	EP	EDGE OF PAVEMENT
WM	WATER METER	EL	ELEVATION
CMP	CORRUGATED METAL PIPE	FFE	FINISHED FLOOR ELEVATION
CONC	CONCRETE	FND	FOUND
WF	WOOD FENCE	ID	IDENTIFICATION
WM	WATER METER	INV	INVERT
PU&DE	PUBLIC UTILITY & DRAINAGE EASEMENT	IR	IRON ROD
		LB	LICENSED BUSINESS
		PC	POINT OF CURVATURE
		WF	WOOD FENCE
			SITE BENCHMARK
			SET 1/2" IRON ROD & CAP LB 6393
		FH	FIRE HYDRANT
		S	SANITARY MANHOLE

AMERICAN SURVEYING & MAPPING, INC.
NDDS NATIONAL DUE DILIGENCE SERVICES
A DIVISION OF AMERICAN SURVEYING & MAPPING, INC.
221 Circle Drive, Maitland, FL 32751
407-426-7979
americansurveyingandmapping.com

SURVEYOR NOTES:
1. THE SURVEYOR HAS NOT ABSTRACTED THE LAND SHOWN HEREON FOR EASEMENTS, RIGHT OF WAY, RESTRICTIONS OF RECORD WHICH MAY AFFECT THE TITLE OR USE OF THE LAND.
2. NO UNDERGROUND IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
3. NOT VALID WITHOUT THE AUTHENTIC ELECTRONIC SIGNATURE AND THE AUTHENTIC ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

Digitally signed by E Glenn Turner
Date: 2025.02.21 14:45:33 -05'00'

E. GLENN TURNER PSM # 5643 DATE

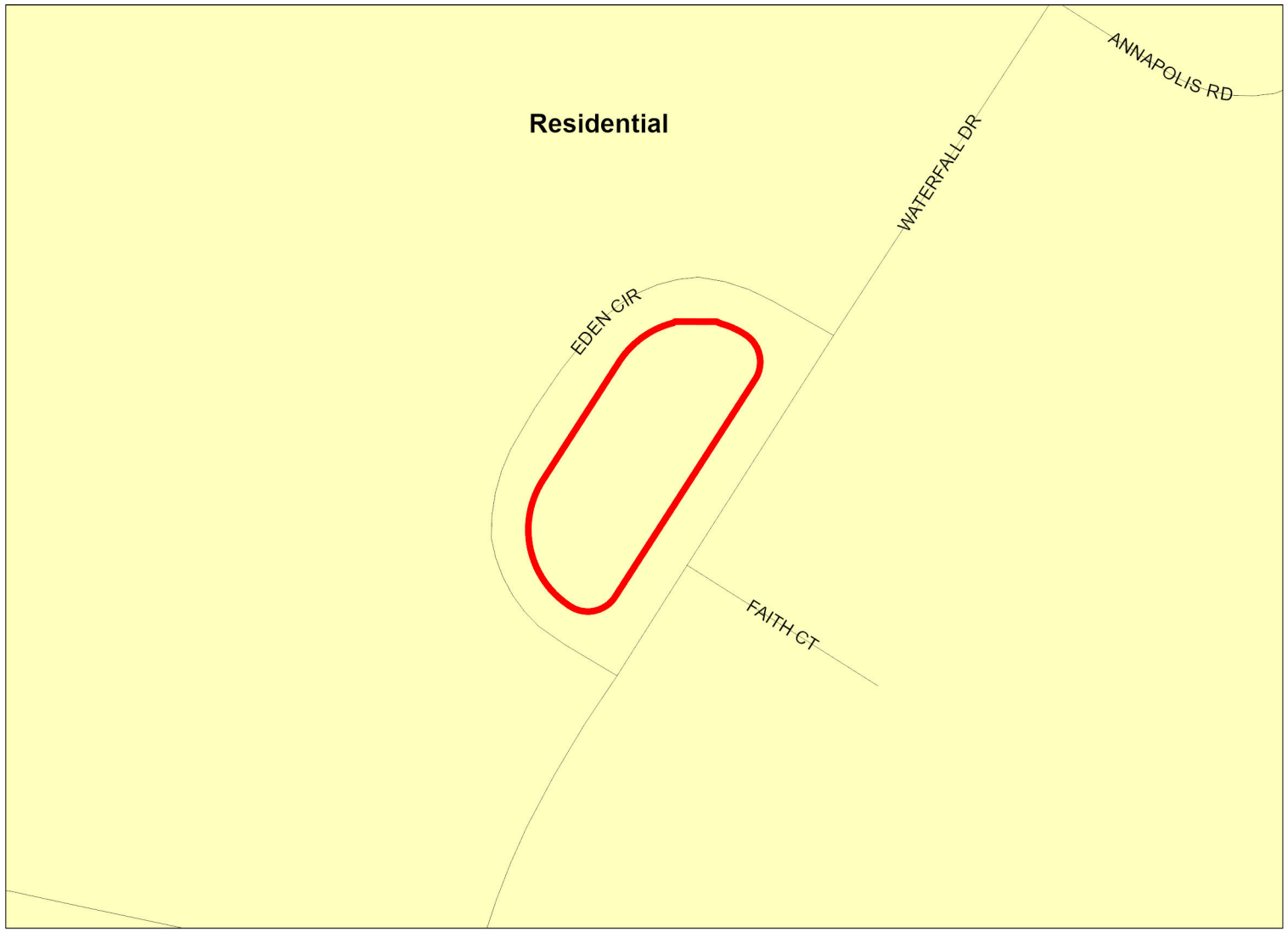
H-25-31

Photo date: 2023

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.

Hernando County Comprehensive Plan Map

Existing Future Land Use: H-25-31
Version Date: 12/09/2022



- H-25-31
- FLU Riverine District
- Regional Commercial

FLU

- CITY
- COMMERCIAL
- CONSERVATION
- EDUCATION
- INDUSTRIAL
- MINING
- PLANNED DEVELOPMENT
- PUBLIC FACILITIES
- RECREATION
- RESIDENTIAL
- RURAL
- RAILROAD

Future Land Use Map

PLEASE REFER TO THE TEXT PORTION OF THE COMPREHENSIVE PLAN IN CONJUNCTION WITH THE USE OF THE FUTURE LAND USE MAP SERIES.

NOTE: THE RIVERINE DISTRICT IS SHOWN AS A LINE SETBACK PARALLEL TO THE WEEKI WACHEE, MUD AND WITHLACOOCHEE RIVERS.

0 0.01 0.02 0.04 0.06 0.08 Miles

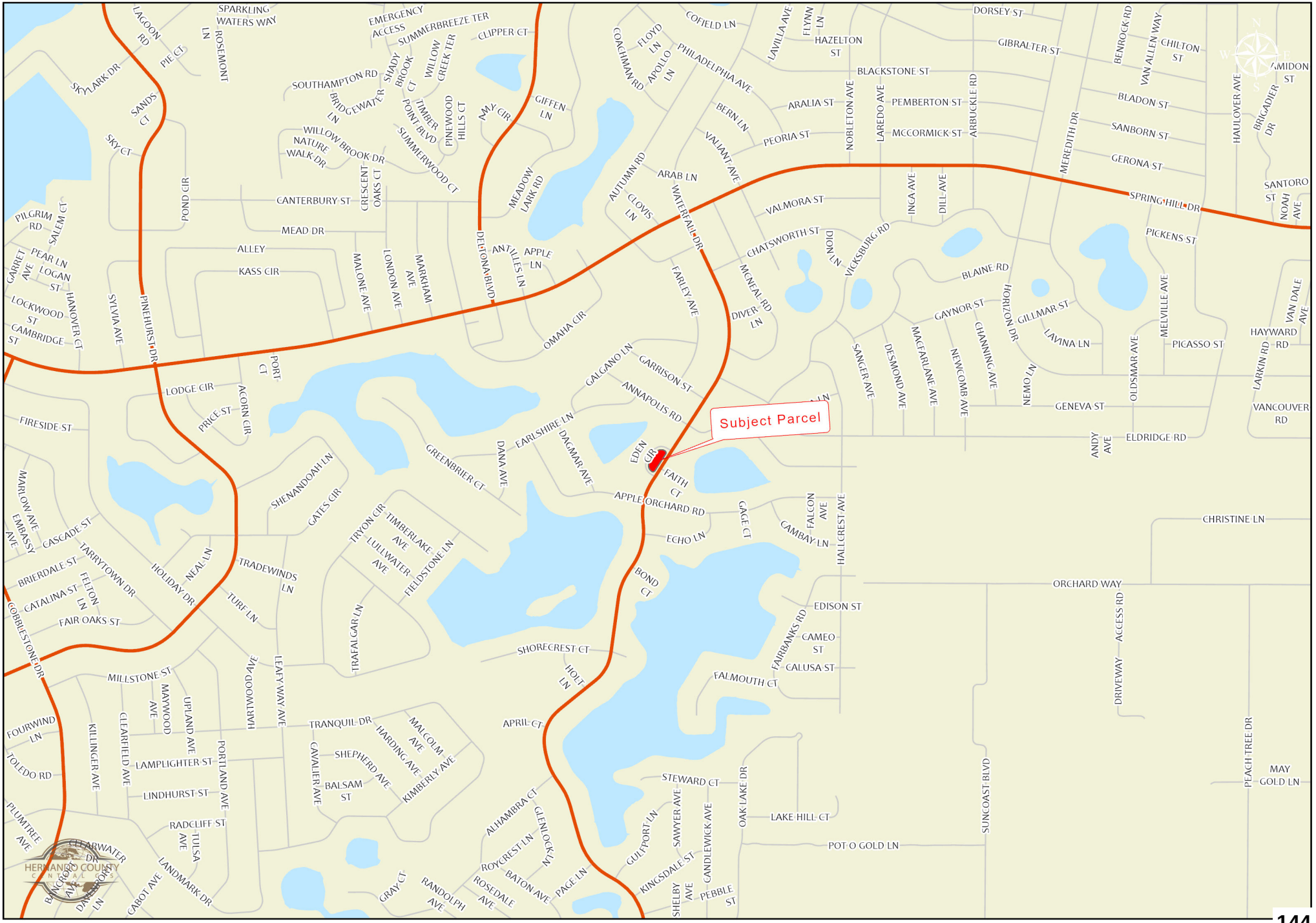
N W E S

Date of mapping: 07/25/2025

HERNANDO COUNTY CENTRAL GIS

H-25-31 AREA MAP

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.



H-25-31

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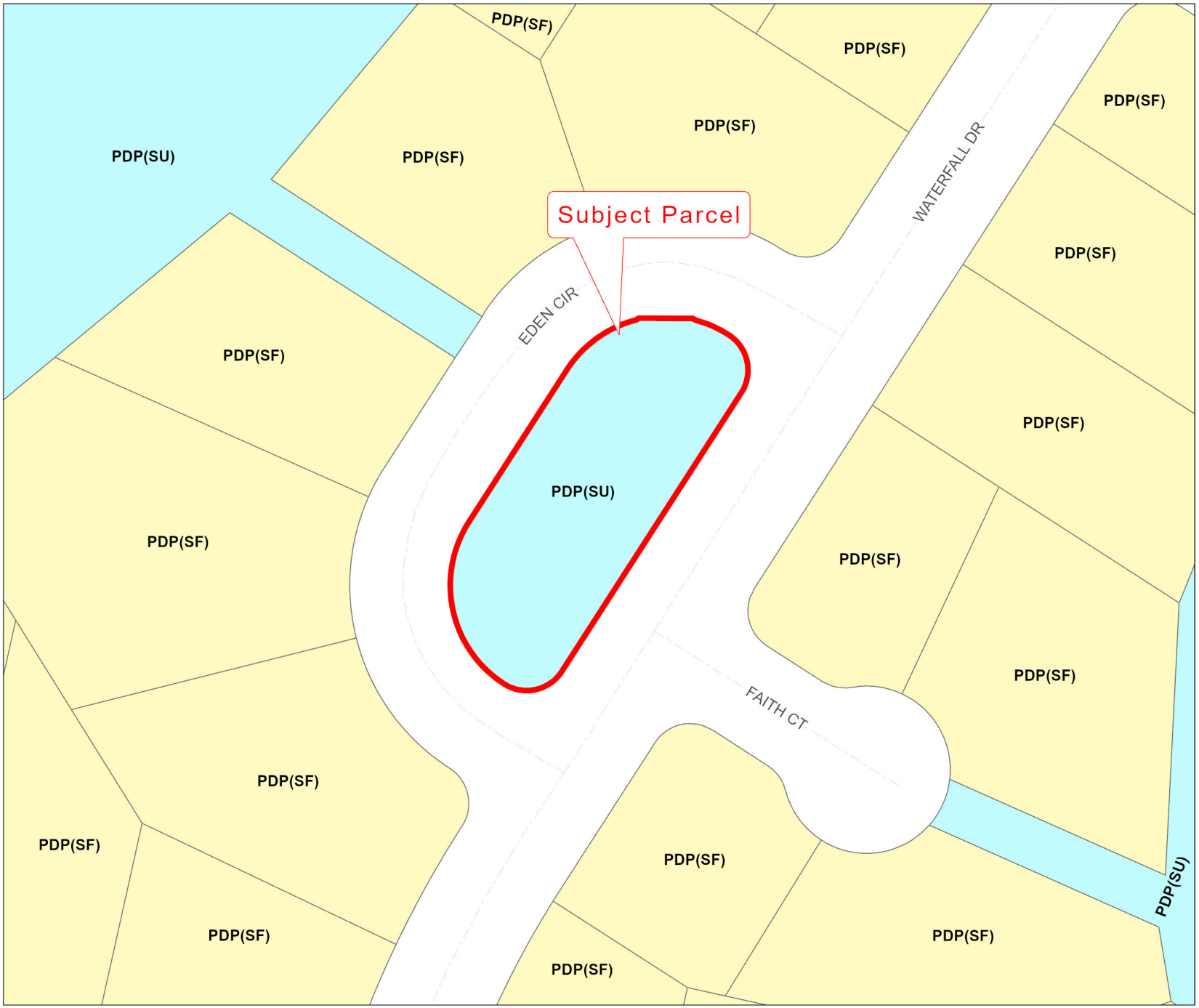
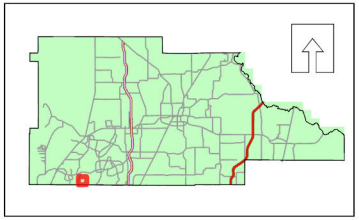


HERNANDO COUNTY
CENTRAL GIS

Zoning:

AC	PDP(HC)
AG	PDP(HHC)
AR	PDP(HID)
AR1	PDP(IND)
AR2	PDP(LI)
C1	PDP(MF)
C2	PDP(MH)
C3	PDP(NC)
C4	PDP(OP)
CITY	PDP(PSF)
CM1	PDP(REC)
CM2	PDP(RR)
CPDP	PDP(RUR)
CV	PDP(SF)
I1	PDP(SU)
I2	R1A
M	R1B
OP	R1C
PDP(AF)	R1MH
PDP(CM)	R2
PDP(CP)	R2.5
PDP(GC)	R3
PDP(GHC)	RC
	RM

City Zoning Pending



Hernando County Planning Department
Project date: 07/25/2025

0 0.01 0.01 0.02 0.03 0.04 Miles

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: David Kato on behalf of D.R. Horton, Inc.

FILE NUMBER: H-25-31

REQUEST: Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family)

GENERAL LOCATION: Bounded by Waterfall Drive and Eden Circle

PARCEL KEY NUMBERS: 00412388

REQUEST: Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family) as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: David Kato on behalf of D.R. Horton, Inc.

FILE NUMBER: H-25-31

REQUEST: Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family)

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FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting DENIAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is not consistent with the County's adopted Comprehensive Plan and is not compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby DENIES Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
NOTICE OF PUBLIC HEARING

in the matter of
The Planning and Zoning Commission Public Hearing on October 13, 2025 & BOCC Public Hearing on December 2, 2025

was published in said newspaper by print in the issue(s) of:
October 3, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on October 3, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 6th day of October, 2025.

(Signature of Notary Public)

LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

NOTICE OF PUBLIC HEARING
HERNANDO COUNTY, FLORIDA

PLANNING AND ZONING COMMISSION

The Planning and Zoning Commission of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida on October 13, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the agenda is published.**

BOARD OF COUNTY COMMISSIONERS

The Board of County Commissioners of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida, on December 2, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the Board agenda is published.**

APPLICANT:	Robert L. Davis Jr and Tonda J. Davis
FILE NUMBER:	H-25-25
REQUEST:	Rezoning from R-1C (Residential) to AR (Agricultural/Residential)
GENERAL LOCATION:	Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane
PARCEL KEY NUMBER:	820106

APPLICANT:	Riopelle Properties, LLC
FILE NUMBER:	H-25-26

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses

GENERAL LOCATION:	Southeast Corner of Kettering Road and Dashbach Street
PARCEL KEY NUMBER:	396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, and 1376219

APPLICANT:	David Kato, D.R Horton
FILE NUMBER:	H-25-31
REQUEST:	Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape, to PDP(SF)/Planned Development Project (Single Family)
GENERAL LOCATION:	Bounded by Waterfall Drive and Eden Circle
PARCEL KEY NUMBER:	412388

APPLICANT:	EFE, Inc
FILE NUMBER:	H-25-32
REQUEST:	Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial)
GENERAL LOCATION:	North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive
PARCEL KEY NUMBER:	828466

Interested parties may appear at the meeting and be heard on these matters. You are further advised that if a person decides to appeal any quasi-judicial decision made by the Board, Agency or Commission with respect to any matter considered at such hearing or meeting, he or she will need a record of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

Documentation may be reviewed by the public at the Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601, between the hours of 7:30 AM - 4:00 PM, Monday through Friday, legal holidays excepted or may be viewed one week prior to the meeting via the County's website at www.hernandocounty.us – follow the Board Agendas and Minutes link to the specified public hearing. If you should have any additional questions regarding this issue, please contact the Planning Department at planning@hernandocounty.us, 352-754-4057, or in writing at: Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601.

In accordance with the Americans with Disabilities Act, persons with disabilities needing a special accommodation to participate in this proceeding should contact Tiffany Smith, Hernando County Risk Management, 15470 Flight Path Drive Brooksville, FL 34604, telephone 352-540-6289, no later than three (3) days prior to the proceedings. If hearing impaired, please call 1-800-676-3777 for assistance.

/s/ Omar DePablo
Development Services Director
Hernando County Planning Division

Published: October 3, 2025

INSTR #2025084838 BK: 4644 PG: 1128 Page 1 of 2
FILED & RECORDED 12/10/2025 8:56 AM LS Deputy Clk
Doug Chorvat, Jr., HERNANDO County Clerk of the Circuit Court
Rec Fees: $18.50

RESOLUTION NO. 2025 - 207

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: David Kato on behalf of D.R. Horton, Inc.

FILE NUMBER: H-25-31

REQUEST: Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family)

GENERAL LOCATION: Bounded by Waterfall Drive and Eden Circle

PARCEL KEY NUMBERS: 00412388

REQUEST: Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family) as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting DENIAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is not consistent with the County's adopted Comprehensive Plan and is not compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby DENIES Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape to PDP(SF) Planned Development Project (Single Family) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE 2ND DAY OF December 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

(SEAL)

By: Jerry Campbell
Name: Jerry Campbell
Title: Chairman

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Victoria Via
Initiator: Omar DePablo
DOC ID: 16689
Legal Request Number: 2025-584-1
Bid/Contract Number:

TITLE

Rezoning Petition Submitted by Robert L. Davis, Jr., and Tonda J. Davis for Property Located on Octavia Lane (H2525)

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: Board of County Commissioners:	October 13, 2025 December 2, 2025
APPLICANT:	Robert L. Davis Jr and Tonda J. Davis	
FILE NUMBER:	H-25-25	
REQUEST:	Rezoning from R-1C (Residential) to AR (Agricultural/Residential)	
GENERAL LOCATION:	Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane	
PARCEL KEY NUMBER(S):	820106	

APPLICANT'S REQUEST

The applicant has submitted a request to rezone a 1.9-acre, partially wooded parcel from R-1C (Residential) to AR (Agricultural/Residential). The subject property is developed with a primary residence and is served by a private well and septic system.

According to the applicant, the intent of the rezoning is to allow for the establishment of a small-scale hobby farm. The proposed use would consist of limited agricultural activities, including the keeping of chickens for egg production and the cultivation of vegetables, primarily for personal consumption. Any surplus products would be utilized for non-commercial purposes.

The applicant has indicated that the proposed use will have minimal impact on the surrounding community. Chicken coops would be maintained in a manner intended to prevent objectionable odors, and animal waste would be composted and applied to the soil as a nutrient source. The applicant has also indicated that the proposed rezoning would support the property owners' retirement plans, with Mr. Davis stating that engaging in small-scale farming would have positive effects on his health.

SITE CHARACTERISTICS

Site Size:	1.9 acres	
Surrounding Zoning Land Uses:	North:	R-1C (Residential); Single Family Residence; Undeveloped
	South:	R-1C (Residential); Undeveloped
	East:	R-1C (Residential); Undeveloped
	West:	R-1C (Residential); Undeveloped
Current Zoning:	R-1C (Residential)	
Future Land Use Map Designation:	Rural	

ENVIRONMENTAL REVIEW

The petitioner shall be required to comply with all applicable Southwest Florida Water Management District, Florida Fish and Wildlife Conservation Commission, and Florida Department of Environmental Protection permitting requirements.

UTILITIES REVIEW

The Hernando County Utilities Department (HCUD) reviewed the petitioner's application and provided the following comments:

- Hernando County Utilities does not currently supply water or sewer service to these parcels.
- Water and sewer service is not available to this parcel.
- Hernando County Utilities has no objection to the zoning change from R-1C (Residential) to A/R (Agricultural Residential) to allow a small hobby farm to produce eggs and vegetables.

ENGINEERING REVIEW

The subject parcel is located at the northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane. The County Engineer has reviewed the petitioner's request provided the following comments:

- If the site is not open to the public, no issues or concerns. If the site is open to the public, commercial design standards for parking and American with Disabilities Act compliance is required.

LAND USE REVIEW

The permitted uses in the AR (Agricultural/Residential) district are:

(a) *All agricultural/residential districts:*
   i. Aquaculture
   ii. Grazing livestock at the rate of one mature animal and offspring less than one year of age, per acre.
   iii. Poultry and swine for home consumption maintained at least seventy-five (75) feet from adjacent property.
   iv. Horticultural specialty farms, including the cultivation of crops.
   v. Accessory structures related to the principal use of the land.
   vi. Pigeon aviaries with a maximum of 1,500 square feet of area devoted to housing pigeons, per acre.
   vii. Sales on the premises of permitted agricultural products produced on the premises: provided that where such products are sold from roadside stands, such stand shall be set back a safe distance from any public street right-of-way and shall provide for automobile access and off-street parking space in such a manner so as to not create an undue traffic hazard on the street on which such roadside stand is located.

(b) *Agricultural/residential:*
   i. Single-family dwellings.

COMPREHENSIVE PLAN REVIEW

The subject property is located within the Residential Future Land Use classification on the adopted Future Land Use map. The Hernando County 2040 Comprehensive Growth Strategy Plan provides the principles for guiding land development activities in the County and describes the related programs and strategies that provide the overall guidance for implementing the Plan.

Future Land Use Element, Rural Category

Objective 1.04C The Rural Category allows agriculture, agricultural commercial, agri-industrial, recreation, agritourism and residential land uses of a rural character. Certain neighborhood commercial uses may be allowed subject to locational criteria and performance standards. Residential density is 0.1 dwelling units per gross acre (1 unit per ten gross acres) except where otherwise indicated by the strategies listed herein and incorporated into the land development regulations.

Strategy 1.04C(2) The Rural Category contains areas of predominately platted or divided lands which have a more dense development pattern and character of a rural residential or residential nature that are recognized by existing zoning designations which allow for infill in a manner consistent with the character of the area, but does not allow for expansion into areas designated with lower land use densities.

Strategy 1.04C(3) Notwithstanding the density limitations stated in Objective 1.04C the areas described as recognized infill areas herein may be allowed to infill at densities consistent with the availability of utility services and the existing zoning designations. An appropriate transition shall be maintained between rural/agricultural uses and recognized infill areas to protect the use and enjoyment of land and maintain appropriate development patterns. Specific areas and circumstances where the infill pattern is expected and where infill would allow for more efficient use of existing infrastructure are recognized by this strategy

Comments: The subject site is within the Rural land use designation; the permitted uses within the AR (Agricultural/Residential) district are consistent with the goals, objectives, and strategies of this land use designation.

FINDINGS OF FACT

The request for AR (Agricultural/Residential) zoning is consistent with the Comprehensive Plan and compatible with the surrounding land uses.

NOTICE OF APPLICANT RESPONSIBILITY

The rezoning process is a land use determination and does not constitute a permit for either construction on, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use. The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of

plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

STAFF RECOMMENDATION

It is recommended that the Planning and Zoning Commission recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a rezoning from R-1C (Residential) to AR (Agricultural/Residential) in accordance with the staff report.

PLANNING AND ZONING RECOMMENDATIONS

On October 13, 2025 The Planning and Zoning Commission voted 3-2 to recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a rezoning from R-1C (Residential) to AR (Agricultural/Residential) in accordance with the staff report.

HERNANDO COUNTY ZONING AMENDMENT PETITION

File No. _____ Official Date Stamp:

HERNANDO COUNTY DEVELOPMENT SERVICES
ZONING DIVISION
AUG 11 2025
RECEIVED

Application to Change a Zoning Classification

Application request *(check one)*:
Rezoning ☐ Standard ☐ PDP
Master Plan ☐ New ☐ Revised
PSFOD ☐ Communication Tower ☐ Other
PRINT OR TYPE ALL INFORMATION

Date: 8-11

APPLICANT NAME: Robert L Davis Jr Tonda J Davis
Address: 7179 Octavia LN
City: Webster State: FL Zip: 33597
Phone: 727-336-4492 Email: shiznit577@Gmail.com
Property owner's name: *(if not the applicant)* _____

REPRESENTATIVE/CONTACT NAME: _____
Company Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____

HOME OWNERS ASSOCIATION: ☐ Yes ☒ No *(if applicable provide name)* _____
Contact Name: _____
Address: _____ City: _____ State: _____ Zip: _____

PROPERTY INFORMATION:

1. PARCEL(S) **KEY** NUMBER(S): 820106
2. SECTION _____, TOWNSHIP _____, RANGE _____
3. Current zoning classification: RIC
4. Desired zoning classification: AR
5. Size of area covered by application: 1.9 acres
6. Highway and street boundaries: Southeast Ave and Octavia Ln
7. Has a public hearing been held on this property within the past twelve months? ☐ Yes ☒ No
8. Will expert witness(es) be utilized during the public hearings? ☐ Yes ☑ No (If yes, identify on an attached list.)
9. Will additional time be required during the public hearing(s) and how much? ☐ Yes ☒ No (Time needed: _____)

PROPERTY OWNER AFFIDIVAT

I, Robert L Davis Jr and Tonda Davis, have thoroughly examined the instructions for filing this application and state and affirm that all information submitted within this petition are true and correct to the best of my knowledge and belief and are a matter of public record, and that (**check one**):

☑ I am the owner of the property and am making this application **OR**

☐ I am the owner of the property and am authorizing *(applicant)*: _____
and *(representative, if applicable)*: _____
to submit an application for the described property.

Robert L Davis Jr Tonda J Davis
Signature of Property Owner

STATE OF FLORIDA
COUNTY OF HERNANDO
The foregoing instrument was acknowledged before me this 11 day of August, 2025, by Robert Davis Jr, Tonda Davis who is personally known to me or produced FLDL as identification.

Signature of Notary Public

ELISSA MARIE ST. GERMAIN
Notary Public - State of Florida
Commission # HH 470987
My Comm. Expires Dec 7, 2027
Bonded through National Notary Assn.

Notary Seal/Stamp

Effective Date: 11/8/16 Last Revision: 11/8/16

1. 7179 Octavia Lane, Webster, Fl 33597

I would like to have my zoning changed from 1-R-C to AR

2. My wife is retired and I am retiring soon. I am a combat veteran with PTSD and feel this farm will be good for me. We would like to have a hobby farm (small farm) to produce eggs, and vegetables for our use, and to surplus, for noncommercial use. The property is ideal for this venture. It is partially wooded on 1.9 acres of land. It has a well and septic system. Our house is on the property.

3. The impact to the community will be minimal. There will be some sounds of the animals, but not enough to disturb the neighbors. The coops will be maintained so as to not have disturbing odors. Waste will be composted to add nutrients back to the soil.

4. This will be a small-scale operation.

5. We are committed to responsible farming practices.

6. My wife and I would like to thank the board for taking the time to address our request.

160

268.72 Ft
28
30
Rotten Cabin
12
Shed
20
12
20
Coop
1.9 ACRES
305 Ft
305 Ft
SOUTH EAST AVENUE
54
1 Story wood
25
12
Shed
15
268.72 Ft
OCTAVIA LANE

INSTR #2024061098 BK: 4475 PG: 1783 Page 1 of 2
FILED & RECORDED 10/2/2024 4:01 PM KGG Deputy Clk
Doug Chorvat, Jr., HERNANDO County Clerk of the Circuit Court
Rec Fees: $18.50 Deed Doc Stamp: $2,030.00

After Recording Return to:
Scotti Little
Gulf Coast Title Co., Inc.
111 North Main Street
Brooksville, FL 34601

This Instrument Prepared by:
Scotti Little
Gulf Coast Title Co., Inc.
111 North Main Street
Brooksville, FL 34601
as a necessary incident to the fulfillment of conditions contained in a title insurance commitment issued by it.

Property Appraisers Parcel I.D. (Folio) Number(s):
R36 122 21 0870 0410 0100
File No.: 24089904

WARRANTY DEED

This Warranty Deed, Made the 25th day of September, 2024, by **Scott A. Dotson, a single man and Debra Ann Harmon, a single woman**, whose post office address is: **1088 Main St., St. Francis, ME 04774**, hereinafter called the "Grantor", to **Robert Davis Jr. and Tonda Davis, a married couple,** whose post office address is: **7179 Octavia Ln., Webster, FL 33597**, hereinafter called the "Grantee".

WITNESSETH: That said Grantor, for and in consideration of the sum of **Two Hundred Ninety Thousand Dollars and No Cents ($290,000.00)** and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee, all that certain land situate in **Hernando** County, Florida, to wit:

Lots 10 and 11, Block 41, RIDGE MANOR ESTATES, UNIT NO. 2, as per plat thereof, as recorded in Plat Book 10, Page 2, Public Records of Hernando County, Florida.

The property is the homestead of the Grantor(s).

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to 2023, reservations, restrictions and easements of record, if any.
(The terms "Grantor" and "Grantee" herein shall be construed to include all genders and singular or plural as the context indicates.)

IN WITNESS WHEREOF, Grantor has hereunto set Grantor's hand and seal the day and year first above written.

SIGNED IN THE PRESENCE OF THE FOLLOWING WITNESSES
TWO SEPARATE DISINTERESTED WITNESSES REQUIRED

Cindy Jandreau
Witness 1 Signature

Scott A. Dotson

Witness 1 Printed Name and Post Office Address:
Cindy Jandreau
P.O. Box 64
ST. FRANCIS, ME 04774

Debra Ann Harmon
Debra Ann Harmon

Mary E Landry
Witness 2 Signature

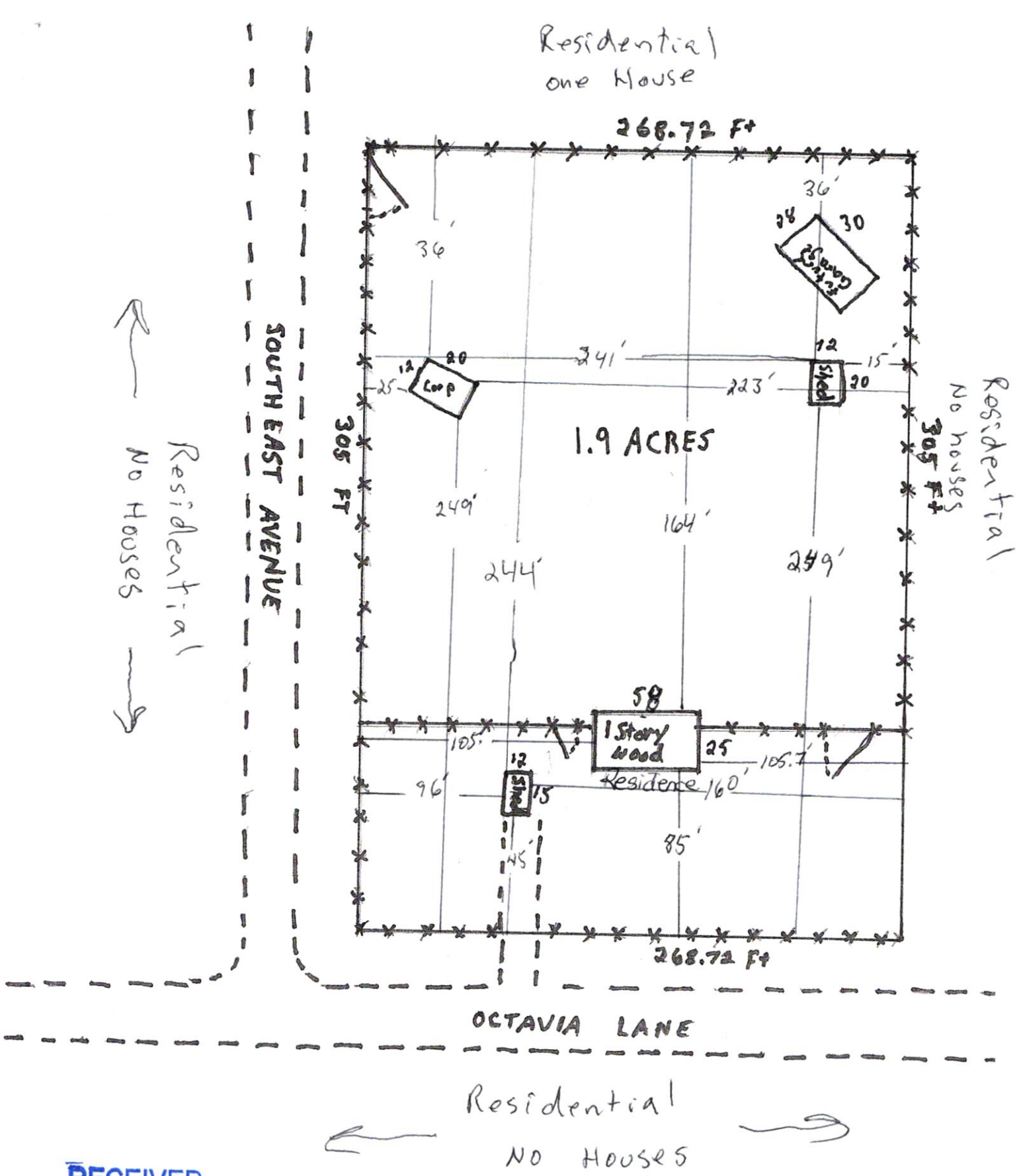
Witness 2 Printed Name and Post Office Address:
Mary E. Landry
423 Main Street
St Francis, Me 04774

State of ME
County of Aroostook

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 24th day of September, 2024 by Scott A. Dotson and Debra Ann Harmon. He/She/They is/are ☐ Personally Known OR ☑ Produced Drivers License as Identification.

Mary E Landry
Notary Public Signature (SEAL)
Printed Name: _____
My Commission Expires: _____
☐ Online Notary (Check Box if acknowledgment done by Online Notarization)

Mary E. Landry
Notary Public
My Commission Expires 7/5/2029



RECEIVED
AUG 11 2025
HERNANDO COUNTY DEVELOPMENT SERVICES
ZONING DIVISION

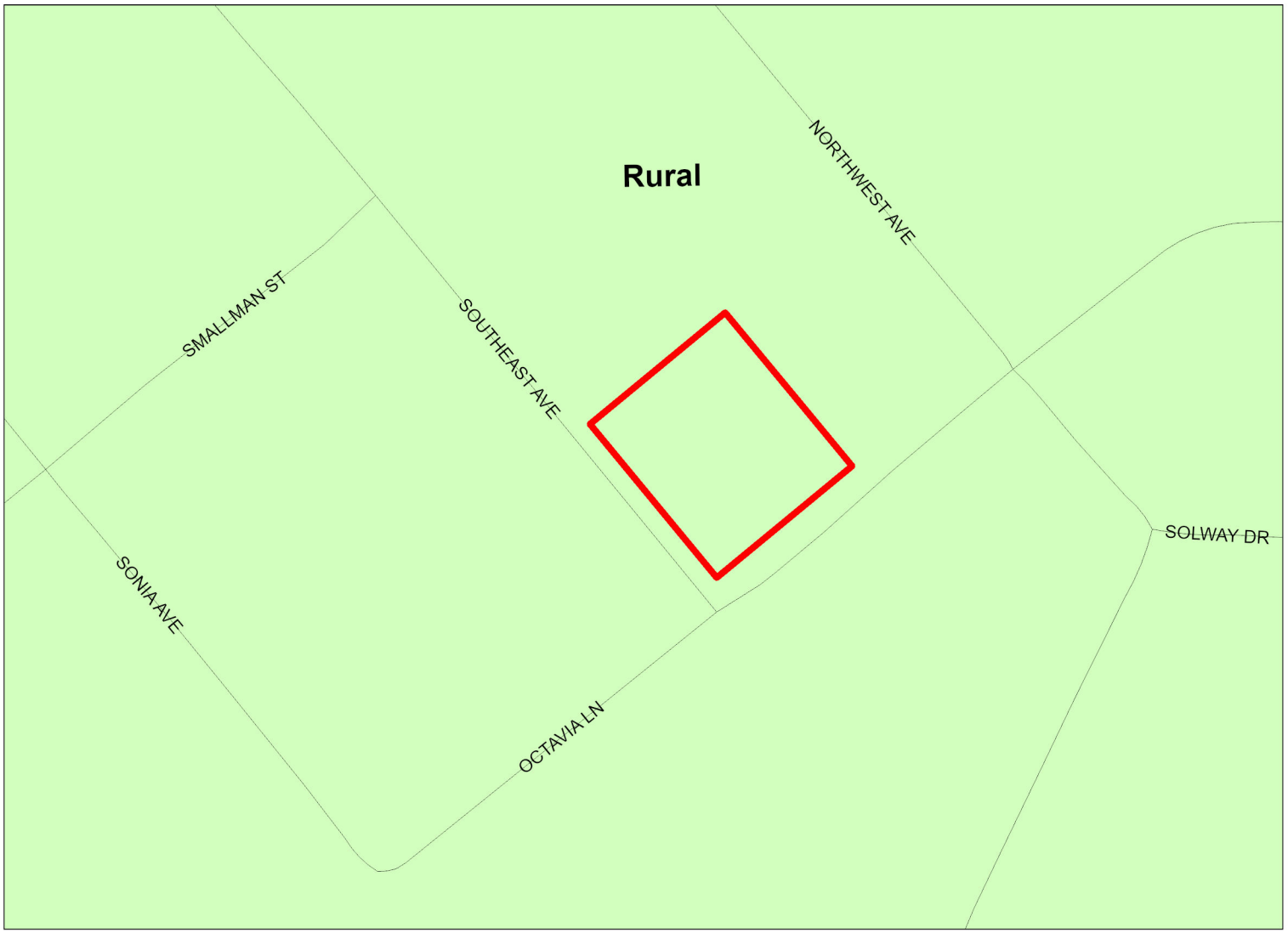
H-25-25

Photo date: 2023

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.

Hernando County Comprehensive Plan Map

Existing Future Land Use: H-25-25
Version Date: 12/09/2022



H-25-25
FLU Riverine District
GIS.STREETSCENTERLINE
Regional Commercial

FLU

- CITY
- COMMERCIAL
- CONSERVATION
- EDUCATION
- INDUSTRIAL
- MINING
- PLANNED DEVELOPMENT
- PUBLIC FACILITIES
- RECREATION
- RESIDENTIAL
- RURAL

Future Land Use Map

PLEASE REFER TO THE TEXT PORTION OF THE COMPREHENSIVE PLAN IN CONJUNCTION WITH THE USE OF THE FUTURE LAND USE MAP SERIES.

NOTE: THE RIVERINE DISTRICT IS SHOWN AS A LINE SETBACK PARALLEL TO THE WEEKI WACHEE, MUD AND WITHLACOOCHEE RIVERS.

0 0.02 0.04 0.08 0.12 0.16 Miles

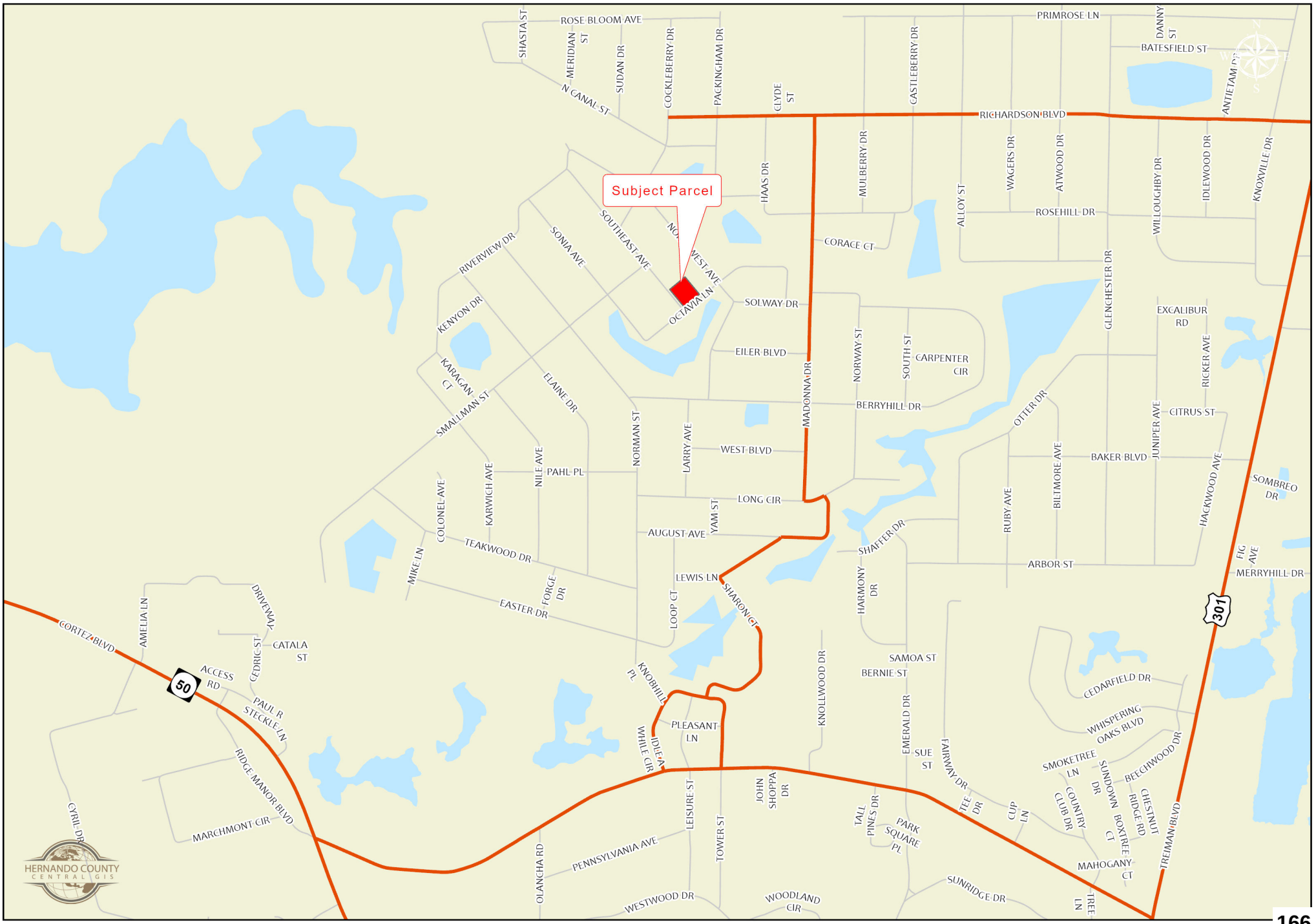
N W E S

Date of mapping: 07/24/2025

HERNANDO COUNTY CENTRAL GIS

H-25-25 AREA MAP

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.



H-25-25

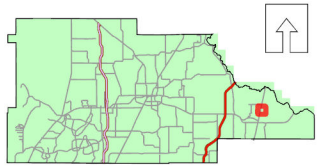
This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.

HERNANDO COUNTY
CENTRAL GIS

Zoning:

AC	PDP(HC)
AG	PDP(HHC)
AR	PDP(HID)
AR1	PDP(IND)
AR2	PDP(LI)
C1	PDP(MF)
C2	PDP(MH)
C3	PDP(NC)
C4	PDP(OP)
CITY	PDP(PSF)
CM1	PDP(REC)
CM2	PDP(RR)
CPDP	PDP(RUR)
CV	PDP(SF)
I1	PDP(SU)
I2	R1A
M	R1B
OP	R1C
PDP(AF)	R1MH
PDP(CM)	R2
PDP(CP)	R2.5
PDP(GC)	R3
PDP(GHC)	RC
	RM

City Zoning Pending



Hernando County Planning Department
Project date: 07/24/2025

0 0.01 0.03 0.05 0.08 0.1 Miles

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: Robert L. Davis Jr and Tonda J. Davis

FILE NUMBER: H-25-25

REQUEST: Rezoning from R-1C (Residential) to AR (Agricultural/Residential)

GENERAL LOCATION: Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane

PARCEL KEY NUMBERS: 00820106

REQUEST: Rezoning from R-1C (Residential) to AR (Agricultural/Residential) as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC

makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from R-1C (Residential) to AR (Agricultural/Residential) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
NOTICE OF PUBLIC HEARING

in the matter of
The Planning and Zoning Commission Public Hearing on October 13, 2025 & BOCC Public Hearing on December 2, 2025

was published in said newspaper by print in the issue(s) of:
October 3, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on October 3, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 6th day of October, 2025.

(Signature of Notary Public)

LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

NOTICE OF PUBLIC HEARING
HERNANDO COUNTY, FLORIDA

PLANNING AND ZONING COMMISSION

The Planning and Zoning Commission of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida on October 13, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the agenda is published.**

BOARD OF COUNTY COMMISSIONERS

The Board of County Commissioners of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida, on December 2, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the Board agenda is published.**

APPLICANT:	Robert L. Davis Jr and Tonda J. Davis
FILE NUMBER:	H-25-25
REQUEST:	Rezoning from R-1C (Residential) to AR (Agricultural/Residential)
GENERAL LOCATION:	Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane
PARCEL KEY NUMBER:	820106

APPLICANT:	Riopelle Properties, LLC
FILE NUMBER:	H-25-26

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses

GENERAL LOCATION:	Southeast Corner of Kettering Road and Dashbach Street
PARCEL KEY NUMBER:	396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, and 1376219

APPLICANT:	David Kato, D.R Horton
FILE NUMBER:	H-25-31
REQUEST:	Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape, to PDP(SF)/Planned Development Project (Single Family)
GENERAL LOCATION:	Bounded by Waterfall Drive and Eden Circle
PARCEL KEY NUMBER:	412388

APPLICANT:	EFE, Inc
FILE NUMBER:	H-25-32
REQUEST:	Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial)
GENERAL LOCATION:	North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive
PARCEL KEY NUMBER:	828466

Interested parties may appear at the meeting and be heard on these matters. You are further advised that if a person decides to appeal any quasi-judicial decision made by the Board, Agency or Commission with respect to any matter considered at such hearing or meeting, he or she will need a record of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

Documentation may be reviewed by the public at the Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601, between the hours of 7:30 AM - 4:00 PM, Monday through Friday, legal holidays excepted or may be viewed one week prior to the meeting via the County's website at www.hernandocounty.us – follow the Board Agendas and Minutes link to the specified public hearing. If you should have any additional questions regarding this issue, please contact the Planning Department at planning@hernandocounty.us, 352-754-4057, or in writing at: Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601.

In accordance with the Americans with Disabilities Act, persons with disabilities needing a special accommodation to participate in this proceeding should contact Tiffany Smith, Hernando County Risk Management, 15470 Flight Path Drive Brooksville, FL 34604, telephone 352-540-6289, no later than three (3) days prior to the proceedings. If hearing impaired, please call 1-800-676-3777 for assistance.

/s/ Omar DePablo
Development Services Director
Hernando County Planning Division

Published: October 3, 2025

INSTR #2025084837 BK: 4644 PG: 1126 Page 1 of 2
FILED & RECORDED 12/10/2025 8:54 AM LS Deputy Clk
Doug Chorvat, Jr., HERNANDO County Clerk of the Circuit Court
Rec Fees: $18.50

RESOLUTION NO. 2025 - 2058

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: Robert L. Davis Jr and Tonda J. Davis

FILE NUMBER: H-25-25

REQUEST: Rezoning from R-1C (Residential) to AR (Agricultural/Residential)

GENERAL LOCATION: Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane

PARCEL KEY NUMBERS: 00820106

REQUEST: Rezoning from R-1C (Residential) to AR (Agricultural/Residential) as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC

makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from R-1C (Residential) to AR (Agricultural/Residential) as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE 2nd DAY OF December 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: Jerry Campbell
Name: Jerry Campbell
Title: Chairman

(SEAL) BOARD OF COUNTY COMMISSIONERS SEAL HERNANDO COUNTY, FLORIDA

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Victoria Via
Initiator: Omar DePablo
DOC ID: 16691
Legal Request Number: 2025-584-1
Bid/Contract Number:

TITLE

Rezoning Petition Submitted by Riopelle Properties, LLC, on Behalf of Lee Kelso Pedone, Ariana Dairy Farm, Inc., and Lee Kelso Pedone Trustee or His Successors in Interest of Lee Kelso Trust Dated June 24, 2021, as Amended July 12, 2022, for Property Located on Kettering Road and Dashbach Street (H2526)

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Brian Hawkins
AYES:	Campbell, Champion, Allocco and Hawkins
NAYES:	Amsler

HERNANDO COUNTY ZONING AMENDMENT PETITION

File No. _____ Official Date Stamp:

Application to Change a Zoning Classification

Application request *(check one)*:
Rezoning ☐ Standard ☑ PDP
Master Plan ☐ New ☐ Revised
PSFOD ☐ Communication Tower ☐ Other
PRINT OR TYPE ALL INFORMATION

Date: 5/27/2025

APPLICANT NAME: Riopelle Properties, LLC
Address: 13410 Villa Di Preserve Lane
City: Estero State: FL Zip: 33928
Phone: 239-253-3560 Email: jeff@riopelleconsulting.com
Property owner's name: *(if not the applicant)* Lee K. Pedone TTEE & Ariana Dairy ~~Farms~~ Farm Inc, Lee K. Pedone, Individually

REPRESENTATIVE/CONTACT NAME:
Company Name: Coastal Engineering Associates, Inc.
Address: 966 Candlelight Blvd
City: Brooksville State: FL Zip: 34601
Phone: 352-796-9423 Email: permits@coastal-engineering.com

HOME OWNERS ASSOCIATION: ☐ Yes ☑ No *(if applicable provide name)* _____
Contact Name: _____
Address: _____ City: _____ State: _____ Zip: _____

PROPERTY INFORMATION:

1. PARCEL(S) **KEY** NUMBER(S): **SEE EXHIBIT A**
2. SECTION 16, TOWNSHIP 23S, RANGE 21E
3. Current zoning classification: AG & CPDP & PDP(IND)
4. Desired zoning classification: CPDP
5. Size of area covered by application: +/-314.70 acres
6. Highway and street boundaries: Kettering Rd, Dashbach St, Withlacoochee State Trail
7. Has a public hearing been held on this property within the past twelve months? ☐ Yes ☑ No
8. Will expert witness(es) be utilized during the public hearings? ☐ Yes ☑ No (If yes, identify on an attached list.)
9. Will additional time be required during the public hearing(s) and how much? ☐ Yes ☑ No (Time needed: _____)

PROPERTY OWNER AFFIDIVAT

I, Lee K. Pedone TTEE, Individually and as President and Registered Agent of Ariana Dairy Farm, Inc., have thoroughly examined the instructions for filing this application and state and affirm that all information submitted within this petition are true and correct to the best of my knowledge and belief and are a matter of public record, and that (**check one**):

☐ I am the owner of the property and am making this application **OR**

☑ I am the owner of the property and am authorizing *(applicant)*: Riopelle Properties, LLC and *(representative, if applicable)*: Coastal Engineering Associates, Inc. to submit an application for the described property.

Signature of Property Owner

STATE OF FLORIDA
COUNTY OF HERNANDO

The foregoing instrument was acknowledged before me this 2nd day of June, 20 25, by Lee K. Pedone who is personally known to me or produced ——— as identification.

Signature of Notary Public

CONCETTA L. COOK
Notary Public-State of Florida
Commission # HH 275980
My Commission Expires
July 23, 2026

Notary Seal/Stamp

Effective Date: 11/8/16 Last Revision: 11/8/16

EXHIBIT A

KEY #	PARCEL #	Owner	Section	Township	Range
00396716	R16 423 21 0000 0020 0000	PEDONE LEE K & ARIANA DAIRY FARM INC	16	23	21
00424641	R16 423 21 0000 0020 0010	PEDONE LEE KELSO TTEE	16	23	21
00424650	R16 423 21 0000 0020 0020	PEDONE LEE KELSO TTEE	16	23	21
00424678	R16 423 21 0000 0020 0040	PEDONE LEE KELSO TTEE	16	23	21
00473794	R16 423 21 0000 0020 0050	PEDONE LEE K TTEE	16	23	21
00536254	R16 423 21 0000 0020 0080	ARIANA DAIRY FARM INC	16	23	21
00541444	R16 423 21 0000 0020 0090	PEDONE LEE K & ARIANA DAIRY FARM INC	16	23	21
01299115	R16 423 21 0000 0030 0023	ARIANA DAIRY FARM INC	16	23	21
01342666	R16 423 21 7060 0000 0A10	ARIANA DAIRY FARM INC	16	23	21
01376219	R16 423 21 0000 0020 0051	PEDONE LEE K TTEE	16	23	21

STAFF REPORT

HEARINGS:	Planning & Zoning Commission: Board of County Commissioners:	October 13, 2025 December 2, 2025
APPLICANT:	Riopelle Properties, LLC	
FILE NUMBER:	H-25-26	
REQUEST:	Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses	
GENERAL LOCATION:	Southeast Corner of Kettering Road and Dashbach Street	
PARCEL KEY NUMBER(S):	396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, 1376219	

APPLICANT'S REQUEST

The Petitioner has applied for a Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses. The development is proposed to include single-family detached, townhome and villa units, with the townhome and villa units on the northern portion of the parcel, transitioning to single-family as it moves south. The petitioner is proposing a total of 988 units, with the final unit mix to be determined at the time of conditional plat.

The primary goals of the subject development include:

- Maintaining compatibility with the already approved Benton Hills, Verona Hills and Sunrise residential projects along Kettering.
- Providing housing in proximity to existing and future commercial and services along SR 50.
- Providing two access points on Kettering Road ultimately connecting to the SR 50 signalized intersection to the north.
- Establishing a transitional parcel that can accommodate single family and multifamily residential uses.
- Placing housing with greater density (townhomes, villas) on the northern portion of the property in proximity to industrial to the north.
- Placing housing with moderate density (single family detached homes) on the central and southern portions of the property.
- Providing the main recreational amenity adjacent to the central pond with further recreational opportunities along the adjacent Withlacoochee State Trail to the east.
- Providing a range of buffers along boundaries with Kettering Road, the Withlacoochee State Trail and adjacent private property.
- Providing holiday parking in appropriate smaller lot residential housing pods.

Deviations Requested

The petitioner has requested the following deviations:

- Setbacks
- Maximum Building Coverage
- Minimum Lot Width
- Minimum Lot Size

Site Size	314.70 acres	
Surrounding Zoning Land Uses	North:	PDP(IND), Vacant Industrial; Walmart Distribution Center
	South:	AG, Rural Residential, Vacant, Pasco County
	East:	AG, Withlacoochee River State Trail
	West:	PDP(SF), existing Verona Hills and Benton Hills subdivisions
Current Zoning	AG (Agricultural), PDP(IND), CPDP (Combined Planned Development Project)	
Future Land Use Map Designation	I-75/SR 50 Planned Development District	

ENVIRONMENTAL REVIEW

The petitioner conducted a preliminary environmental site visit on June 2, 2025, which identified the following:

- Portions of the subject property contain an existing active sand mine.
- Portions of the property were historically used as a tree/yard debris mulching operation. Many debris piles were observed (primarily on the west).
- Portions of the property (primarily north and northeast) are currently used for cattle grazing operations.
- Gopher tortoises have been periodically permitted and relocated from the property starting in 2015, with a most recent permit issued by the FWC in 2024.
  No other state or federally listed species were detected.
- Specimen Live oak trees (> 18-inch Diameter at Breast Height) were observed on the property.
- Depressional areas (potentially jurisdictional) may exist. Further evaluation is needed.

Comments: The petitioner shall be required to comply with all Florida Fish and Wildlife Conservation Commission and Southwest Florida Water Management District permitting requirements.

A geotechnical evaluation and report prepared by a qualified professional shall be used in the design and layout of the project to determine if depressional areas exist and whether they meet jurisdictional classification criteria. If a jurisdictional depression area is located on site, a twenty-five (25) foot vegetated buffer shall be required based on the jurisdictional line. No buildings shall be placed within this buffer area.

UTILITIES REVIEW

The Hernando County Utilities Department (HCUD) has reviewed the petitioner' request and has the following comments:

- HCUD does not currently supply water or wastewater service to these parcels.
- Water service is available, there is a twelve (12) inch force main that runs along Kettering Rd adjacent to these parcels.
- HCUD has no objection to the rezoning; however, HCUD is unable to immediately provide the necessary sewer service to the site from existing infrastructure.
- The necessary Ridge Manor Wastewater Treatment Plant expansion may not be in place when the impacts of the site development occur.
    - Options to facilitate service can be explored. If a Water and Sewer (W&S) agreement is accepted, the utility would be able to extend services to the development. This agreement would outline the specific terms and conditions under which water and sewer services would be provided.

Comments: The petitioner has requested that concurrency be satisfied subject to the condition that the Ridge Manor Wastewater Treatment Plant expansion will be in place at the time when the project connects to the County Wastewater system for operation. Additionally, the developer requests that the Concurrency evaluation be deferred to Construction Plan Approval consistent with the provision that "A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur." The Adequate Public Facilities Ordinance requires that concurrency be issued at the time of conditional plat; therefore, the developer shall coordinate with the Planning Division and the Hernando County Utilities Department to establish the procedure by which capacity can be reserved at conditional plat and memorialized in the Water and Sewer Agreement.

ENGINEERING REVIEW

The subject site is located at the Southeast Corner of Kettering Road and Dashbach Street. The petitioner has proposed circulation and access consistent with the intent of the MPO I-75 at SR 50 Area Circulation Plan Study.

This includes:

- Access on Kettering leading to the traffic signal on SR 50
- Provision of additional right of way along Kettering Road at no cost to the County

The County Engineer has reviewed the petitioner's request and has the following comments:

- A Traffic Access Analysis with a traffic signal warrant analysis for Kettering Road at Benton Hills Development will be required. Any improvements identified by the Traffic Access Analysis will be the developer's responsibility to install.
- All typical sections and driveway connections will need to meet Hernando County standards.
- Pedestrian connectivity is needed to connect the various residential pods within the development.
- Right of Way along Kettering Road will be required, developer to work with the County Engineer at the time of development to determine amount.

Comments: The petitioner has acknowledged the comments received from the Department of Public Works and has indicated that pedestrian connectivity will be met through internal sidewalks. All internal Sidewalks will connect to the park/amenity Areas. An optional pedestrian connection to the Withlacoochee State Trail to the east has also been added to the Master Plan within the park/amenity area that connects to the eastern boundary.
The Proposed Right of Way reservation is depicted on the Master Plan. The reservation depicted is consistent with the I-75/SR-50 Planned Development District Area Plan and will be submitted to the County Engineer at the time of Conditional Plat for final approval.

LAND USE REVIEW

The petitioner is proposing a mixed residential development, with the potential of single-family detached, townhome and villa units.

Access:

To establish minimum access requirements to single-family and multifamily subdivisions, the Board of County Commissioners adopted a policy requiring two (2) means of access for subdivisions. The policy serves to provide more than one-way in and one-way out for residents of a subdivision, alternate routes for emergency services, interconnection between subdivisions, a shortened drive time for residents to the entrance/exits, and access points for travel direction outside of the development. A minimum of two (2) access points must be provided to serve any new subdivision or development pod with more than fifty (50) units. If approved, individual single family and multifamily pods that exceed fifty (50) units must meet the two (2) means of access per pod.
Additionally, Hernando County Land Development Regulations require that new single-family and multifamily developments with more than fifty (50) units provide at least one treed roadway/access way for motor vehicles extending through the length or width (whichever is greater) of the development with a vegetative buffer at least ten (10) foot in width.

Comments: The petitioner has proposed two (2) access points to Kettering Road. Due to the layout of the site and existing roadway network, no additional connections are feasible. If the master plan is approved, the petitioner shall designate the southern accessway into the development as the treed roadway in accordance with the Land Development Regulations.

Single Family Detached Lot Requirements:

- Front: 25’
- Side: 7.5’ (Deviation from 10’)
- Rear: 15’ (Deviation from 20’)
- Maximum Building Coverage: 65% (Deviation from 35%)
- Minimum Lot Width: 45’ (45’ wide lots not to exceed 25% of the total single-family units within the development); Lot width not to exceed 75’
- Minimum Lot Size: 4,950 square feet (deviation from 6,000 square feet)

Comments: At the time of development, the petitioner shall place single-family lots into pods organized by size to ensure development continuity.
In accordance with previous Board of County Commissioners policy direction, staff recommends a minimum side setback of seven and a half (7.5) feet. Alternatively, if the side setback is retained, all mechanical equipment shall be located along the back of the unit to reduce potential fire safety concerns. In addition, the following monotony control design criteria shall be required for those homes built on lots forty-five (45) foot in width:

- *Monotony Control:* Single-family detached homes built-for-sale on forty-five (45) foot lots shall be required to address the following requirements to avoid architectural monotony:
    - A proposed home shall have two different architectural features from the two houses on either side of it that face the same street.
    - A proposed home shall differ in architectural features from the house(s) directly across the street (i.e., the house directly across the street, but not diagonal or those on either side of the house directly across the street). These architectural features shall be made available to the potential homeowners at the discretion of the developer.
    - For the rear of homes that back-up to or face a street, the differing appearance shall be accomplished, at a minimum, by the reversal of floor plans or changes in material colors.
    - No more than twenty percent (20%) of garages shall protrude more than eight (8) feet beyond the roof line of each single family detached unit built-for-sale, and each such garage (protruding more than eight (8) feet beyond the roof line) shall contain decorative garage fronts.

- *Streetscape Tree Requirements:* Each single family detached home built-for-sale on a forty-five (45) foot lot shall have at least one (1) of its required lot trees on or in front of the lot, which tree(s) may either be part of the treed roadway/access requirement or a tree in the front yard.

Townhome Lot Requirements:

- Front: 20’ (Deviation from 25’)
- Side: 0’ Internal; 7.5’ External
- Rear: 15’ (Deviation from 20’)
- Minimum Building Separation: 15’
- Maximum Building Coverage: 70% (Deviation from 45%)
- Minimum Lot Width: 20’ (Deviation from 75’)
- Minimum Lot Area: 2,000 square feet (Deviation from 12,000)

Comments: A maximum of six (8) units shall be located within each townhome building. Green space and pedestrian interconnectivity shall be located between townhome buildings.

Villa Lot Requirements:

- Front: 25
- Side: 0' Internal; 5' External
- Rear: 15' (Deviation from 20')
- Minimum Building Separation: 10'
- Maximum Building Coverage: 70% (Deviation from 45%)
- Minimum Lot Width: 35' per unit; 70' per lot (Deviation from 75')
- Minimum Lot Area: 3,675 square feet (Deviation from 12,000)

Perimeter Setbacks:

- North: 35'
- South: 65'
- East: 35'
- West: 35'

Buffers:

- North: 30' landscape buffer (see Page 2 of Master Plan for Type 3 Buffer)
- South: 60' vegetated buffer supplemented to 80% opacity (30' Landscape Buffer Plus 30' Natural Vegetation) (See Page 2 of Master Plan for Type 3 Buffer)
- East: No Buffer – retain existing vegetation against Withlacoochee State Trail
- West: 30' landscape buffer

Comments: The petitioner has proposed cross-sections for the landscape buffers with the master plan. Buffers shall be installed in accordance with these cross-sections and will be validated by Development Services staff throughout the construction process.

Holiday/Visitor Parking:

The petitioner is proposing a fifteen (15) foot rear setback for the townhome and villa lots, a deviation from twenty (20) foot. It is recommended that the petitioner provide additional "visitor/holiday" parking in the amount of ten percent (10%) of the total parking required for the townhomes within the development to provide adequate parking for the community.

Natural Vegetation:

Projects greater than twenty (20) acres shall designate an area of at least seven percent (7%) of the total project area as preserved natural vegetation and no construction activity can occur in this area. Preserved natural vegetation areas must be a minimum of twenty thousand (20,000) square feet. If approved, the petitioner must provide a minimum of seven percent (7%) natural vegetation. Preserved natural vegetation and/or planted native vegetation may be used to meet all or part of the requirement for open space if it is a minimum of fifteen (15) feet in width.

Comments: The developer shall be required to set aside 22.03 acres for the preservation of natural vegetation. The proposed buffers may be counted toward the preservation acreage. The remaining preservation acreage shall be utilized as part of a comprehensive open space and recreation plan for the property, tying together the neighborhood park pods within the development. Multipurpose pathways may be placed along the edge of those areas designated for the preservation of natural vegetation insofar as they further the pedestrian and bicycle connectivity for the community. These pathways shall incorporate pedestrian scale lighting and, where possible, take advantage of drainage features and other open space opportunities, incorporating pedestrian scale landscaping and seating areas.

Neighborhood Parks:

The petitioner has indicated that the project will comply with the neighborhood park requirements of Section 26-75 of the Hernando County Code of Ordinances and the I-75/SR 50 Planned Development District (PDD) Area Plan. As shown on the zoning master plan, the main recreational amenity is proposed for the center of the project adjacent to a large pond to enhance the passive recreation opportunities for residents. There are also eight (8) additional park areas conceptually planned near residential pods. The project is directly adjacent to Withlacoochee State Trail that provides additional recreational opportunities.

Comments: The petitioner may coordinate with the Florida Department of Transportation to identify direct access points from the subject development to the Withlacoochee State Trail. If approved, these access points are to be shown on the conditional plat.

Fire Protection Plan:

Hernando County Land Development Regulations require that a fire protection plan be completed for residential developments with lot sizes less than sixty (60) feet in width. If approved, the petitioner shall submit a fire protection plan with the Conditional Plat in accordance with Hernando County Land Development Regulations.

COMPREHENSIVE PLAN REVIEW

The subject site is located within the I-75/SR 50 Planned Development District, a district established to coordinate land uses, transportation, utilities, and public facilities to maximize the economic value of the district.

I- 5/SR-50 Planned Development District

Objective 1.05A: The I-75/SR-50 Planned Development District (I-75/SR-50 PDD) is hereby established for the purpose of implementing planning tools to maximize the potential economic value of the I-75 corridor through coordination of multiple land uses, roadway network configuration, new and upgraded public infrastructure and consistency of design. The PDD shall extend between the County's existing SR-50/I-75 interchange and where Lockhart Road crosses I-75 and from Lockhart Road to the Withlacoochee State Trail.

Strategy 1.05A(1): The I-75/SR-50 Planned Development District mapped area is characterized by a significant potential for future development of multiple land use types. The I-75/SR-50 PDD shall seek to create, to the maximum extent practical, a largely self-contained internally functional concentration of commercial, industrial, and mixed residential land uses supported by public infrastructure. The County intends to encourage and functionally integrate these land uses mainly through advance planning and programming of infrastructure that facilitates orderly development patterns.

Comments: The subject site is proposed to include single-family detached, townhome, and villa units, providing a mix of housing types. This type of mixed residential neighborhood is consistent with the strategies of the I-75/SR 50 PDD.

Strategy 1.05A(2): Developments within the I-75/SR-50 PDD shall include a master plan utilizing the Planned Development Project (PDP) process for review. The County shall consider the following guidelines and criteria in the review of a PDP and associated master plan:

a. Standards for a multi-modal transportation network encompassing access, circulation and connection among and between public and private properties;
b. Planning for infrastructure needs to accommodate wastewater, potable water, fire and emergency medical service, recreation and schools;
c. Concentration of commercial uses, mixed uses and town-center type development along and/or easily accessed from SR-50, including park and ride opportunities for future inter-county transit;
d. Opportunities that include primary industrial uses compatible with the placement of commercial or town center areas in order to enhance employment opportunities;
e. Attractive, convenient and safe multi-modal connections to schools, parks and other identified community focal points;
f. Attractive, convenient and safe bike and pedestrian connection to the Withlacoochee State Trail;
g. Standards to create a “sense of place.”

Comments: The proposed master plan revision includes access on Kettering leading to the traffic signal on SR 50 and the provision of additional right of way along Kettering Road at no cost to the County. Additionally, the petitioner recognizes that the need to enter into a water/sewer agreement for the provision of potable water for the subject site. The petitioner shall be required to provide bicycle and pedestrian amenities throughout the development for ease of mobility and shall be required to provide a bus stop on the site at the need and demand of the Transit Administrator. The development shall also be required to provide monotony control mechanisms for the smallest single-family dwellings and incorporate pedestrian amenities along the edges of the areas preserved for natural vegetation.

Strategy 1.05A(3): Plans for development approval shall include a frontage road network, alternative access, and easements in accordance with long-range transportation plans of the Hernando/Citrus Metropolitan Planning Organization, and other planning studies/transportation criteria for the I-75/SR-50 PDD.

Strategy 1.05A(4): The County shall coordinate with the plans of the Florida Department of Transportation for SR 50 and I-75 in order to ensure that the transportation network is closely coordinated with land uses in the PDD.

Strategy 1.05A(5): The County shall utilize the I-75/SR-50 Area Plan document dated September 4, 2007, and the I-75/SR-50 Area Circulation Plan Study dated April 2013, both hereby incorporated by reference, as a guide for the consistency of proposals for development, and the overall infrastructure needs and plans in the PDD.

Strategy 1.05A(6): The County shall identify and implement feasible funding mechanisms to accommodate public infrastructure needs for the PDD.

Comments: The petitioner has proposed an access management strategy consistent with the Metropolitan Planning Organization I-75 at SR 50 Area Circulation Plan Study. Additionally, the petitioner has agreed to enter into a water/sewer agreement with the Hernando County Utilities Department for the provision of wastewater services. Any additional public facilities improvements required for this development, in accordance with the Area Plan and the Land Development Regulations shall be the financial responsibility of the developer.

FINDINGS OF FACT

The requested Rezoning from AG (Agricultural), PDP(IND) Planned Development Project Industrial, and CPDP (Combined Planned Development Project) and a Master Plan Revision on Property Zoned CPDP with (SF) single-family and (MF) multifamily uses is appropriate based on the following findings of fact:

- The proposed mixed residential use community is consistent with the I-75/SR.50 PDD.
- The petitioner has proposed an access management strategy in accordance with the MPO I-75/SR50 Area Circulation Plan Study;
- The petitioner acknowledges the potential limitation in wastewater capacity and has agreed to enter into a water/sewer agreement with the Hernando County Utilities Department for the provision of these services;
- The development shall include monotony control design standards for the smallest lots within the development, holiday parking for townhome and villa lots, and incorporate pedestrian and bicycle amenities for interconnectivity within the community.
- The request is consistent with the Comprehensive Plan and is compatible with the surrounding uses.

NOTICE OF APPLICANT RESPONSIBILITY

The rezoning process is a land use determination and does not constitute a permit for either construction on, or use of, the property, or a Certificate of Concurrency. Prior to use of, or construction on, the property, the petitioner must receive approval from the appropriate County department(s) for the proposed use.

The granting of this land use determination does not protect the owner from civil liability for recorded deed restrictions which may exceed any county land use ordinances. Homeowner associations or architectural review committees require submission of plans for review and approval. The applicant for this land use request should contact the local association or the Public Records for all restrictions applicable to this property.

STAFF RECOMMENDATION

It is recommended that the Planning and Zoning Commission recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a Rezoning from AG (Agricultural), PDP(IND) Planned Development Project Industrial, and CPDP (Combined Planned Development Project) and a Master Plan Revision on Property Zoned CPDP with (SF) single-family and (MF) multifamily uses with the following performance conditions:

1. The petitioner must obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. The development shall be limited to a total of 988 units, with the final unit mix to be determined at the time of conditional plat.

3. The petitioner shall be required to comply with all Florida Fish and Wildlife Conservation Commission and Southwest Florida Water Management District permitting requirements.

4. The petitioner must meet the minimum requirements of Florida Friendly Landscaping™ publications and the Florida Yards and Neighborhoods Program for design techniques, principles, materials and plantings for required landscaping.

5. The Builder/Developer shall provide new property owners with Florida-Friendly Landscaping™ (FFL) Program information and include FFL language in the HOAs covenants and restrictions. Information on the County's Fertilizer Ordinance and fertilizer use is to be included. Educational information is available through Hernando County Utilities Department.

6. A geotechnical evaluation and report prepared by a qualified professional shall be used in the design and layout of the development to determine if depressional areas exist and whether they are classified as jurisdictional by the SWFWMD. If a depression is classified as jurisdictional by the SWFWMD, a vegetated buffer averaging a minimum of 25 feet in width and no narrower than 15 feet in width shall be maintained based on the jurisdictional line and classification/permitting requirements of SWFWMD. No buildings shall be placed within this buffer area.

7. The petitioner must apply for and receive a Finding of School Capacity from the School District prior to the approval of the conditional plat or the functional equivalent. The County will only issue a certificate of concurrency for schools upon the School District's written determination that adequate school capacity will be in place or under actual construction within three (3) years after the issuance of subdivision approval or site plan approval (or functional equivalent) for each level of school without mitigation, or with the execution of a legally binding proportionate share mitigation agreement between the applicant, the School District, and the County.

8. If utilities capacity is not available at the time of development, the developer shall coordinate with the Planning Division and the Hernando County Utilities Department to establish the procedure by which capacity can be reserved at conditional plat and memorialized in the Water and Sewer Agreement as needed.

9. A Traffic Access Analysis with a traffic signal warrant analysis for the intersection of Kettering Road and Vineyard Drive at the entrance to Benton Hills Development will be required. Any improvements identified by the Traffic Access Analysis will be the developer's responsibility to install.

10. All typical sections and driveway connections will need to meet Hernando County standards.

11. Pedestrian connectivity/sidewalks are required to connect the various residential pods within the development.

12. Right of Way along Kettering Road will be required. The developer shall coordinate with the County Engineer at the time of Conditional Plat review to determine the exact amount required.

13. The developer shall provide two points of access to Kettering Road as generally displayed on the Master Plan.

14. The southern access point to Kettering Road shall be designed as the treed roadway in accordance with the Hernando County Land Development Regulations.

15. <u>Single-Family Lot Requirements:</u>

Front:	25'
Side:	7.5' (Deviation from 10', previously approved at 7.5' and 5')
Rear:	15' (Deviation from 20')
Maximum Building Coverage:	65% (deviation from 35%)
Minimum Lot Width:	45' (45' wide lots not to exceed 25% of the total single-family units within the development) Lot width not to exceed 75'
Minimum Lot Size:	4,950 square feet (deviation from 6,000)

16. The developer shall be required to provide for the following monotony control design elements for 45' lots:
    - A proposed home shall have two different architectural features from the two houses on either side of it that face the same street.
    - A proposed home shall differ in architectural features from the house(s) directly across the street (i.e., the house directly across the street, but not diagonal or those on either side of the house directly across the street). These architectural features shall be made available to the potential homeowners at the discretion of the developer.
    - For the rear of homes that back-up to or face a street, the differing appearance shall be accomplished, at a minimum, by the reversal of floor plans or changes in material colors.
    - No more than 20% of garages shall protrude more than 8 feet beyond the roof line of each single family detached unit built-for-sale, and each such garage (protruding more than 8 feet beyond the roof line) shall contain decorative garage fronts.

17. Each single family detached home built-for-sale on a 45' lot shall have at least one (1) of its required lot trees on or in front of the lot, which tree(s) may either be part of the treed roadway/access requirement or a tree in the front yard.

18. Townhome Lot Requirements:

Front:	20' (Deviation from 25')
Side:	0' Internal; 7.5' External
Rear:	15' (Deviation from 20')
Minimum Building Separation:	15'
Maximum Building Coverage:	70% (Deviation from 45%)
Minimum Lot Width:	20' (Deviation from 75')
Minimum Lot Area:	2,000 square feet (Deviation from 12,000)
Maximum Units Per Building:	8

19. Villa Lot Requirements:

Front:	25'
Side:	0' Internal; 5' External
Rear:	15' (Deviation from 20')
Minimum Building Separation:	10' (Deviation from 15')
Maximum Building Coverage:	70% (Deviation from 45%)
Minimum Lot Width:	35' per unit; 70' per lot (Deviation from 75')
Minimum Lot Area:	3,675 square feet (Deviation from 12,000)

20. Perimeter Setbacks:

North:	35'
South:	65'
East:	35'
West:	35'

21. Perimeter Buffers:

North:	30’ landscape buffer (see Page 2 of Master Plan for Type 3 Buffer)
South:	60’ vegetated buffer supplemented to 80% opacity (30' Landscape Buffer Plus 30' Natural Vegetation) (See Page 2 of Master Plan for Type 3 Buffer)
West:	30’ landscape buffer

The petitioner shall be required to provide a cross-section for the landscape buffers along the northern, southern and western borders of the development indicating the planting plan and vegetation type at the time of conditional plat.

22. The petitioner shall provide additional holiday/visitor parking in the amount of 10% of the total parking required for the townhome units to provide adequate parking for the community.

23. The petitioner shall provide the minimum neighborhood park acreage as required by the County’s Land Development Regulations and ensure that this park is pedestrian-accessible for all residents within the development.

24. The development shall meet the natural vegetation area requirements of the Community Appearance Ordinance. The proposed buffers may be counted toward the preservation acreage. The remaining preservation acreage shall be utilized as part of a comprehensive open space and recreation plan for the property, tying together the neighborhood park pods within the development. Multipurpose pathways may at the Developer’s option be placed along the edge of those areas designated for the preservation of natural vegetation insofar as they further the pedestrian and bicycle connectivity for the community. These pathways shall incorporate pedestrian scale lighting and, where possible, take advantage of drainage features and other open space opportunities, incorporating pedestrian scale landscaping and seating areas.

25. At the discretion of the developer, the petitioner may attempt to coordinate with the Florida Department of Transportation to identify direct access point(s) from the subject development to the Withlacoochee State Trail. If requested by the developer and approved by FDOT, these access points are to be shown on the conditional plat.

26. The petitioner shall submit a fire protection plan with the Conditional Plat in accordance with Hernando County LDRs.

27. The petitioner shall meet with the Transit Division prior to filing conditional plat to determine the need and demand for transit stop location(s) on site based upon current transit routes and schedules. The general location(s) of any transit stop location(s) shall be reflected on the conditional plat and construction drawings and will only be required if there is a current or planned transit route that serves the development.

28. The petitioner shall provide a revised plan in compliance with all the performance conditions within 30 calendar days of receipt of the Board of County Commissioners action from Development Services staff. Failure to submit the revised plan will result in no further development permits being issued.

PLANNING AND ZONING RECOMMENDATIONS

On October 13, 2025, the Planning and Zoning Commission voted 4-1 to recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a Rezoning from AG (Agricultural), PDP(IND) Planned Development Project Industrial, and CPDP (Combined Planned Development Project) and a Master Plan Revision on Property Zoned CPDP with (SF) single-family and (MF) multifamily uses with the following modified performance conditions:

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3. The petitioner shall be required to comply with all Florida Fish and Wildlife Conservation Commission and Southwest Florida Water Management District permitting requirements.

4. The petitioner must meet the minimum requirements of Florida Friendly Landscaping™ publications and the Florida Yards and Neighborhoods Program for design techniques, principles, materials and plantings for required landscaping.

5. The Builder/Developer shall provide new property owners with Florida-Friendly Landscaping™ (FFL) Program information and include FFL language in the HOAs covenants and restrictions. Information on the County's Fertilizer Ordinance and fertilizer use is to be included. Educational information is available through Hernando County Utilities Department.

6. A geotechnical evaluation and report prepared by a qualified professional shall be used in the design and layout of the development to determine if depressional areas exist and whether they are classified as jurisdictional by the SWFWMD. If a depression is classified as jurisdictional by the SWFWMD, a vegetated buffer averaging a minimum of 25 feet in width and no narrower than 15 feet in width shall be maintained based on the jurisdictional line and classification/permitting requirements of SWFWMD. No buildings shall be placed within this buffer area.

7. The petitioner must apply for and receive a Finding of School Capacity from the School District prior to the approval of the conditional plat or the functional equivalent. The County will only issue a certificate of concurrency for schools upon the School District's written determination that adequate school capacity will be in place or under actual construction within three (3) years after the issuance of subdivision approval or site plan approval (or functional equivalent) for each level of school without mitigation, or with the execution of a legally binding proportionate share mitigation agreement between the applicant, the School District, and the County.

8. If utilities capacity is not available at the time of development, the developer shall coordinate with the Planning Division and the Hernando County Utilities Department to establish the procedure by which capacity can be reserved at conditional plat and memorialized in the Water and Sewer Agreement as needed.

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developer's responsibility to install.

10. All typical sections and driveway connections will need to meet Hernando County standards.

11. Pedestrian connectivity/sidewalks are required to connect the various residential pods within the development.

12. Right of Way along Kettering Road will be required. The developer shall coordinate with the County Engineer at the time of Conditional Plat review to determine the exact amount required.

13. The developer shall provide two points of access to Kettering Road as generally displayed on the Master Plan.

14. The southern access point to Kettering Road shall be designed as the treed roadway in accordance with the Hernando County Land Development Regulations.

15. Single-Family Lot Requirements:

Front:	25'
Side:	7.5' (Deviation from 10', previously approved at 7.5' and 5')
Rear:	15' (Deviation from 20')
Maximum Building Coverage:	65% (deviation from 35%)
Minimum Lot Width:	55' ~~45' (45' wide lots not to exceed 25% of the single family units within the development)~~
Lot width not to exceed 75'	
Minimum Lot Size:	4,950 square feet (deviation from 6,000)

~~16. The developer shall be required to provide for the following monotony control design elements for 45' lots:~~

- ~~A proposed home shall have two different architectural features from the two houses on either side of it that face the same street.~~
- ~~A proposed home shall differ in architectural features from the house(s) directly across the street (i.e., the house directly across the street, but not diagonal or those on either side of the house directly across the street). These architectural features shall be made available to the potential homeowners at the discretion of the developer.~~
- ~~For the rear of homes that back-up to or face a street, the differing appearance shall be accomplished, at a minimum, by the reversal of floor plans or changes in material colors.~~
- ~~No more than 20% of garages shall protrude more than 8 feet beyond the roof line of each single family detached unit built-for-sale, and each such garage (protruding more than 8 feet beyond the roof line) shall contain decorative garage fronts.~~

17. Each single family detached home built-for-sale on a 45' lot shall have at least one (1) of its required lot trees on or in front of the lot, which tree(s) may either be part of the treed roadway/access requirement or a tree in the front yard.

18. Townhome Lot Requirements:

Front:	20’ (Deviation from 25’)
Side:	0’ Internal; 7.5’ External
Rear:	15’ (Deviation from 20’)
Minimum Building Separation:	15’
Maximum Building Coverage:	70% (Deviation from 45%) Minimum Lot Width: 20’ (Deviation from 75’)
Minimum Lot Area:	2,000 square feet (Deviation from 12,000)
Maximum Units Per Building:	8

19. Villa Lot Requirements:

Front:	25’
Side:	0’ Internal; 5’ External
Rear:	15’ (Deviation from 20’)
Minimum Building Separation:	10’ (Deviation from 15’)
Maximum Building Coverage:	70% (Deviation from 45%)
Minimum Lot Width:	35’ per unit; 70’ per lot (Deviation from 75’)
Minimum Lot Area:	3,675 square feet (Deviation from 12,000)

20. Lots shall be developed in accordance with the approved master plan, generally meeting the following criteria:
    - Single Family Lots (minimum 55’ wide) – northeast corner of the development
    - Single Family Lots (minimum 75’ wide) – south boundary of the development
    - Duplex/Villas (minimum 35’ wide) – north center of the development
    - Townhomes (minimum 20’ wide) – northwest corner of the development

21. Perimeter Setbacks:

North:	35’
South:	65’
East:	35’
West:	35’

22. Perimeter Buffers:

North:	30’ landscape buffer (see Page 2 of Master Plan for Type 3 Buffer)
South:	60’ vegetated buffer supplemented to 80% opacity (30' Landscape Buffer Plus 30' Natural Vegetation) (See Page 2 of Master Plan for Type 3 Buffer)
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The petitioner shall be required to provide a cross-section for the landscape buffers along the northern, southern and western borders of the development indicating the planting plan and vegetation type at the time of conditional plat.

23. The petitioner shall provide additional holiday/visitor parking in the amount of 10% of the total parking required for the townhome units to provide adequate parking for the community.

24. The petitioner shall provide the minimum neighborhood park acreage as required by the County’s Land Development Regulations and ensure that this park is pedestrian-accessible for all residents within the development.

25. The development shall meet the natural vegetation area requirements of the Community

Appearance Ordinance. The proposed buffers may be counted toward the preservation acreage. The remaining preservation acreage shall be utilized as part of a comprehensive open space and recreation plan for the property, tying together the neighborhood park pods within the development. Multipurpose pathways may at the Developer's option be placed along the edge of those areas designated for the preservation of natural vegetation insofar as they further the pedestrian and bicycle connectivity for the community. These pathways shall incorporate pedestrian scale lighting and, where possible, take advantage of drainage features and other open space opportunities, incorporating pedestrian scale landscaping and seating areas.

26. At the discretion of the developer, the petitioner may attempt to coordinate with the Florida Department of Transportation to identify direct access point(s) from the subject development to the Withlacoochee State Trail. If requested by the developer and approved by FDOT, these access points are to be shown on the conditional plat.

27. The petitioner shall submit a fire protection plan with the Conditional Plat in accordance with Hernando County LDRs.

28. The petitioner shall meet with the Transit Division prior to filing conditional plat to determine the need and demand for transit stop location(s) on site based upon current transit routes and schedules. The general location(s) of any transit stop location(s) shall be reflected on the conditional plat and construction drawings and will only be required if there is a current or planned transit route that serves the development.

29. The petitioner shall provide a revised plan in compliance with all the performance conditions within 30 calendar days of receipt of the Board of County Commissioners action from Development Services staff. Failure to submit the revised plan will result in no further development permits being issued.

HEARINGS:	Planning & Zoning Commission: Board of County Commissioners:	October 13, 2025 December 2, 2025
APPLICANT:	Riopelle Properties, LLC	
FILE NUMBER:	H-25-26	
REQUEST:	Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses	
GENERAL LOCATION:	Southeast Corner of Kettering Road and Dashbach Street	
PARCEL KEY NUMBER(S):	396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, 1376219	

Applicant's Proposed Revisions to P&Z Action 10/31/2025

On October 13, 2025, the Planning and Zoning Commission voted 4-1 to recommend the Board of County Commissioners adopt a resolution approving the petitioner's request for a Rezoning from AG (Agricultural), PDP(IND) Planned Development Project Industrial, and CPDP (Combined Planned Development Project) and a Master Plan Revision on Property Zoned CPDP with (SF) single-family and (MF) multifamily uses with the following modified performance conditions:

1. The petitioner must obtain all permits from Hernando County and other applicable agencies and meet all applicable land development regulations, for either construction or use of the property, and complete all applicable development review processes.

2. The development shall be limited to a total of 988 units, with the final unit mix to be determined at the time of conditional plat.

3. The petitioner shall be required to comply with all Florida Fish and Wildlife Conservation Commission and Southwest Florida Water Management District permitting requirements.

4. The petitioner must meet the minimum requirements of Florida Friendly Landscaping™ publications and the Florida Yards and Neighborhoods Program for design techniques, principles, materials and plantings for required landscaping.

5. The Builder/Developer shall provide new property owners with Florida-Friendly Landscaping™ (FFL) Program information and include FFL language in the HOAs

covenants and restrictions. Information on the County's Fertilizer Ordinance and fertilizer use is to be included. Educational information is available through Hernando County Utilities Department.

6. A geotechnical evaluation and report prepared by a qualified professional shall be used in the design and layout of the development to determine if depressional areas exist and whether they are classified as jurisdictional by the SWFWMD. If a depression is classified as jurisdictional by the SWFWMD, a vegetated buffer averaging a minimum of 25 feet in width and no narrower than 15 feet in width shall be maintained based on the jurisdictional line and classification/permitting requirements of SWFWMD. No buildings shall be placed within this buffer area.

7. The petitioner must apply for and receive a Finding of School Capacity from the School District prior to the approval of the conditional plat or the functional equivalent. The County will only issue a certificate of concurrency for schools upon the School District's written determination that adequate school capacity will be in place or under actual construction within three (3) years after the issuance of subdivision approval or site plan approval (or functional equivalent) for each level of school without mitigation, or with the execution of a legally binding proportionate share mitigation agreement between the applicant, the School District, and the County.

8. If utilities capacity is not available at the time of development, the developer shall coordinate with the Planning Division and the Hernando County Utilities Department to establish the procedure by which capacity can be reserved at conditional plat and memorialized in the Water and Sewer Agreement if ~~as~~ needed.

9. A Traffic Access Analysis with a traffic signal warrant analysis for the intersection of Kettering Road and Vineyard Drive at the entrance to Benton Hills Development will be required. Any improvements identified by the Traffic Access Analysis will be the developer's responsibility to install.

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13. The developer shall provide two points of access to Kettering Road as generally displayed on the Master Plan.

14. The southern access point to Kettering Road shall be designed as the treed roadway in accordance with the Hernando County Land Development Regulations.

15. <u>Single-Family Lot Requirements:</u>

Front:	25'
Side:	7.5' (~~Deviation from 10',~~ previously approved at 7.5' and 5')

Rear:	15' (previously approved 15'~~Deviation from 20'~~)
Maximum Building Coverage:	65% (deviation from 35%)
Minimum Lot Width:	45' (deviation previously approved for 50') (45' wide lots not to exceed 25% of the total single-family units within the development) ~~Lot width not to exceed 75'~~
Minimum Lot Size:	4,950 square feet (deviation from 6,000)

16. The developer shall be required to provide for the following monotony control design elements for 45' lots:
    - A proposed home shall have two different architectural features from the two houses on either side of it that face the same street.
    - A proposed home shall differ in architectural features from the house(s) directly across the street (i.e., the house directly across the street, but not diagonal or those on either side of the house directly across the street). These architectural features shall be made available to the potential homeowners at the discretion of the developer.
    - For the rear of homes that back-up to or face a street, the differing appearance shall be accomplished, at a minimum, by the reversal of floor plans or changes in material colors.
    - No more than 20% of garages shall protrude more than 8 feet beyond the roof line of each single family detached unit built-for-sale, and each such garage (protruding more than 8 feet beyond the roof line) shall contain decorative garage fronts.

17. Each single family detached home built-for-sale on a 45' lot shall have at least one (1) of its required lot trees on or in front of the lot, which tree(s) may either be part of the treed roadway/access requirement or a tree in the front yard.

18. Townhome Lot Requirements:

Front:	20' (Deviation from 25')
Side:	0' Internal; 7.5' External
Rear:	15' (Deviation from 20')
Minimum Building Separation:	15'
Maximum Building Coverage:	70% (Deviation from 45%)
Minimum Lot Width:	20' ~~(Deviation from 75')~~
Minimum Lot Area:	2,000 square feet (Deviation from 12,000)
Maximum Units Per Building:	8

19. Villa Lot Requirements:

Front:	25'
Side:	0' Internal; 5' External
Rear:	15' (Deviation from 20')
Minimum Building Separation:	10' (Deviation from 15')
Maximum Building Coverage:	70% (Deviation from 45%)
Minimum Lot Width:	35' per ~~unit; 70' per~~ lot ~~(Deviation from 75')~~
Minimum Lot Area:	3,675 square feet (Deviation from 12,000)

20. Lots shall be developed in accordance with the approved master plan, generally meeting

the following criteria:

- Residential Mixed Use Area along north boundary of the development is permitted to have Single Family Lots (minimum 45' wide), Townhomes (minimum 20' wide) and/or Duplex/Villas (minimum 35' wide)
- Single Family Lots (minimum 55' wide) – to the south of the Residential Mixed Use Area~~northeast corner of the development~~
- Single Family Lots (minimum 75' wide) – south boundary of the development
- ~~Duplex/Villas (minimum 35' wide) – north center of the development~~
- ~~Townhomes (minimum 20' wide) – northwest corner of the development~~

21. Perimeter Setbacks (including Buffers):

North:	~~3~~45'
South:	~~6~~75'
East:	~~3~~45'
West:	~~3~~45'

22. Perimeter Buffers:

North:	30' landscape buffer (see Page 2 of Master Plan for Type 3 Buffer)
South:	60' vegetated buffer supplemented to 80% opacity (30' Landscape Buffer Plus 30' Natural Vegetation) (See Page 2 of Master Plan for Type 3 Buffer)
West:	30' landscape buffer (See Page 2 of Master Plan for Type 3 Buffer)

The petitioner shall be required to provide a cross-section for the landscape buffers along the northern, southern and western borders of the development indicating the planting plan and vegetation type at the time of conditional plat.

23. The petitioner shall provide additional holiday/visitor parking in the amount of 10% of the total parking required for the Residential Mixed Use Area including 45' Single Family Lots, townhome and/or villa units to provide adequate parking for this portion of the community.

24. The petitioner shall provide the minimum neighborhood park acreage as required by the County's Land Development Regulations and ensure that this park is pedestrian-accessible for all residents within the development.

25. The development shall meet the natural vegetation area requirements of the Community Appearance Ordinance. The proposed buffers may be counted toward the preservation acreage. The remaining preservation acreage shall be utilized as part of a comprehensive open space and recreation plan for the property, tying together the neighborhood park pods within the development. Multipurpose pathways may at the Developer's option be placed along the edge of those areas designated for the preservation of natural vegetation insofar as they further the pedestrian and bicycle connectivity for the community. These pathways shall incorporate pedestrian scale lighting and, where possible, take advantage of drainage features and other open space opportunities, incorporating pedestrian scale landscaping and seating areas.

26. At the discretion of the developer, the petitioner may attempt to coordinate with the Florida Department of Transportation to identify direct access point(s) from the subject development to the Withlacoochee State Trail. If requested by the developer and approved by FDOT, these access points are to be shown on the conditional plat.

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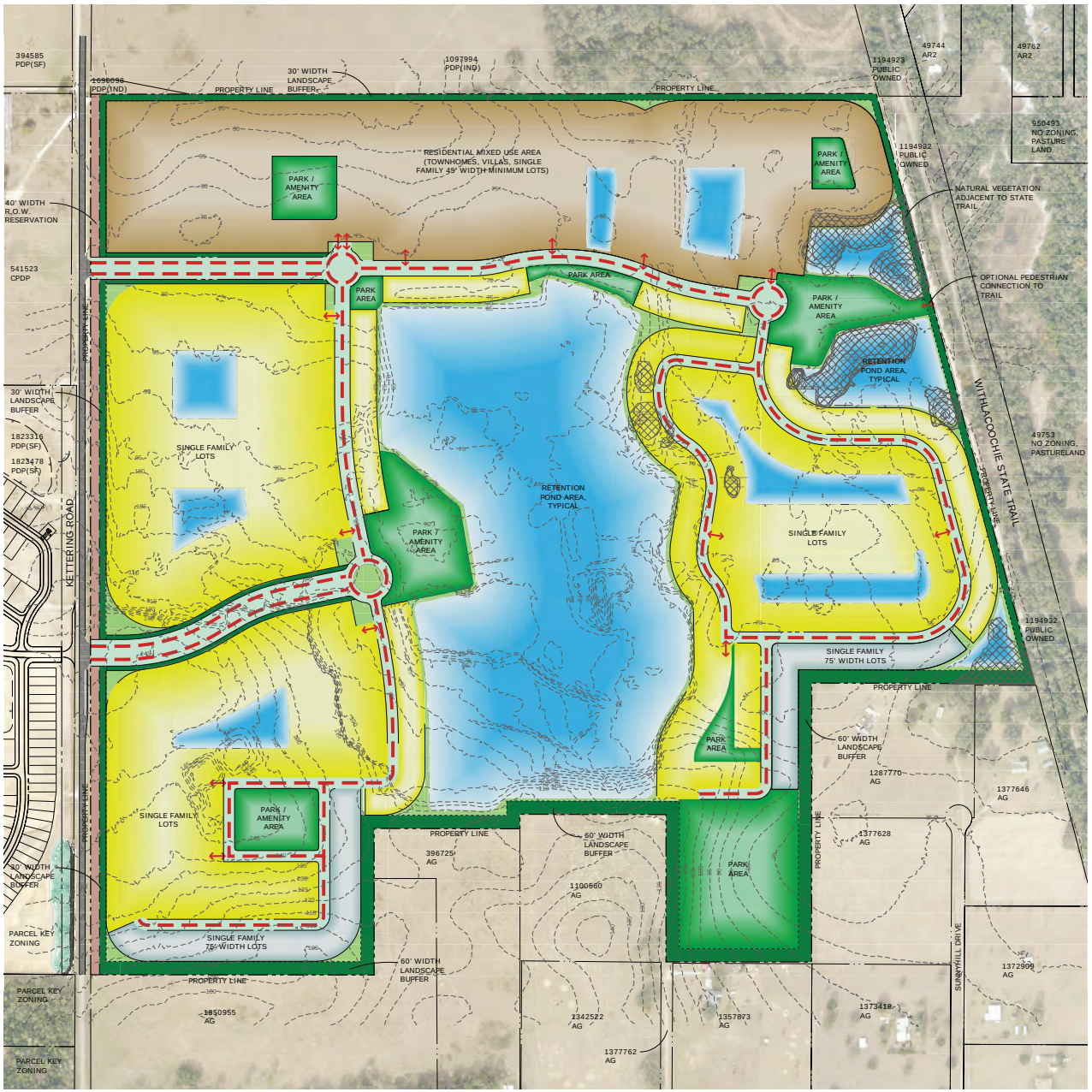


LEGEND

- RESIDENTIAL MIXED USE AREA
- SINGLE FAMILY DETACHED LOTS (Min. 55' Wide Lots)
- SINGLE FAMILY DETACHED 75' LOTS
- PARK AND/OR AMENITY AREA
- LANDSCAPED BUFFERS & INTERNAL LANDSCAPING
- R.O.W. RESERVATION AREA

LOCATION MAP

	SINGLE-FAMILY	VILLAS	TOWNHOMES
MINIMUM LOT WIDTH	45'	35'	20'
MINIMUM FRONTAGE ALONG CURVE	30'	25'	15'
MINIMUM LOT SQFT	4,950 SF	3,675 SF	2,000 SF
MAXIMUM BUILDING HEIGHT	35'	35'	35'
MAXIMUM BUILDING AREA RATIO	65%	70%	70%

LAND USE TABLE

LAND USE	ACRES	UNITS	DENSITY
RESIDENTIAL MIXED USE	56	378*	
SINGLE FAMILY	138	610*	
DRAINAGE, RECREATION, BUFFERS, OPEN SPACE	102.7		
ROADS (RIGHT OF WAY)	18		
TOTAL:	+/- 314.7	988	3.13 UNITS / ACRE

NOTES:

* ALL ACREAGES AND DWELLING UNITS PROVIDED IN LAND USE ARE CONCEPTUAL, FOR PLANNING PURPOSES ONLY. FINAL NO. OF EACH TYPE OF LOT AND ACREAGES REQUIRED WILL BE DETERMINED AT TIME OF PLATTING.

*LOCATIONS OF USES ARE CONCEPTUAL AND FOR PLANNING PURPOSES ONLY. THE EXACT LOCATION OF EACH USE WILL BE DETERMINED AT THE TIME OF PLATTING.

* 45' LOTS WILL NOT EXCEED 25% OF THE TOTAL SINGLE FAMILY LOTS

SITE DATA

OWNER: LEE K. PEDONE, LEE KELSO PEDONE TRUSTEE, ARIANA DAIRY FARM, INC.

PARCEL KEY NO.: 424641, 424678, 1342666, 396716, 1299115, 536254, 424650, 473794, 1376219, 541444

SECTION / TOWNSHIP / RANGE: 16/23S/21E

CURRENT ZONING: SPLIT ZONING AG, CPDP, PDP(IND)

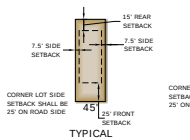
PROPOSED ZONING: CPDP

PROJECT AREA:
TOTAL: ± 314.7 AC.

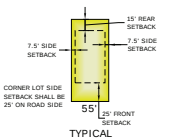
BUILDING INFORMATION:
MAXIMUM BUILDING HEIGHT: 35'
MINIMUM DISTANCE BETWEEN BUILDINGS: 15' SINGLE FAMILY, 10' DUPLEX VILLAS, 15' TOWNHOMES

PERIMETER SETBACKS:
NORTH: 45' (INCLUSIVE OF BUFFERS)
EAST: 45' (INCLUSIVE OF BUFFERS)
WEST: 45' (INCLUSIVE OF BUFFERS)
SOUTH: 75' (INCLUSIVE OF BUFFERS)

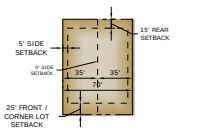
PROPOSED BUFFERS:
NORTH: 30' LANDSCAPED BUFFER (SEE PAGE 2 FOR TYPE 3 BUFFER)
WEST: 30' LANDSCAPE BUFFER (SEE PAGE 2 FOR TYPE 3 BUFFER)
SOUTH: 60' LANDSCAPE BUFFER (30' LANDSCAPE BUFFER PLUS 30' NATURAL VEGETATION) (SEE PAGE 2 FOR TYPE 3 BUFFER)



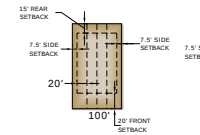
TYPICAL
45' SINGLE FAMILY LOT
NTS



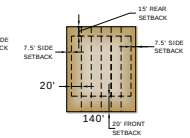
TYPICAL
55' SINGLE FAMILY LOT
NTS



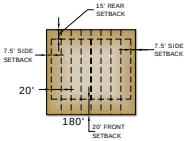
VILLA LOT MIN. REQUIREMENTS
(MIN. 3,675 SF)



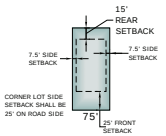
TYPICAL
4 UNIT TOWNHOME TRACT
NTS



TYPICAL
6 UNIT TOWNHOME TRACT
NTS



TYPICAL
8 UNIT TOWNHOME TRACT
NTS



TYPICAL
75' SINGLE FAMILY LOT
NTS

REZONING MASTER PLAN

ARIANA ESTATES

Coastal
Engineering
Planning
Surveying
Environmental
Transportation
Construction Management
engineering associates, inc.
966 Candlelight Boulevard - Brooksville - Florida 34601
(352) 796-9423 Fax (352) 799-8359
EB-0001242

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DRAWING INVALID UNLESS SIGNED, DATED & SEALED BY REGISTERED PROFESSIONAL

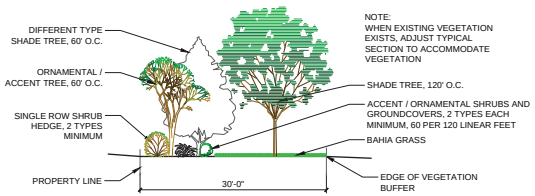
DATE	REV. BY	REV. NO.	REVISION
##/##/##	###	#	

WHEN PRINTED TO SCALE, DRAWING SIZE SHALL BE 22" X 34"

SHEET
1

JOB No.: 25025

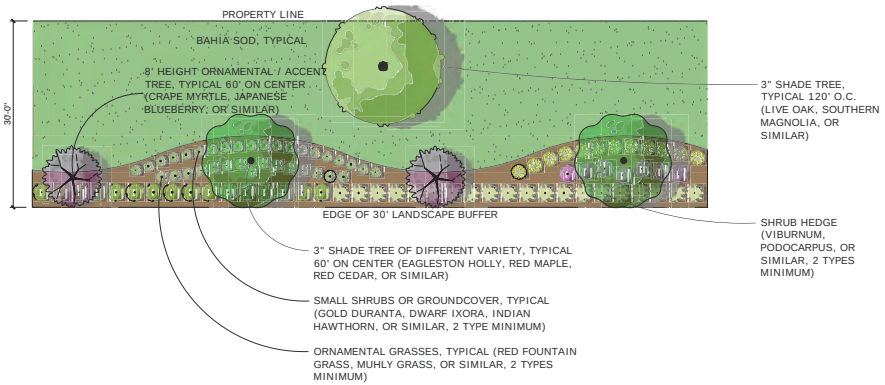
PRINTED: 10/30/2025 - 3:32pm PRINTED BY: RO PATH: L:\25\025\Rojelle Properties Ariana Estates (Kettering Road)\dwg\PLAN\prelim\Ariana Estates RZMP 2025-10-29.dwg



3 30' TYPICAL TYPE 3 BUFFER SECTION

TYPE 3 BUFFER SUMMARY

3 SHADE TREES (2 TYPES) PER 120 LF
2 ORNAMENTAL TREES PER 120 LF
SINGLE ROW SHRUB HEDGE
60 ORNAMENTAL GRASSES, SMALL SHRUBS PER 120 LF
BAHIA SOD WHERE NOT PLANTING BED



VEGETATIVE BUFFER TYPE 3 PLAN VIEW (SCALE: 1' = 10')

PRINTED: 09/24/2025 - 3:57pm PRINTED BY: RO PATH: L:\2502\5\Ripplefe Properties,Ariana Estates (Kettering Road)\Dwg\PLAN\plan\Ariana Estates RZNP2.dwg

REZONING TYPICAL BUFFER

ARIANA ESTATES

Coastal
Engineering Consultants, Inc.
Engineering
Planning
Surveying
Environmental
Transportation
Construction Management
966 Candlelight Boulevard - Brooksville - Florida 34601
(352) 796-9423 - Fax (352) 799-8359
EB-0001142

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DRAWING INVALID UNLESS SIGNED, DATED & SEALED BY REGISTERED PROFESSIONAL

DATE	REV. BY	REV. NO.	REVISION
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#	#	#	#

WHEN PRINTED TO SCALE, DRAWING SIZE SHALL BE 22" X 34"

SHEET
2

JOB No.: 25025

This instrument prepared by and return to:
Keith C. Smith, Esquire
Taylor Duma, LLP
238 N. Massachusetts Ave.
Lakeland, Florida 33801

CERTIFICATION OF TRUST
PURSUANT TO FLORIDA STATUTES SECTION 736.1017

STATE OF FLORIDA
COUNTY OF Hernando

BEFORE ME, the undersigned authority, duly authorized in the State and county aforesaid, personally appeared Lee Kelso Pedone ("Affiant" or "Trustee") as Trustee of the LEE KELSO PEDONE TRUST dated June 24, 2021, whose address is 4335 Kettering Road, Brooksville, FL 34602, who, after being duly sworn, deposes and says that:

1. Affiant is the Grantor and Trustee of that certain Trust known as the LEE KELSO PEDONE TRUST dated June 24, 2021, as amended (the "Trust") and has knowledge of the following facts. Attached hereto as **Exhibit "A"** are the pertinent pages of the Trust showing the appointment of the Trustee.

2. The Trust exists and was executed on June 24, 2021. The Trust is currently in full force and effect and has been in full force and effect and has not been amended or revoked to the date of execution of this Certification of Trust, except for as amended on July 12, 2022, February 15, 2024 and further amended October 7, 2024.

3. The Settlor of the Trust is Lee Kelso Pedone.

4. The Trust is the owner and holder of title to the real property more particularly described as follows:

> See **Exhibit "B"**, attached hereto and incorporated herein by reference (the "Property").

5. The Trust gives the Trustee the full power and authority to protect, conserve, sell, lease, encumber, manage and/or dispose of the Property. Attached hereto as **Exhibit "C"** are the pertinent pages of the Trust describing such authority.

6. The Trust is revocable. The Settlor has the power to revoke the Trust.

7. The Trustee may exercise all the powers of the Trust without additional authorization or authority from any other party of the Trust or any Co-Trustee.

FURTHER AFFIANT SAYETH NAUGHT.

Lee Kelso Pedone, as Trustee of the LEE KELSO PEDONE TRUST dated June 24, 2021, as amended

STATE OF FLORIDA
COUNTY OF Hernando

THE FOREGOING INSTRUMENT was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 28th day of October, 2025, by Lee Kelso Pedone, as Trustee of the LEE KELSO PEDONE TRUST dated June 24, 2021, as amended, on behalf of the Trust.

NOTARY PUBLIC STATE OF FLORIDA
LINDSAY NICHOLS OLLIER
Commission # HH 572438
Expires November 16, 2028

AFFIX NOTARY STAMP

Signature of Notary Public

Lindsay N. Ollier
(Print Notary Name)

My Commission Expires: 11-16-28

Commission No.: HH572438

[✓] Personally known, or
[ ] Produced Identification

Type of Identification Produced:

N/A

Exhibit "A"

LEE KELSO PEDONE TRUST

I, **LEE KELSO PEDONE**, as Grantor, hereby create the *LEE KELSO PEDONE TRUST* ("the Trust") on June 24, 2021. I am the trustee of this Trust and, in that capacity, my successors and I are collectively referred to in this Trust as the "Trustee."

ARTICLE 1
FAMILY

I am a citizen of the United States. I am not currently married. I have two children, **RYANN LEE PEDONE**, born April 9, 1986, and **LEE KELSO PEDONE II**, born July 4, 1988. References to "my children" mean my children named above; references to "my descendants" mean my children and their descendants.

ARTICLE 2
TRANSFERS TO TRUST

I hereby hold as Trustee all my interest in the assets listed on Schedule A, which together with any assets later added to this Trust are referred to as the "Trust Estate." Any person may transfer assets to the Trust Estate, if the Trustee agrees to accept them. Assets do not have to be listed on Schedule A to be part of the Trust Estate. Unless otherwise specified in writing at the time of the transfer, those assets will be held as provided in this Trust. The Trustee accepts the responsibility of the Trustee, acknowledges receipt of the current Trust assets, and agrees to hold the Trust Estate as set forth in this Trust.

ARTICLE 3
RESERVED RIGHTS

I reserve the following personal rights with respect to the Trust during my lifetime:

- To amend or revoke this Trust;
- To remove a Trustee and to designate a new Trustee;
- To withdraw assets, whether income or principal, from the Trust Estate;
- To require changes in the investments of the Trust Estate, but investments made by me are not subject to review by the Trustee unless my personal rights are suspended under Section 3.2;
- To direct the Trustee to perform any act of administration, whether or not contrary to the terms of the Trust; and
- To direct the Trustee to make distributions during my lifetime to any person named by me.

22.12 Binding Effect. This trust agreement extends to and is binding upon my Personal Representative, successors, and assigns, and upon the Trustee.

Executed as of the effective date written above.

GRANTOR AND TRUSTEE

LEE KELSO PEDONE

This instrument was signed, sealed, published, and declared by the Grantor as his Trust Agreement in our joint presence, and at his request we have signed our names as attesting witnesses in his physical presence and in the physical presence of each other on the date written above.

Name	Address
Keith C. Smith	One Lake Morton Drive Lakeland, Florida 33801 (863) 284-2200
Deborah L. Mancini	One Lake Morton Drive Lakeland, Florida 33801 (863) 284-2200

STATE OF FLORIDA
COUNTY OF POLK

I, **LEE KELSO PEDONE**, declare to the officer taking my acknowledgment of this instrument, and to the subscribing witnesses, that I signed this instrument as my Trust Agreement.

LEE KELSO PEDONE

We, Keith C. Smith and Deborah L. Mancini, have been sworn by the officer signing below, and declare to that officer on our oaths that the Grantor declared the instrument to be his Trust Agreement and signed it in our physical presence, and that we each signed the instrument as a witness in the physical presence of the Grantor and of each other.

Keith C. Smith

Deborah L. Mancini

Acknowledged and subscribed in my physical presence by the Grantor, **LEE KELSO PEDONE**, who is personally known to me or who has produced a driver's license as identification, and sworn to and subscribed in my physical presence by the witnesses, Keith C. Smith and Deborah L. Mancini, both of whom are personally known to me, and subscribed by me in the physical presence of the Grantor and the subscribing witnesses, all on June 24, 2021.

JENIFER RIPPY
MY COMMISSION # GG 241774
EXPIRES: August 5, 2022
Bonded Thru Notary Public Underwriters

Notary Public, State of Florida
(Stamp Name, Commission # and Expiration below)

#44303948 v1

Exhibit "B"
Legal Description

LEGAL DESCRIPTION

PARCEL 1:

Commence at the Southeast corner of Section 8, Township 23 South, Range 21 East, Hernando County, Florida, and go thence North 01° 03' 54" East along said East line of Section 8, 1361.89 feet for a Point of Beginning; continue North 01° 03' 54" East along said East line 300.00 feet, thence North 88° 39' 22" West, 700 feet, thence North 01° 03' 53" East, 200 feet, thence North 88° 39' 22" West, 469.21 feet, thence South 01° 03' 54" West, 500 feet, thence South 88° 39' 22" East, 1169.21 feet to the Point of Beginning. LESS the East 30 feet thereof for road right-of-way

PARCEL 2:

Begin at the Southeast corner of Section 8, Township 23 South, Range 21 East, Hernando County, Florida; go thence North 01° 03' 54" East, along the East line of Section 8, 949.49 feet; thence North 88° 40' 31" West, 2665.35 feet to the West line of the Southeast 1/4 of said Section 8, thence South 01° 23' 27" West along said West line 948.60 feet to the South line of said Southeast 1/4, thence South 88° 39' 22" East, 2670.75 feet to the Point of Beginning, LESS the South and East 30 feet thereof for road right-of-way

AND

PARCEL 3:

Commence at the Southeast corner of Section 8, Township 23 South, Range 21 East, Hernando County, Florida; go thence North 01° 03' 54" East along said East line of Section 8, 949.49 feet for a Point of Beginning; continue North 01° 03' 54" East along said East line, 712.40 feet, thence North 88° 39' 22" West, 700 feet, thence North 01° 03' 53" East, 200 feet, thence North 88° 39' 22" West, 1260.91 feet, thence North 01° 03' 54" East, 200 feet, thence North 88° 39' 22" West, 698.11 feet to the West line of the Southeast 1/4 of aforesaid Section 8, thence South 01° 23' 27" West along said West line, 1113.28 feet, thence South 88° 39' 22" East, 2665.35 feet to the Point of Beginning. LESS the East 30 feet thereof for road right-of-way, and

LESS AND EXCEPT Commence at the Southeast corner of Section 8, Township 23 South, Range 21 East, Hernando County, Florida, and go thence North 01° 03' 54" East along said East line of Section 8, 1361.89 feet for a Point of Beginning; continue North 01° 03' 54" East along said East line 300.00 feet, thence North 88° 39' 22" West, 700 feet, thence North 01° 03' 53" East, 200 feet, thence North 88° 39' 22" West, 469.21 feet, thence South 01° 03' 54" West, 500 feet, thence South 88° 39' 22" East, 1169.21 feet to the Point of Beginning. LESS the East 30 feet thereof for road right-of-way.

OVERALL DESCRIPTION

THE FOLLOWING DESCRIPTION IS OF THE OVERALL PROPERTY BOUNDARY. THIS DESCRIBES ONE AND THE SAME PROPERTY AS LISTED IN THE TITLE COMMITMENT #12214246, DATED 01/17/2025, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY WHICH CONTAINS THREE SEPARATE PARCELS.

Beginning at the Southeast corner of Section 8, Township 23 South, Range 21 East, Hernando County, Florida; thence along the east line of said section 8, run N00°19'43"E, 949.49 feet; thence continue along the East line of said section 8, N00°19'43"E, 412.51 feet; thence continue along the East line of said section 8, N00°19'43"E, 300.01 feet; thence leaving said section line, run S89°57'01"W, 699.90 feet; thence N00°16'48"W, 199.68 feet; thence S89°57'20"W, 1260.54 feet; thence N00°03'37"E, 200.00 feet; thence S89°57'23"W, 698.11 feet to the West line of the Southeast 1/4 of said Section 8; thence along said West line, run S00°00'31"W, 1113.28 feet; thence continue along the West line of the Southeast 1/4 of said section 8, S00°00'31"W, 898.11 feet to the South line of the Southeast 1/4 of said section 8; thence along said South line, run S89°35'56"E, 2669.01 feet to the Point of Beginning.

LESS AND EXCEPT the South 30 feet and the East 50 feet thereof for road right-of-way.

Containing a NET area of 109.51 acres, more or less

Exhibit "C"

ARTICLE 15
FIDUCIARY POWERS

I grant to the Trustee full power to deal freely with any property in the Trust. The Trustee may exercise these powers independently and without the approval of any court. No person dealing with the Trustee need inquire into the propriety of any of its actions or into the application of any funds or assets. The Trustee however, shall exercise all powers in a fiduciary capacity in good faith, as a prudent person would using reasonable care, skill, and caution, for the best interest of the beneficiaries of any trust created in this Trust. Without limiting the generality of the foregoing, the Trustee is given the following discretionary powers in addition to any other powers conferred by law:

15.1 Type of Assets. Except as otherwise provided to the contrary, to hold funds uninvested for such periods as the Trustee deems prudent, and to invest in any assets the Trustee deems advisable even though they are not technically recognized or specifically listed in so-called "legal lists," without responsibility for depreciation or loss on account of those investments, or because those investments are non-productive, as long as the Trustee acts in good faith.

15.2 Original Assets. Except as otherwise provided to the contrary, to collect and retain the original assets it receives for as long as it deems best, and to dispose of those assets when it deems advisable, including any interests in Pedone Business Entities or other affiliated or successor entities, as more specifically set out in Article 16, even though such assets, because of their character or lack of diversification, would otherwise be considered improper investments for the Trustee.

15.3 Tangible Personal Property. To receive and hold tangible personal property; to pay or refrain from paying storage and insurance charges for such property; and to permit any beneficiaries to use such property without either the Trustee or beneficiaries incurring any liability for wear, tear, and obsolescence of the property.

15.4 Financial Accounts. To deposit trust money in one or more accounts in regulated financial service institutions, including but not limited to banks, savings institutions, and brokerage houses, and to draw checks, drafts, or other forms of withdrawal, including electronic transfers, from those accounts.

15.5 Specific Securities. To invest in assets, securities, or interests in securities of any nature, whether obtained in domestic or foreign markets, including (without limit) commodities, options, futures, precious metals, and currencies; to invest in mutual or investment funds, including funds for which the Trustee or any affiliate performs services for additional fees, whether as manager, custodian, transfer agent, investment advisor or otherwise, or in securities distributed, underwritten, or issued by the Trustee, its affiliates, or syndicates of which it is a member and I specifically authorize the Trustee to invest in the instruments described in Section 736.0802(5) of the Florida Statutes (including assets other than qualified investment instruments) without notice to or consent from any beneficiary; to trade on credit or margin accounts (whether secured or unsecured); and to pledge assets of the Trust Estate for that purpose.

15.6 Property Transactions. To buy, sell, pledge, exchange, or lease any real or personal property, publicly or privately, for cash or credit, without court approval and upon the terms and conditions that the Trustee deems advisable; to execute deeds, leases, contracts, bills of sale, notes, mortgages, security instruments, and other written instruments; to grant, acquire, or exercise options; to abandon or dispose of any real or personal property in the Trust which has little or no monetary or useful value; to improve, repair, insure, subdivide and vacate any property; to erect, alter or demolish buildings; to adjust boundaries; and to impose easements, including conservation easements, restrictions, and covenants as the Trustee sees fit. An instrument described in this section will be valid and binding for its full term even if it extends beyond the full duration of the Trust.

15.7 Borrow Money. To borrow money from any source (including the Trustee in its nonfiduciary capacity), to guarantee indebtedness, and to secure the loan or guaranty by mortgage or other security interest.

15.8 Maintain Assets. To expend whatever funds it deems proper for the preservation, maintenance, or improvement of assets. The Trustee in its discretion may elect any options or settlements or exercise any rights under all insurance policies that it holds. However, no fiduciary who is the insured of any insurance policy held in the Trust may exercise any rights or have any incidents of ownership with respect to the policy, including the power to change the beneficiary, to surrender or cancel the policy, to assign the policy, to revoke any assignment, to pledge the policy for a loan, or to obtain from the insurer a loan against the surrender value of the policy. All such power is to be exercised solely by the remaining Trustee, if any, or if none, by a special fiduciary appointed for that purpose by a court having jurisdiction.

15.9 Digital Assets and Accounts. As provided in and in furtherance of the Florida Fiduciary Access to Digital Assets Act ("FFADAA"), to access and control communications intended for me, and communicate on my behalf, whether by mail, electronic transmission, telephone, or other means; to access and control all of my accounts involving web-based communications or storage and web-hosted media, including but not limited to emails, messages,

blogs, subscriptions, pictures, videos, e-books, audiobooks, memberships in organizations or commercial enterprises, and all forms of social media, whether or not those require a user name and password for access, even to the extent of compelling the provider to reset my information to data of my Trustee's choosing, all in keeping with the Electronic Communications Privacy Act of 1986, the Computer Fraud and Abuse Act of 1986, and FFADAA, as those may be amended; and to hold, control, and have access to and the use of any digital asset (as defined in FFADAA) held by any kind of computing or digital storage device or service.

15.10 Insurance. To obtain property, casualty, liability or any other insurance for the Trust, including insurance for the Trustee and its agents against damage or liability arising from administration of the Trust.

15.11 Advisors. To employ and compensate attorneys, accountants, advisors, financial consultants, managers, agents, and assistants (including any individual or entity who provides investment advisory or management services, or who furnishes professional assistance in making investments for the Trust) without liability for any act of those persons, if they are selected and retained with reasonable care. Fees may be paid from the Trust Estate even if the services were rendered in connection with ancillary proceedings. The Trustee may serve in any of these capacities and be compensated separately for its services in each.

15.12 Indirect Distributions. To make distributions, whether of principal or income, to any person under age 21 or to any person the Trustee reasonably believes is disabled according to the terms of this Trust by (i) making distributions directly to that person whether or not that person has a guardian; to the parent, guardian, or spouse of that person; to a custodial account established by the Trustee or others for that person under an applicable Uniform Gift to Minors Act or Uniform Transfers to Minors Act; to any adult who resides in the same household with that person or who is otherwise responsible for the care and well-being of that person; (ii) managing the amount as a separate fund on that person's behalf, subject to his or her continuing right to withdraw that amount; or (iii) applying any distribution for the benefit of that person in any manner the Trustee deems proper. The receipt of the person to whom payment is made will constitute full discharge of the Trustee with respect to that payment.

15.13 Non-Pro Rata Distribution. To make any division or distribution in money or in kind, or both, without allocating the same kind of property to all shares or distributees, and without regard to the income tax basis of the property. Any division will be binding and conclusive on all parties.

15.14 Nominee. Except as prohibited by law, to hold any assets in the name of a nominee without disclosing the fiduciary relationship; to hold the property unregistered, without affecting its liability; and to hold securities endorsed in blank, in street certificates, at a depository trust company, or in a book entry system.

15.15 Custodian. To employ a custodian or agent ("the Custodian") located anywhere within the United States, at the discretion of the Trustee but at the expense of the Trust, whether or not such Custodian is an affiliate of the Trustee or any person rendering services to the Trust; to register securities in the name of the Custodian or a nominee thereof without designation of

fiduciary capacity; and to appoint the Custodian to perform such other ministerial functions as the Trustee may direct. While such securities are in the custody of the Custodian, the Trustee will be under no obligation to inspect or verify such securities nor will the Trustee be responsible for any loss by the Custodian.

15.16 Administer Claims. To contest, compromise, arbitrate, or otherwise adjust claims in favor of or against the Trust, including paying those claims in full; to agree to any rescission or modification of any contract or agreement; and to refrain from instituting any suit or action unless indemnified for reasonable costs and expenses.

15.17 Corporate Rights. To vote and exercise any option, right, or privilege to purchase or to convert bonds, notes, stock (including shares or fractional shares of stock of any Corporate Trustee), securities, or other property; to borrow money for the purpose of exercising any such option, right, or privilege; to delegate those rights to an agent; to enter into voting trusts and other agreements or subscriptions; to participate in any type of liquidation or reorganization of any enterprise; and to write and sell covered call options, puts, calls, straddles, or other methods of buying or selling securities, as well as all related transactions.

15.18 Business Interests. To hold interests in sole proprietorships, general or limited partnerships, joint ventures, business trusts, land trusts, limited liability companies, and other domestic and foreign forms of organizations; and to exercise all rights in connection with such interests as the Trustee deems appropriate, including any powers applicable to a non-admitted transferee of any such interest.

15.19 Self-Dealing. To exercise all its powers even though it may also be acting individually or on behalf of any other person or entity interested in the same matters. The Trustee, however, shall exercise these powers at all times in a fiduciary capacity, primarily in the interest of the beneficiaries of the Trust. Despite any other provision of this Trust, no Trustee may participate in the decision to make a discretionary distribution that would discharge a legal support obligation of that Trustee. No Trustee who has made a disclaimer, either individually or as a Trustee, may exercise any discretion in determining the recipient of the disclaimed property, except pursuant to an ascertainable standard. All power to make such unlimited distributions, or to determine recipients of disclaimed property, will be exercised solely by the remaining Trustees, if any, or if there are no other Trustees then serving, by the person or persons named to serve as the next successor Trustee, or if there are none, by a special Trustee appointed for that purpose by a court having jurisdiction.

15.20 Elections. If no Personal Representative is serving for my estate, and to the extent permitted by law, to perform in a fiduciary capacity any act and make any and all decisions or elections under state law or the Internal Revenue Code on behalf of me or my estate, including but not limited to, claiming the whole or any part of the expenses of administration as income tax deductions for my estate or this Trust, electing the marital deduction in whole or in part, making allocations of my exemption from the federal generation-skipping transfer tax, adopting alternate values for estate tax purposes, and selecting taxable years and dates of distribution. The Trustee is specifically excused from making equitable adjustments among beneficiaries because of any election.

15.21 Qualified Property. To manage any qualified real property or qualified family-owned business interests so as to avoid imposition of the additional estate tax under Sections 2032A or 2057 of the Internal Revenue Code, and to furnish security for the payment of any additional estate taxes imposed under those sections.

15.22 Expenses. To pay all expenses of administration for the Trust Estate, including all taxes, assessments, compensation of the Trustee and its employees and agents, and reimbursements for expenses advanced (with interest as appropriate).

15.23 Terminate Small Trusts. After my death, to exercise its discretion, without court approval, to refrain from funding or to terminate any trust whenever the value of the principal of that trust would be or is (i) less than One Hundred Thousand Dollars ($100,000) or (ii) too small to administer economically, and to distribute the remaining principal and all accumulated income of the trust to include the types of distributions described in Section 15.12 to the beneficiaries then entitled to receive income in proportion to their shares of that income (or on a per capita basis if their shares are not fixed) in a manner consistent with the purposes of the Trust. The Trustee shall exercise this power to terminate in its discretion as it deems prudent for the best interest of the qualified beneficiaries at that time. This power cannot be exercised by any beneficiary, either alone or in conjunction with any other Trustee, but must be exercised solely by the other Trustee, or if none, by a special Trustee appointed for that purpose by a court having jurisdiction.

15.24 Allocations to Income and Principal. To treat premiums and discounts on bonds and other obligations for the payment of money in accordance with either generally accepted accounting principles or tax accounting principles and, except as otherwise provided to the contrary, to hold nonproductive assets without allocating any principal to income, despite any laws or rules to the contrary. The Trustee in its discretion may exercise the power described in Section 738.104 of the Florida Statutes to adjust between principal and income, as appropriate, including the allocation of some or all of the net capital gain to the beneficiaries as if it were fiduciary accounting income. The Trustee in its discretion may treat any discretionary distributions of principal as being paid first from realized capital gains. In addition, the Trustee may convert any income interest into a unitrust interest, or a unitrust interest to an income interest, as it sees fit, all as provided in Section 738.1041 of the Florida Statutes.

15.25 Use of Income. Except as otherwise provided in this Trust, and in addition to all other available sources, to exercise its discretion in the use of income from the assets of the Trust to satisfy the liabilities described in this Trust, without accountability to any beneficiary.

15.26 Sever or Join Trusts. To sever any trust on a fractional basis into two or more separate trusts, and to segregate by allocation to a separate account or trust a specific amount from, a portion of, or a specific asset included in any trust. The Trustee may consolidate two or more trusts (including trusts created by different transferors) having substantially the same beneficial terms and conditions into a single trust. The Trustee may take into consideration differences in federal tax attributes and other pertinent factors in administering any separate account or trust, in making applicable tax elections, and in making distributions. A trust created by severance or consolidation will be treated as a separate trust for all purposes from the date on which the severance or consolidation is effective (which may be before the exercise of this power), and will

be held on the same beneficial terms and conditions as those before the severance or consolidation. Income earned on a consolidated or severed amount, portion, or specific asset after the consolidation or severance is effective will pass with that amount, portion, or specific asset.

15.27 Consolidated Funds. Unless inconsistent with other provisions of this Trust, to hold two or more trusts or other funds in one or more consolidated funds, in which the separate trusts or funds have undivided interests, except that an accounting must be rendered to each trust showing its undivided interests in those funds.

15.28 Valuations. In making distributions or allocations under the terms of this Trust to be valued as of a particular date, to use asset valuations obtained for a date reasonably close to that particular date (such as a quarterly closing date before or after that date) if, in the Trustee's judgment, obtaining appraisals or other determinations of value on that date would result in unnecessary expense, and if in the Trustee's judgment, the fair market value as determined is substantially the same as on that actual date. This paragraph will not apply if valuation on a specific date is required to preserve a qualification for a tax benefit, including any deduction, credit, or most favorable allocation of an exemption.

15.29 Incorporation. To incorporate any business or venture, and to continue any unincorporated business that the Trustee determines to be not advisable to incorporate.

15.30 Delegation. To delegate periodically among themselves the authority to perform any act of administration of any trust.

15.31 Loans; Advances. To make loans to anyone under commercially reasonable terms, and to make cash advances or loans to beneficiaries, with or without security. The Trustee may retain a lien on future distributions to a beneficiary to repay those loans.

15.32 Election of Benefits. To select a mode of payment under any employee benefit or retirement plan, annuity, or life insurance payable to the trustee, exercise rights under such plan, annuity, or insurance, including exercise of the right to indemnification for expenses and against liabilities, and take appropriate action to collect the proceeds.

15.33 Investment Manager. To employ any investment management service, financial institution, or similar organization to advise the Trustee and to handle all investments of the Trust and to render all accountings of funds held on its behalf under custodial, agency, or other agreements. If the Trustee is an individual, these costs may be paid as an expense of administration in addition to fees and commissions.

15.34 Depreciation. To deduct from all receipts attributable to depreciable property a reasonable allowance for depreciation, computed in accordance with generally accepted accounting principles consistently applied.

15.35 Disclaim Assets or Powers. To disclaim any assets otherwise passing or any fiduciary powers pertaining to any trust created hereunder, by execution of an instrument of disclaimer meeting the requirements of applicable law generally imposed upon individuals executing disclaimers. No notice to or consent of any beneficiary, other interested person, or any

court is required for any such disclaimer, and the Trustee is to be held harmless for any decision to make or not make such a disclaimer. No disclaimer by the Trustee, whether as a fiduciary or as an individual, will cause that person to be treated as having predeceased me for purposes of serving as Trustee.

15.36 Related Parties. To enter into any transaction on behalf of the Trust despite the fact that another party to that transaction may be: (i) a business or trust controlled by the Trustee, or of which the Trustee, or any director, officer, or employee of the Corporate Trustee, is also a director, officer, or employee; (ii) an affiliate or business associate of any beneficiary or the Trustee; or (iii) a beneficiary or Trustee under this Trust acting individually, or any relative of such a party.

15.37 Additional Powers for Income-Producing Real Estate. In addition to the other powers set forth above or otherwise conferred by law, the Trustee has the following powers with respect to any income-producing real property which is or may become a part of the Trust Estate:

- To retain and operate the property for as long as it deems advisable;
- To control, direct, and manage the property, determining the manner and extent of its active participation in these operations, and to delegate all or any part of its supervisory power to other persons that it selects;
- To hire and discharge employees, fix their compensation, and define their duties;
- To invest funds in other land holdings and to use those funds for all improvements, operations, or other similar purposes;
- Except as otherwise provided with respect to mandatory income distributions, to retain any amount of the net earnings for working capital and other purposes that it deems advisable in conformity with sound and efficient management; and
- To purchase and sell machinery, equipment, and supplies of all kinds as needed for the operation and maintenance of the land holdings.

15.38 Winding Up. On termination of a trust, to exercise the powers appropriate to wind up the administration of that trust and distribute the remaining assets to the persons entitled to them, and to retain a reasonable reserve for the payment of debts, expenses, and taxes.

Ariana Estates

Rezoning Application – Narrative

Parcel Numbers: 424641, 424678, 1342666, 396716, 1299115, 536254, 424650, 473794, 1376219, 541444

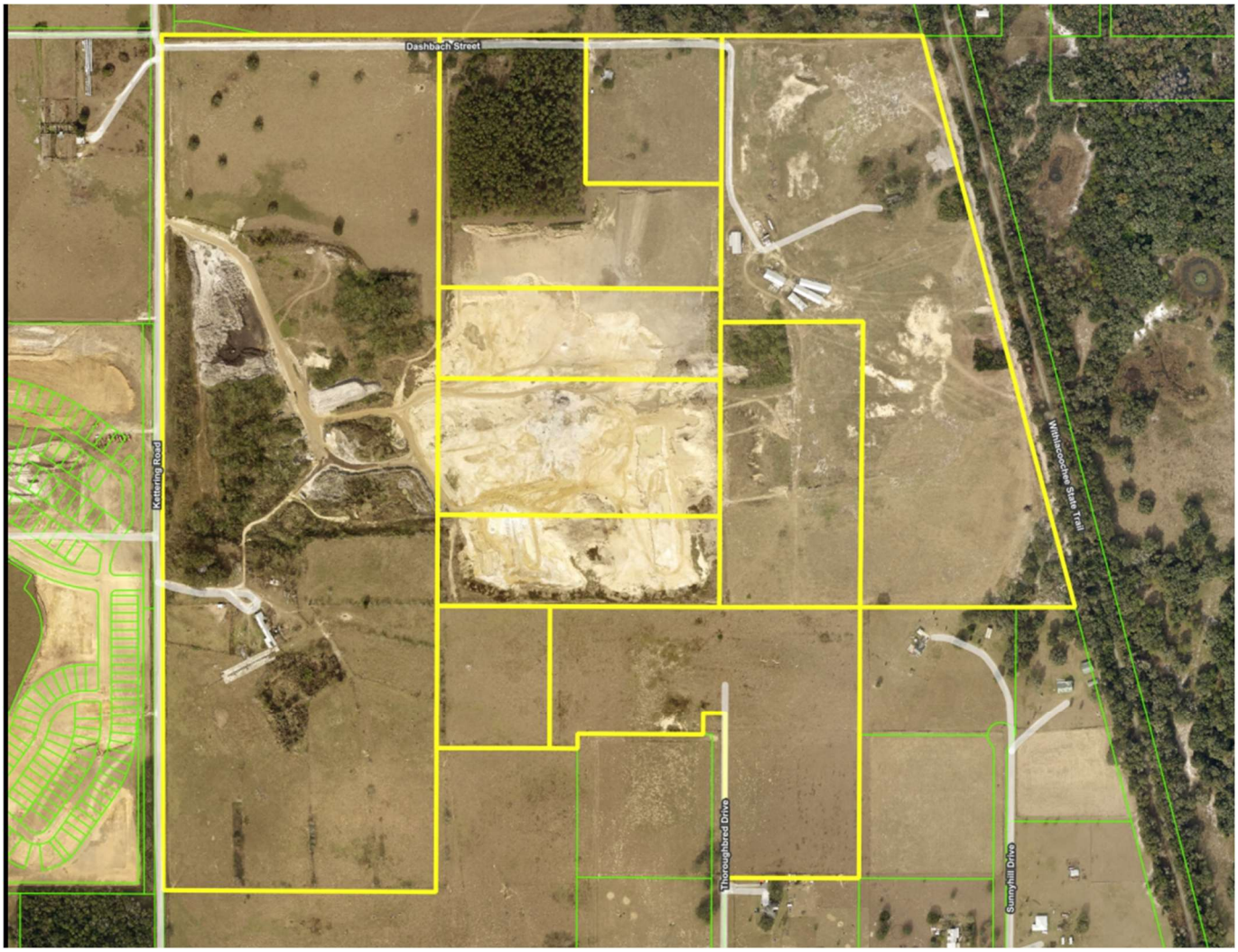


Figure 1. Ariana Estates - Aerial and Location Map

General:

The site consists of ±314.70 acres, lying at the southeast corner of Kettering Road and Dashbach Street within Section/Township/Range 16/23S/21E. Refer to Figure 1 above for the general location and aerial view and Exhibit A attached for specific parcel information.

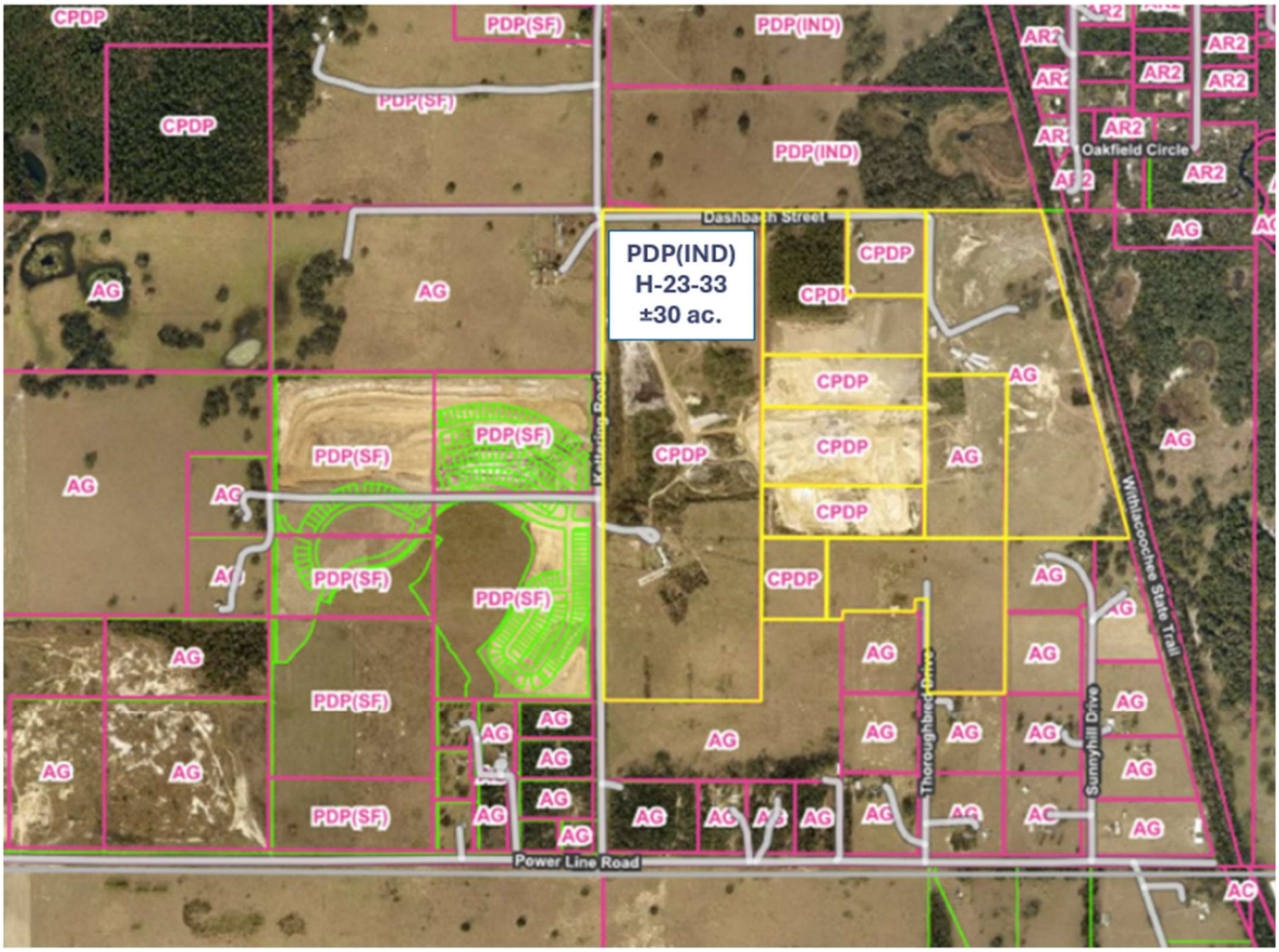


Figure 2. Ariana Estates - Zoning Map

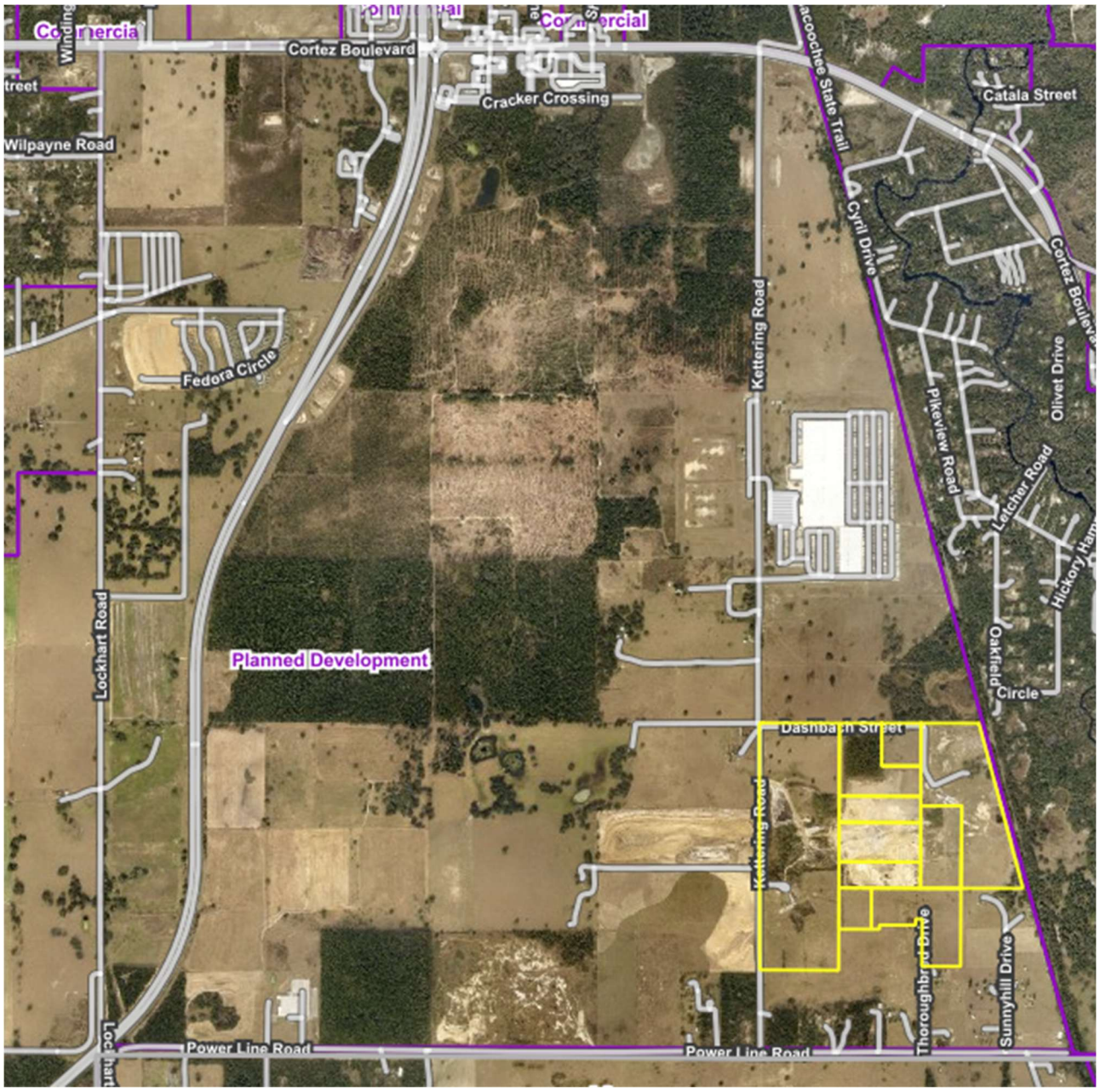


Figure 3. Ariana Estates - Future Land Use Map

As shown in Figures 2 & 3 above, the present zoning and future land use designations on the property are as follows:

Zoning – The property is currently zoned Agricultural (AG), Combined Planned Development Project (CPDP) and Planned Development Project Industrial (PDP(IND)) - ±30-acre portion of Key #396716.

Comprehensive Plan Future Land Use Map - The property is designated as part of the I-75/S.R. 50 Planned Development District (PDD). The PDD Area Plan was adopted on September 12, 2007.

The following table identifies adjacent zoning and the comprehensive plan's future land use map designations.

	Zoning	FLU	Property Use
North	PDP(IND)	I-75/S.R. 50 PDD	Vacant Industrial Land, Walmart Distribution Center
South	AG	I-75/S.R. 50 PDD	Rural Residential, Vacant – Pasco County
East	Withlacoochee State Trail, AG	Rural	Recreation, Vacant
West	PDP/SF (Benton Hills), AG, PDP/SF (Verona Hills)	I-75/S.R. 50 PDD	Single Family Subdivision Agriculture, Vacant

Request:

The applicant is requesting a rezoning from AG, CPDP and PDP(IND) to CPDP to develop a mixed residential project consisting of traditional single-family lots (PDP(SF)), townhomes and villas, and multifamily (PDP(MF)).

Project Description:

The project is proposed as a consolidated master planned development consisting of residential uses and amenities that will be compatible and consistent with the overall emerging pattern of development and allowable uses within the I-75/S.R. 50 Planned Development District. The ±215 ac. portion of the property to the west already zoned CPDP was approved for both single family and multi-family uses and the ±30 ac. portion at the southeast corner of Dashback and Kettering was approved for up to 210,000 SF of industrial uses. With significant frontage along Kettering and stretching south most of the way to Powerline Road, the overall ±314.70-acre Ariana Estates project offers the opportunity to revise the CPDP and PDP(IND) master plans and incorporate land to the east that was already designated as part of the adopted I-75/S.R. 50 Planned Development District Area Plan.

The revised master plan adds land while reducing residential density and eliminating the already approved industrial uses which were originally envisioned in the Area Plan to be north of Dashback. The proposed master plan provides a more appropriate transition of land uses from neighboring industrial to the north including smaller single family lots, townhomes and villas along the north boundary and single family lots as you move to the southern boundary of the project adjacent to more rural lots. This transition of uses was anticipated in the I-75/ SR 50 PDD and PDD master plans.

This application for a combined planned development project (CPDP) will accomplish the following:

- Maintain compatibility with the already approved Benton Hills, Verona Hills and Sunrise residential projects along Kettering.

- Provide housing in proximity to existing and future commercial and services along SR 50.
- Provide two access points on Kettering Road ultimately connecting to the S.R. 50 signalized intersection to the north.
- Establish a transitional project that can accommodate both single family and multi-family residential uses in the appropriate locations.
- Placing housing with greater density (45' lots, townhomes and villas) on the northern portion of the property in proximity to existing approved industrial to the north; this area will include holiday parking consistent with county requirements.
- Place housing with moderate density (single family detached homes) on the central and southern portions of the property.
- Providing the main recreational amenity adjacent to the central pond with further recreational opportunities along the adjacent Withlacoochee State Trail to the east.
- Providing a range of buffers along boundaries with Kettering Road, the Withlacoochee State Trail and adjacent private property.

The master plan depicts two access points directly to a future 4-laned Kettering Road which leads to the six-laned SR 50. The planned Dashback Road will provide a future east-west connection to Sunrise Boulevard. All these roadways and I-75 have very good levels of service.

The property consists of Candler and Arredondo soils, which are fast-draining and conducive for residential development and stormwater retention. There are also Adamsville soils, which are somewhat poorly drained, and rapidly permeable, but can be utilized for homebuilding with proper geotechnical evaluation and measures. There are minimal wetlands (see attached Exhibit B) on the property and only two floodplain areas, located to the northeast. These will likely be incorporated into the stormwater management system. Both potable water and central sewer will be provided by the Hernando County Utilities Department, which has a regional water plant on Lockhart Road and a regional wastewater treatment plant along Kettering. A water main and sewer force main lie along Kettering Road directly in front of the project. A school site along Kettering Road is part of the I-75/SR 50 master plan and developers of this property will be responsible for paying surcharges associated with that plan.

Residential:

The proposed residential uses include townhomes, villas and single-family detached lots ranging from 45'-75' in width. Along the north boundary, there are residential mixed-use pods that allow flexibility for development of 45' single family lots, townhomes or villas. In the center of the development, single family lots will be a minimum of 55'. To the south, the larger 75' single family lots combine with the 60' buffer to provide 75' of separation between future homes and the existing larger more rural lots further south. The overall density anticipated for residential is 3.13 du/ac or 988 dwelling units; compared to the previously approved CPDP, this is a reduction in density from 3.23 du/ac.

All acreages and dwelling units provided in the Land Use Table of the master plan are conceptual and for planning purposes only. The final number of each lot type and the associated acreages required will be determined at the time of platting. Forty-five foot (45') lots will not exceed 25% of the total single family lots. Development standards for each use have been included on the master plan. The proposed uses and requested deviations are as follows:

Single Family Detached

Maximum Building Coverage - 65% (deviation from 35%)
Minimum Lot Width - 45 feet (deviation previously approved for 50 feet) – maximum 25% of single-family lots
Minimum Lot Area - 4,950 square feet (deviation from 6,000 square feet)
Minimum Rear Setback - 15' (previously approved 15')
Minimum Side Setback – 7.5' (previously approved at 7.5' and 5')
Minimum Front Setback - 25'

Townhomes

Maximum Building Coverage - 70% (deviation from 45%)
Minimum Lot Width - 20 feet
Minimum Lot Area - 2,000 square feet (deviation from 12,000 square feet)
Minimum Setbacks
Front - 20 feet (deviation from 25 feet)
Rear - 15 feet (deviation from 20 feet)
Sides- 0 feet internal/7.5 feet for end units/15 feet between buildings

Villas

Maximum Building Coverage - 70% (deviation from 45%)
Minimum Lot Width - 35 feet per lot
Minimum Lot Area - 3,675 square feet (deviation from 12,000 square feet)
Minimum Setbacks
Minimum Front Setback - 25'
Sides - 0 feet internal/5 feet for end units/10 feet between buildings (deviation from 15 feet between buildings)
Rear - 15 feet (deviation from 20 feet)

Buffers & Perimeter Building Setbacks

Buffers

North - 30-foot landscape buffer (SEE REZONING TYPICAL BUFFER attached to Master Plan for Type 3 Buffer)
East (Withlacoochee State Trail) - Retain existing natural vegetation without buffer
West – (Kettering Rd.) 30-foot landscape buffer (SEE REZONING TYPICAL BUFFER attached to Master Plan for Type 3 Buffer)
South – (against AG properties) 60-foot vegetative buffer (30' landscape buffer plus 30' natural vegetation-SEE REZONING TYPICAL BUFFER attached to Master Plan for Type 3 Buffer)

Perimeter Primary Building Setbacks (Inclusive of Buffers)

North – 45-feet
East (along Withlacoochee State Trail) - 45-feet
West (Kettering Road) – 45-feet
South (Against AG properties)– 75-feet

Maximum Building Height-35 feet

Consistency with the Hernando County 2040 Comprehensive Plan

The subject property is located in the I-75/S.R. 50 Planned Development District on the future land use map, and is consistent with the following Goals, Objectives and Strategies from the Hernando County 2040 Comprehensive Plan.

I-75/SR-50 PLANNED DEVELOPMENT DISTRICT

Objective 1.05A: The I-75/SR-50 Planned Development District (I-75/SR-50 PDD) is hereby established for the purpose of implementing planning tools to maximize the potential economic value of the I-75 corridor through coordination of multiple land uses, roadway network configuration, new and upgraded public infrastructure and consistency of design. The PDD shall extend between the County's existing SR-50/I-75 interchange and where Lockhart Road crosses I-75 and from Lockhart Road to the Withlacoochee State Trail.

Strategy 1.05A(1): The I-75/SR-50 Planned Development District mapped area is characterized by a significant potential for future development of multiple land use types. The I-75/SR-50 PDD shall seek to create, to the maximum extent practical, a largely self-contained internally functional concentration of commercial, industrial, and mixed residential land uses supported by public infrastructure. The County intends to encourage and functionally integrate these land uses mainly

through advance planning and programming of infrastructure that facilitates orderly development patterns.

Analysis: The project is proposed as a mixed residential development transitioning from north to south with multifamily, townhomes and single family neighborhoods. The proposed land uses are integrated internally and with adjacent land uses in the PDD by its connection to Kettering Road extending north to SR 50 and to the southern limits of the development at Powerline Road.

Strategy 1.05A(3): Plans for development approval shall include a frontage road network, alternative access, and easements in accordance with long-range transportation plans of the Hernando/Citrus Metropolitan Planning Organization, and other planning studies/transportation criteria for the I-75/SR-50 PDD.

Analysis: The project provides the right of way for Kettering Road. A traffic study will be completed in conjunction with conditional plat review.

Strategy 1.05A(5): The County shall utilize the I-75/SR-50 Area Plan document dated September 4, 2007 and the I-75/SR-50 Area Circulation Plan Study dated April 2013, both hereby incorporated by reference, as a guide for the consistency of proposals for development, and the overall infrastructure needs and plans in the PDD.

I-75/SR-50 Area Plan

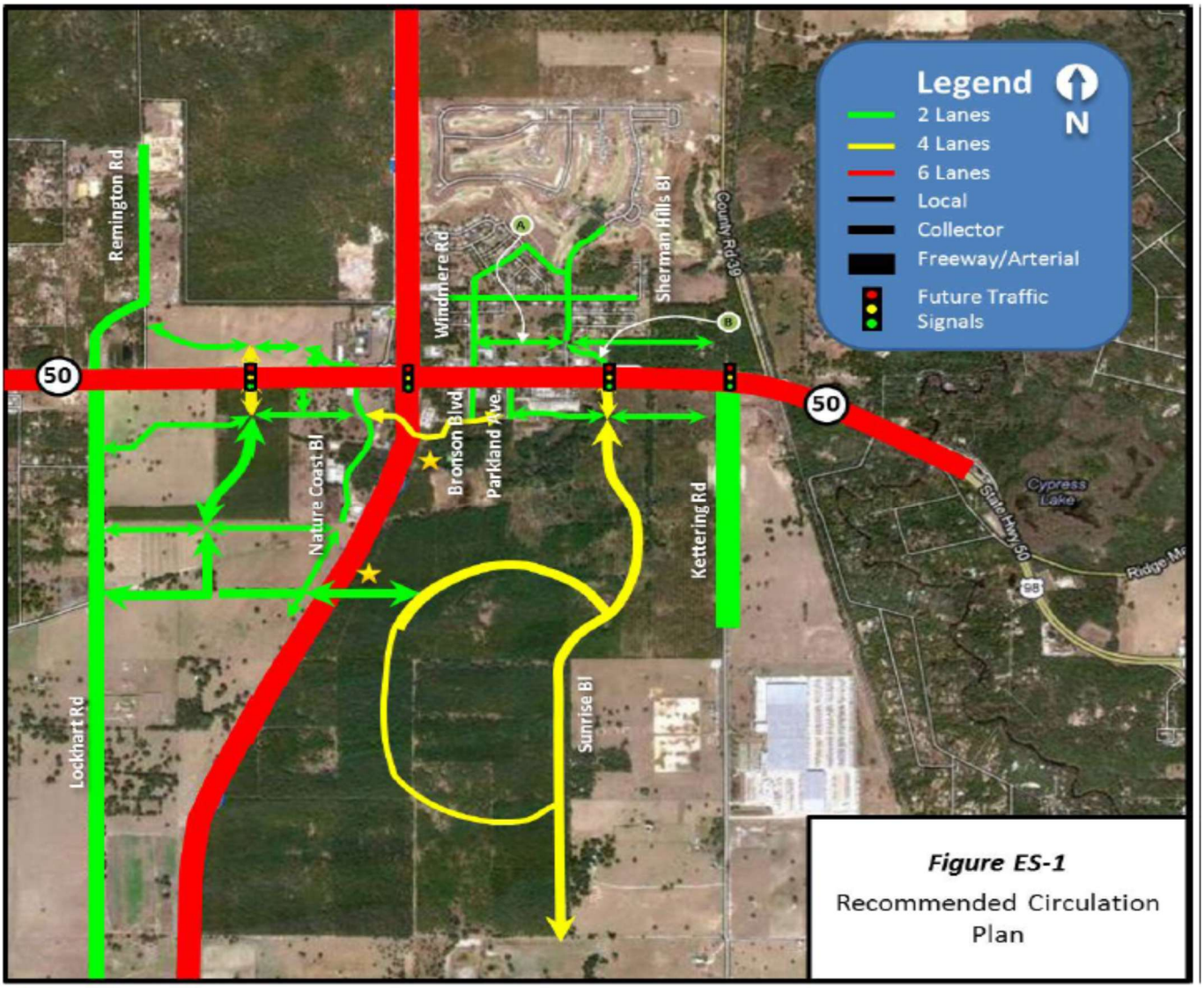
The project is consistent with the following standards of the PDD Area Plan:

- The project is consistent with the Area Plan Regional Roadway Network and conceptual roadway alignments and will provide right of way to the County where required.
- The project will pay Impact fee surcharges for roads (50%), schools (10%), public capital facilities-library-buildings-law enforcement-jail (10%), parks (60%) that contribute to the cost of providing the PDD Area with the required infrastructure.
- The project will pay its proportionate share of the utility network needs and construct the required improvements to serve the development.
- If required by the county at conditional plat, utility service agreements will be entered into with Hernando County.
- The project will provide an internal park site connected with sidewalks serving the needs of the community.

MPO I-75 at SR 50 Area Circulation Plan Study Final Report

The project is consistent with following Study recommendations for improved circulation and traffic flow:

- The recommended circulation plan shows 2-lane (currently planned to be 4-laned) Kettering Road that connects to the north at SR 50. East-west traffic will eventually be able to utilize the east-west connection from Kettering to Sunrise Boulevard and ultimately, I-75 at which east-west traffic can cross from one side of I-75 to the other, resulting in a 30 percent reduction of traffic on SR 50. Reduced traffic volumes can defer the need for costly interchange improvements, and the additional crossing locations provide for alternative routes for traffic circulation, which is advantageous for alternate modes of mobility and reduced dependence on SR 50.
- The potential for I-75 crossing locations should be reviewed with FDOT.
- Hernando County should adopt the enclosed circulation plan into its long-range transportation plan to increase the likelihood of its ultimate implementation.
- As individual land parcels are developed, implement elements of the circulation plan in conjunction with development approvals to provide improved circulation and access.



Locations illustrated are for conceptual purposes only. Potential alignments are subject to further study.

- A 2 lane east west roadway in approximate alignment with Cracker Crossing connecting Kettering Road to I-75
- 2 possible I-75 crossings; Dashback Street and Cracker Crossing.

Site Conditions

Topography

As shown in Figure 4, the property is undulating with site topography ranging from an elevation of 125 feet in the southwest corner of the property to 65 feet at the northeast corner.

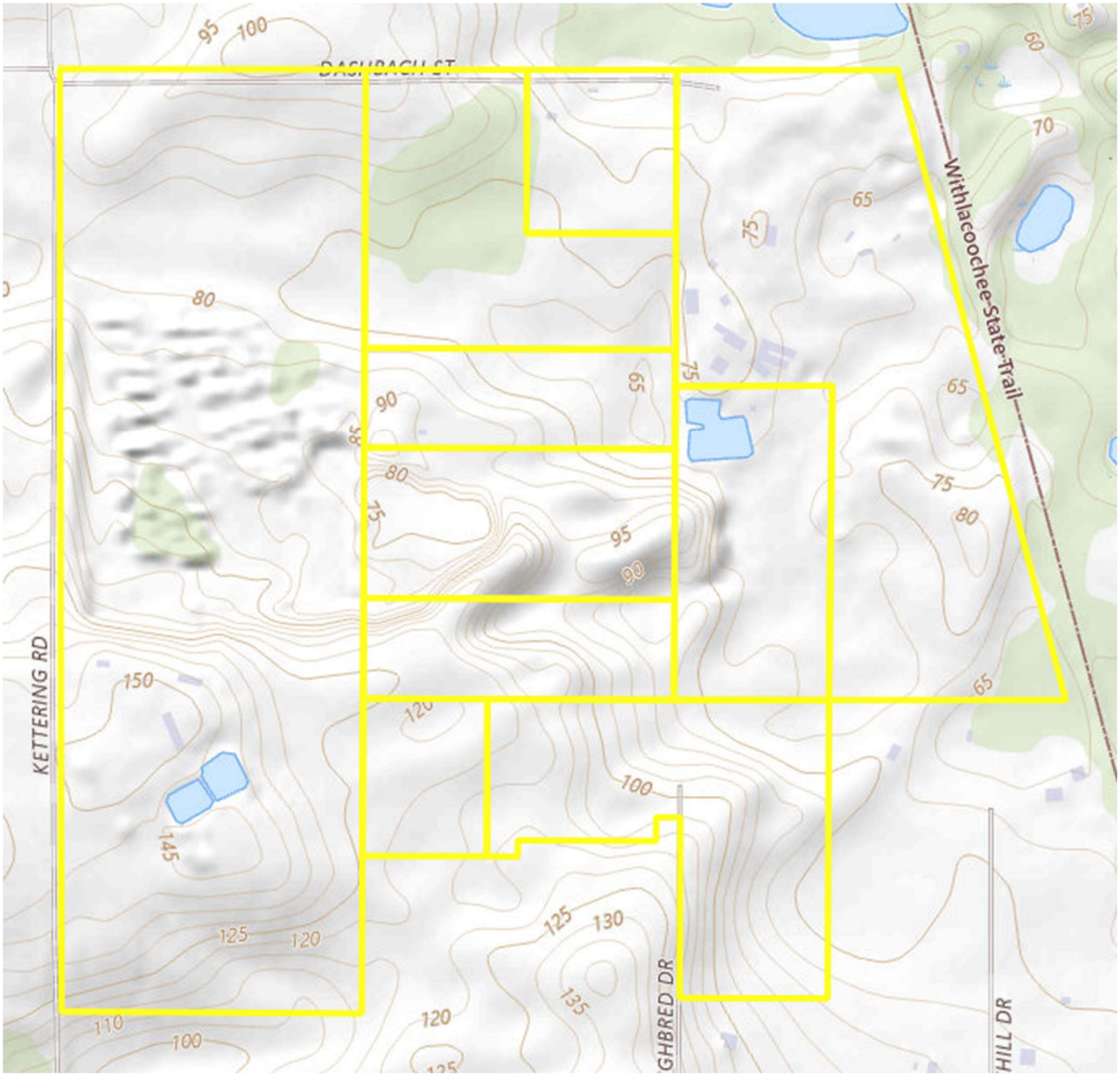


Figure 4. Ariana Estates – Topography Map

Floodplain

The site contains some areas in Zones A and AE to the north. As required, all development within these areas will be in compliance with the Hernando County Floodplain Management Ordinance and SWFWMD design criteria. Refer to Figure 5 for the floodplain designations.

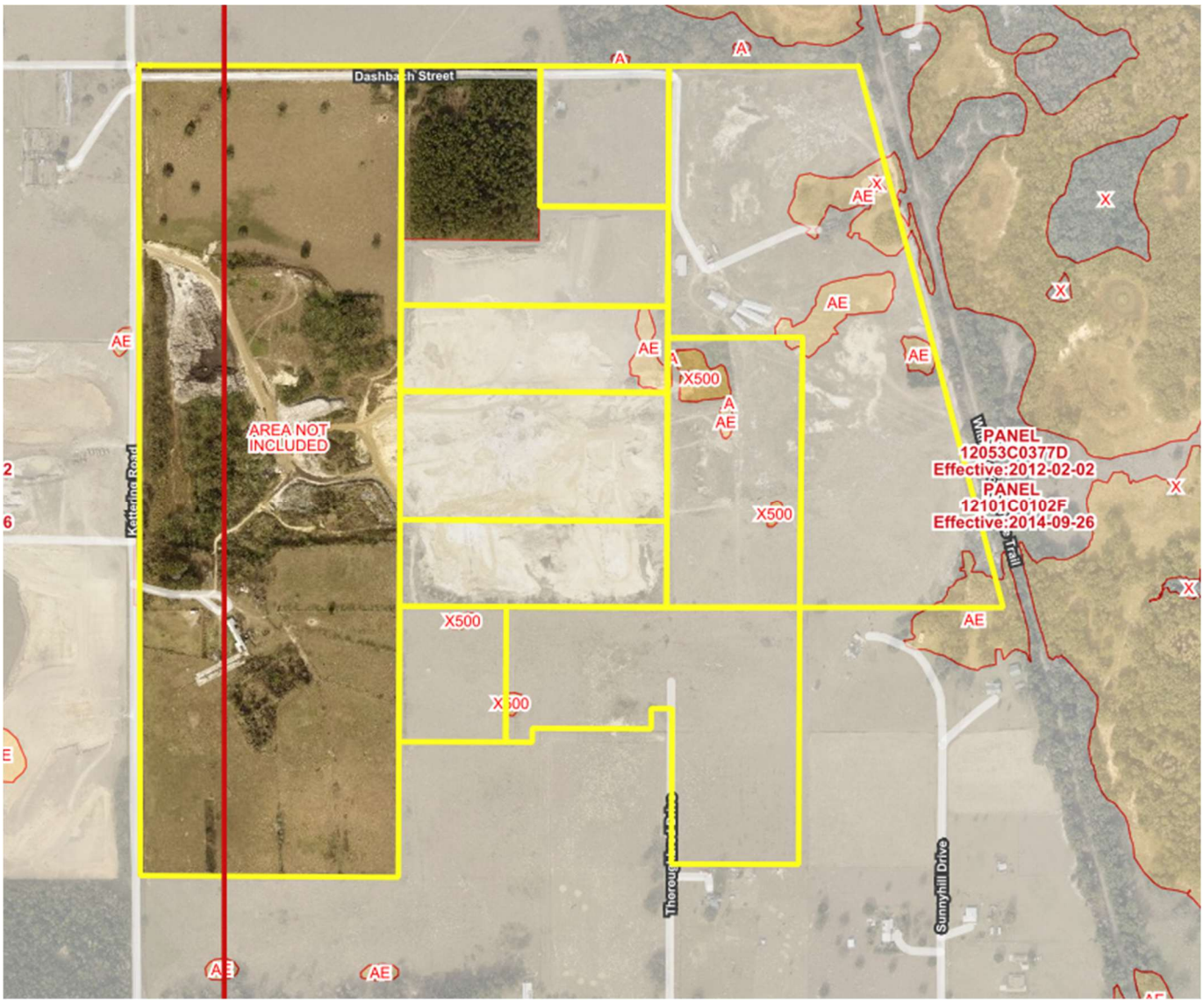


Figure 5. Ariana Estates – Floodplain Map

Soils

The site soils consist of Candler Fine Sand, Arredondo Fine Sand and Adamsville series. The Candler series consists of very deep, excessively drained, very rapidly to rapidly permeable soils on uplands. The Arredondo series consists of well drained soils that are rapidly permeable in the thick sandy surface and subsurface layers and moderate to very slow in the subsoil soils. Adamsville soils are very deep, somewhat poorly drained, and rapidly permeable. They are found on broad flats, low knolls, and lower side slopes. Refer to Figure 6 for the Soils Map.

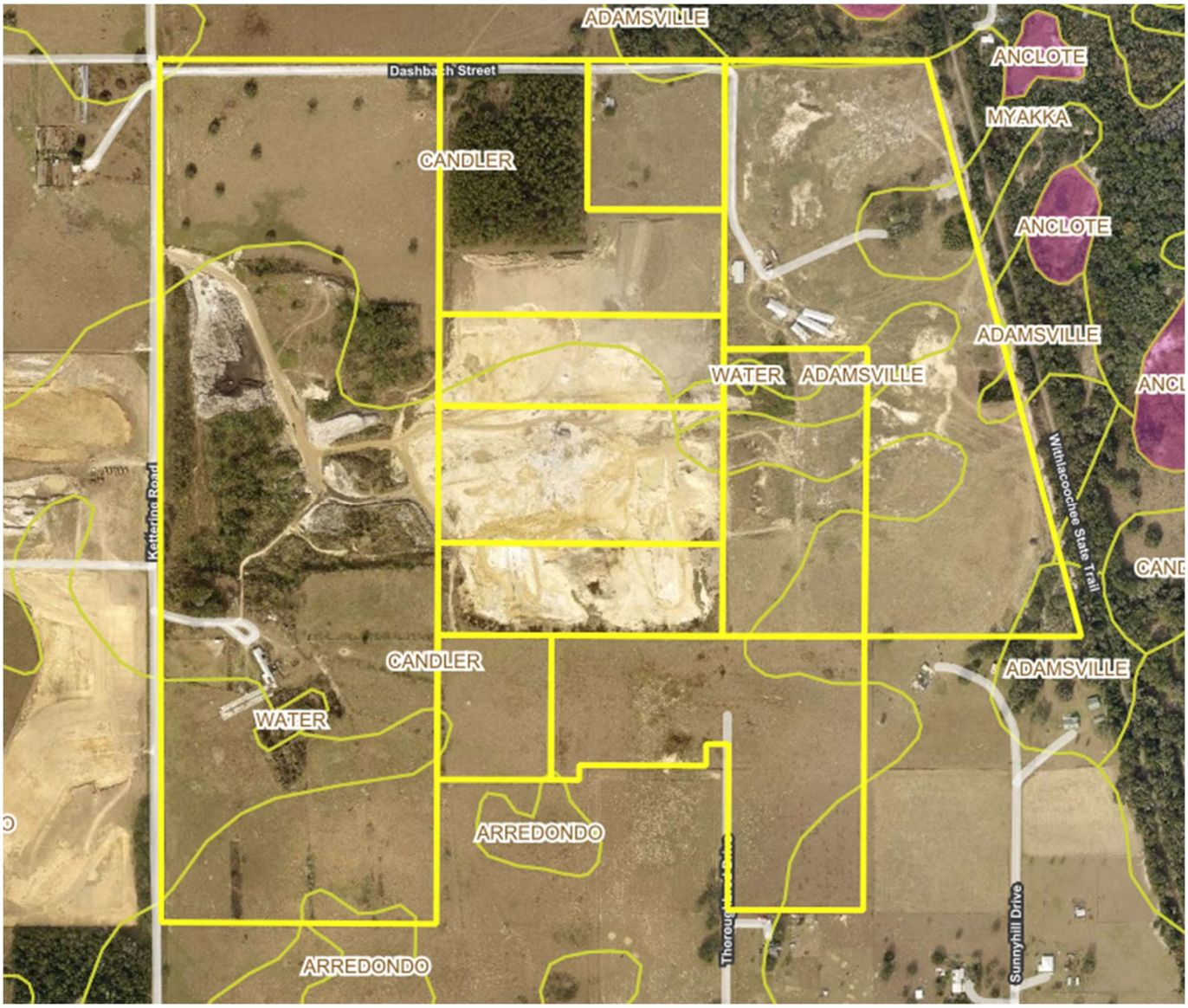


Figure 6. Ariana Estates – Soils Map

Site Environmental

A preliminary environmental site visit was conducted on June 2, 2025.

The following are the results of the site visit:

- Portions of the subject property contain an existing active sand mine.
- Portions of the property were historically used as a tree/yard debris mulching operation. Many debris piles were observed (primarily is the west).
- Portions of the property (primarily north and northeast) are currently used for cattle grazing operations.
- Gopher tortoises have been periodically permitted and relocated from the property starting in 2015, with a most recent permit issued by the FWC in 2024.
- No other state or federally listed species were detected.
- Specimen live oak trees (> 18-inch dbh) were observed on the property.
- Depressional areas (potentially jurisdictional) may exist. Further evaluation is needed.

Infrastructure

In addition to impact fees, the project will pay Impact fee surcharges for roads (50%), schools (10%), public capital facilities-library-buildings-law enforcement-jail (10%), parks (60%) that contribute to the cost of providing the PDD Area with the required infrastructure.

Adequate Access/Transportation

The project provides circulation and access consistent with the intent of the MPO I-75 at SR 50 Area Circulation Plan Study. This includes:

- Access on Kettering leading to the traffic signal on SR 50
- Provision of additional right of way along Kettering Road at no cost to the County

SR 50 has a very good level of service and is an arterial roadway in the I-75/SR 50 infrastructure plans. Kettering Road is a major link in the I-75/SR 50 PDD transportation network, is signalized at SR 50 and has a good level of service.

The entrances and project roads/streets will be designed and permitted in accordance with the requirements of the County Engineer. A traffic study and access analysis will be provided as required by the County Engineer. Any improvements required will be consistent with the PDD Area Plan and the requirements of the County Engineer.

Utilities

Both potable water and central sewer will be provided by the Hernando County Utilities Department (HCUD), which has a regional water plant to the west at Lockhart Road and a regional wastewater treatment plant to the north on Kettering Road. A potable water main and a sewer force main lie within the Kettering Road ROW on the west side of the project. The applicant will complete a capacity

analysis and if required by Hernando County enter into a utilities service agreement with HCUD at the time of conditional plat to ensure the timing of connection to, and capacity of those facilities. Any required utility infrastructure improvements will be determined at the time of development order review and issuance.

Drainage

The stormwater management system will be designed and constructed as permitted by the Southwest Florida Water Management District (SWFWMD).

Recreation

The project will comply with the neighborhood park requirements of Chapter 26 (Subdivisions,) Section 26-75 of the Henando County Code of Ordinances (Subdivision Improvement Requirements) and the PDD Area Plan. As shown on the zoning master plan, the main recreational amenity has been located in the center of the project adjacent to a large pond in order to enhance the passive recreation opportunities for residents. There are also four additional park areas planned in close proximity to residential pods. The project is directly adjacent to Withlacoochee State Trail that provides additional recreational opportunities. An optional pedestrian connection to the State Trail has been added to the master plan within the park/amenity area along the eastern boundary.

Schools

A certification of concurrency will still be obtained from The Hernando County School District demonstrating adequate capacity to serve the project at the time of conditional plat. The subject site is within the school boundaries of Eastside Elementary School, DS Parrott Middle School, and Hernando High School. The School District has a pending offer to provide a school site from Sunrise. If the site is not selected by the District, mitigation of public school impacts may be required by separate agreement with the School District. As required in the I-75/SR 50 PDD plan area, 10% impact fee surcharges will be paid for schools.

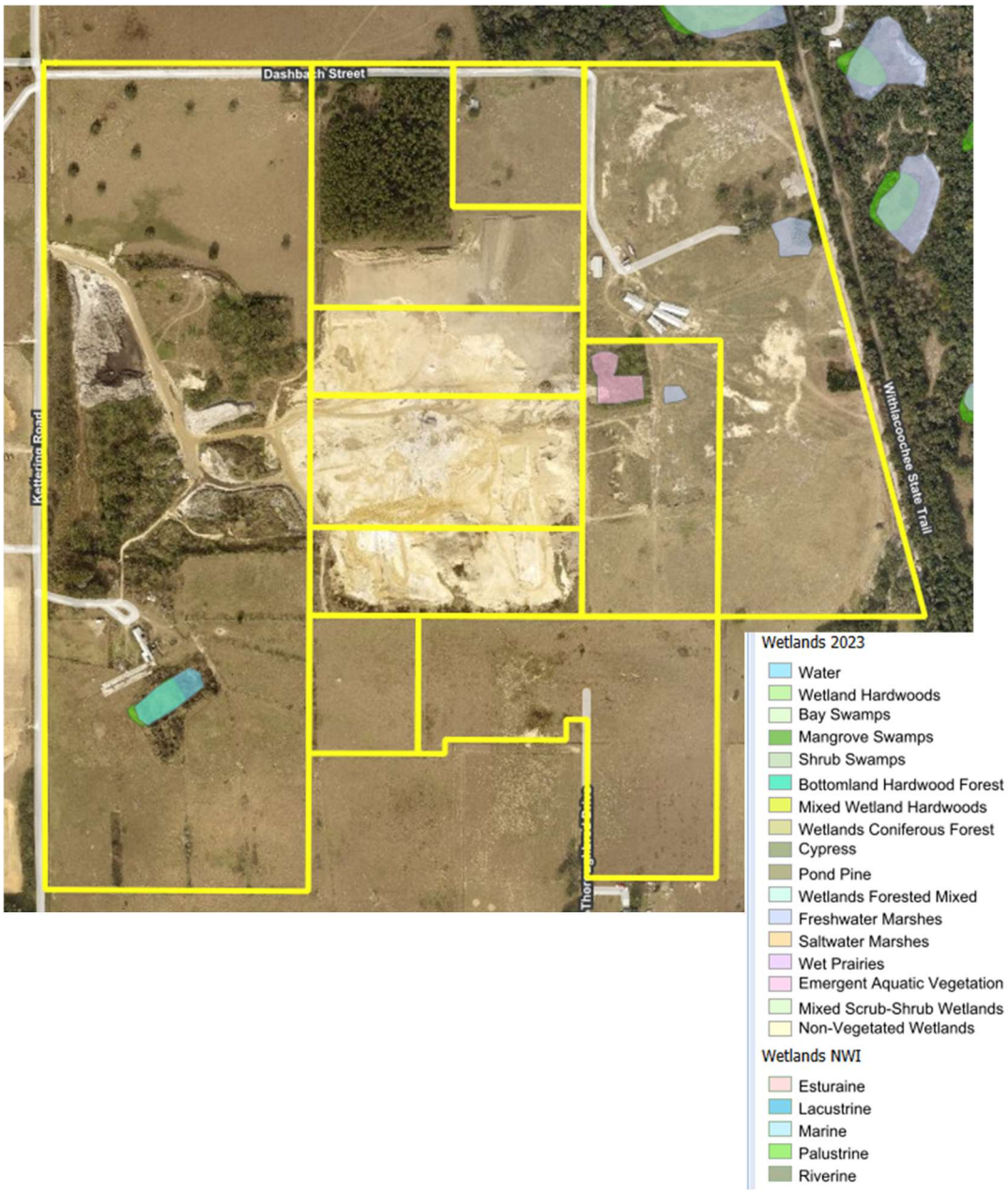
Conclusion

The proposed project consists of a mixed-use residential development that is consistent with the Hernando County 2040 Plan, the I-75/SR 50 Area Plan, the MPO Circulation Plan Study for the I-75/SR 50 PDD Area and is consistent/compatible with development trends in the area. Infrastructure will be provided in accordance with required surcharge fees and the results of separate studies at the time of development and based on concurrency management requirements.

EXHIBIT A

KEY #	PARCEL #	Owner	Section	Township	Range
00396716	R16 423 21 0000 0020 0000	PEDONE LEE K & ARIANA DAIRY FARM INC	16	23	21
00424641	R16 423 21 0000 0020 0010	PEDONE LEE KELSO TTEE	16	23	21
00424650	R16 423 21 0000 0020 0020	PEDONE LEE KELSO TTEE	16	23	21
00424678	R16 423 21 0000 0020 0040	PEDONE LEE KELSO TTEE	16	23	21
00473794	R16 423 21 0000 0020 0050	PEDONE LEE K TTEE	16	23	21
00536254	R16 423 21 0000 0020 0080	ARIANA DAIRY FARM INC	16	23	21
00541444	R16 423 21 0000 0020 0090	PEDONE LEE K & ARIANA DAIRY FARM INC	16	23	21
01299115	R16 423 21 0000 0030 0023	ARIANA DAIRY FARM INC	16	23	21
01342666	R16 423 21 7060 0000 0A10	ARIANA DAIRY FARM INC	16	23	21
01376219	R16 423 21 0000 0020 0051	PEDONE LEE K TTEE	16	23	21

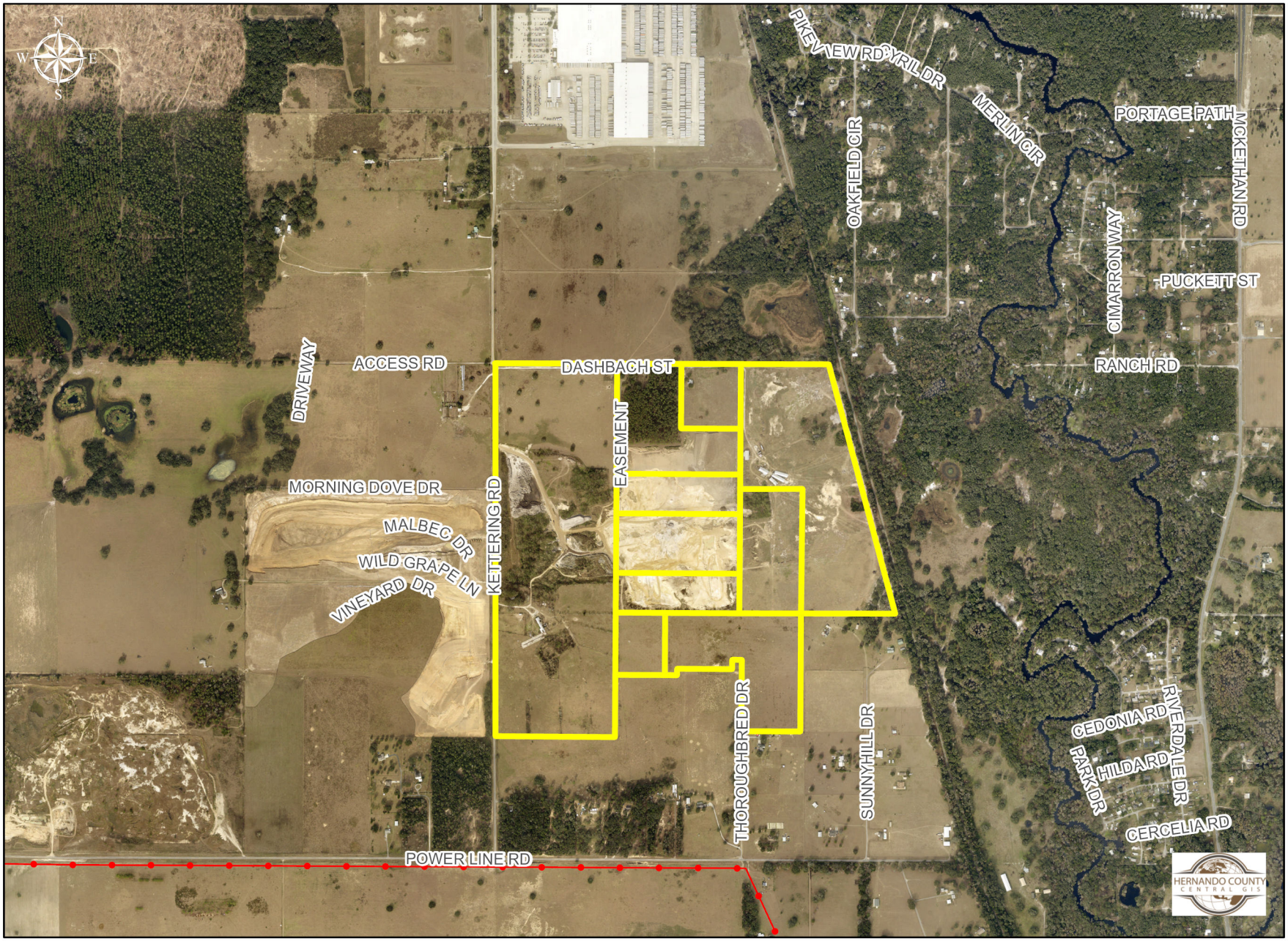
EXHIBIT B


Dashbach Street
Withlacoochee State Trail
Wetlands 2023
Water
Wetland Hardwoods
Bay Swamps
Mangrove Swamps
Shrub Swamps
Bottomland Hardwood Forest
Mixed Wetland Hardwoods
Wetlands Coniferous Forest
Cypress
Pond Pine
Wetlands Forested Mixed
Freshwater Marshes
Saltwater Marshes
Wet Prairies
Emergent Aquatic Vegetation
Mixed Scrub-Shrub Wetlands
Non-Vegetated Wetlands
Wetlands NWI
Esturaine
Lacustrine
Marine
Palustrine
Riverine

H-25-26

Photo date: 2023

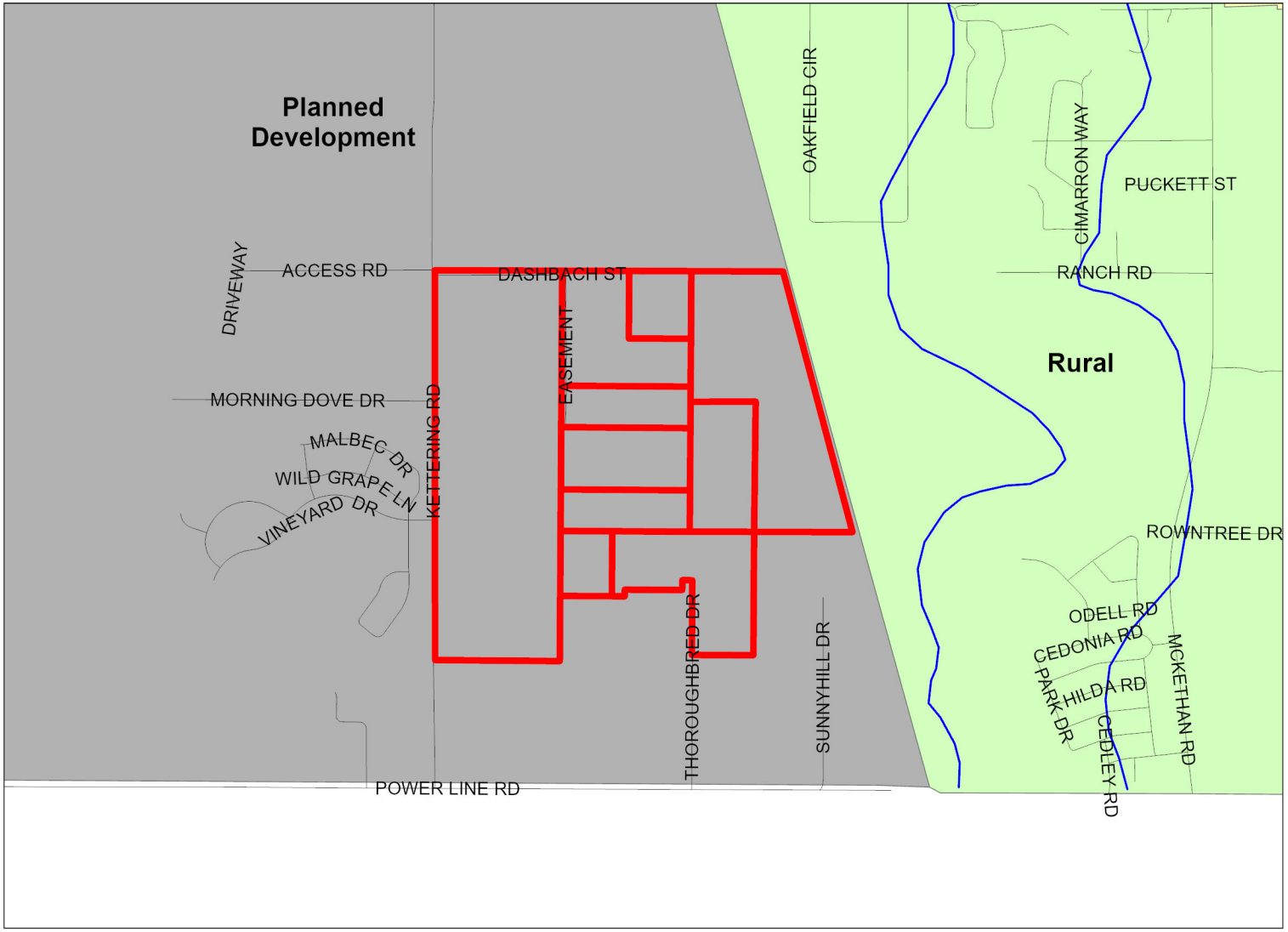
This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.



Hernando County Comprehensive Plan Map

Existing Future Land Use: H-25-26

Version Date: 12/09/2022



H-25-26

FLU Riverine District

Regional Commercial

FLU

- CITY
- COMMERCIAL
- CONSERVATION
- EDUCATION
- INDUSTRIAL
- MINING
- PLANNED DEVELOPMENT
- PUBLIC FACILITIES
- RECREATION
- RESIDENTIAL
- RURAL

Future Land Use Map

PLEASE REFER TO THE TEXT PORTION OF THE COMPREHENSIVE PLAN IN CONJUNCTION WITH THE USE OF THE FUTURE LAND USE MAP SERIES.

NOTE: THE RIVERINE DISTRICT IS SHOWN AS A LINE SETBACK PARALLEL TO THE WEEKI WACHEE, MUD AND WITHLACOOCHEE RIVERS.

0 0.13 0.25 0.5 0.75 1 Miles

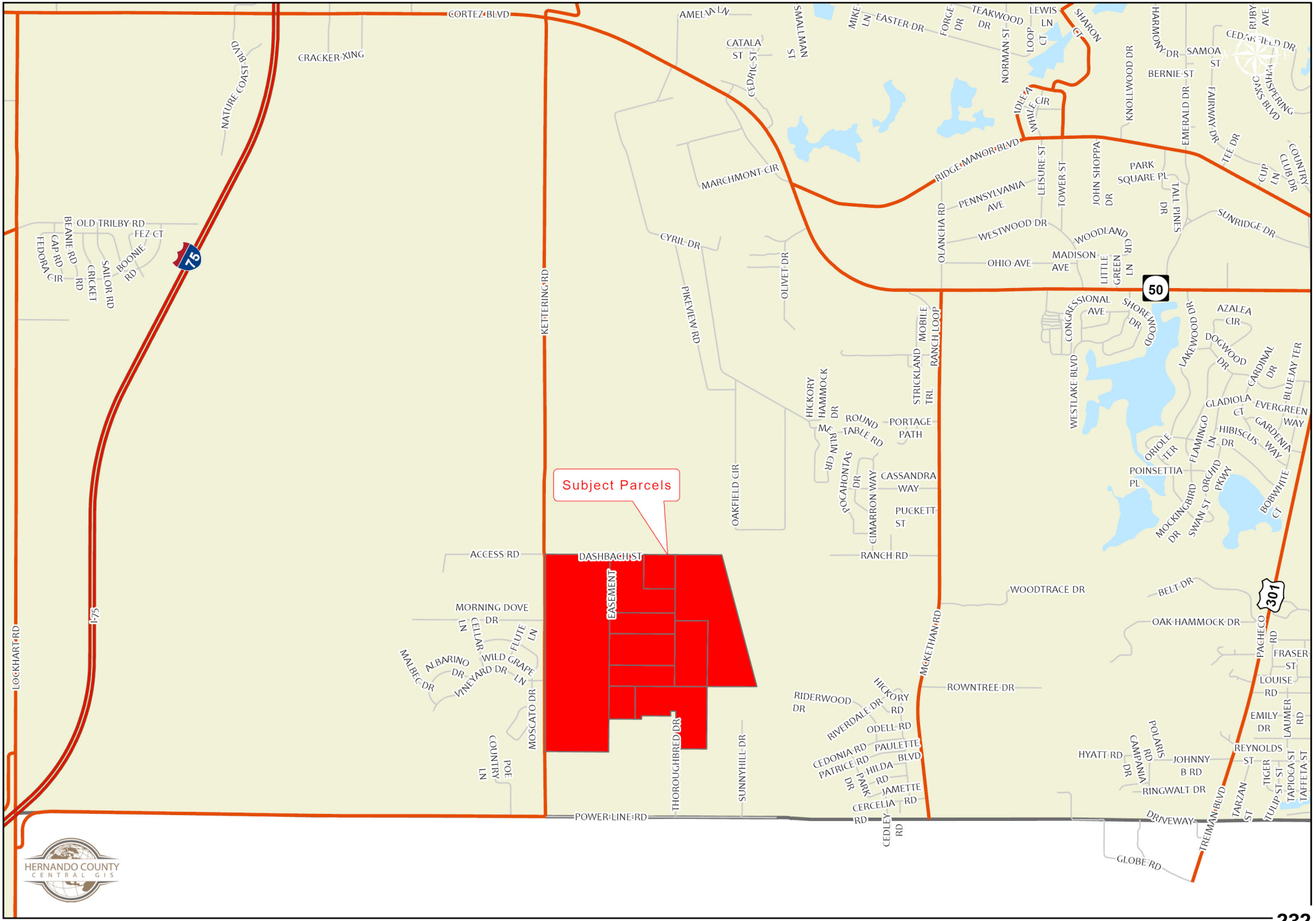
N W E S

Date of mapping: 07/22/2025

HERNANDO COUNTY CENTRAL GIS

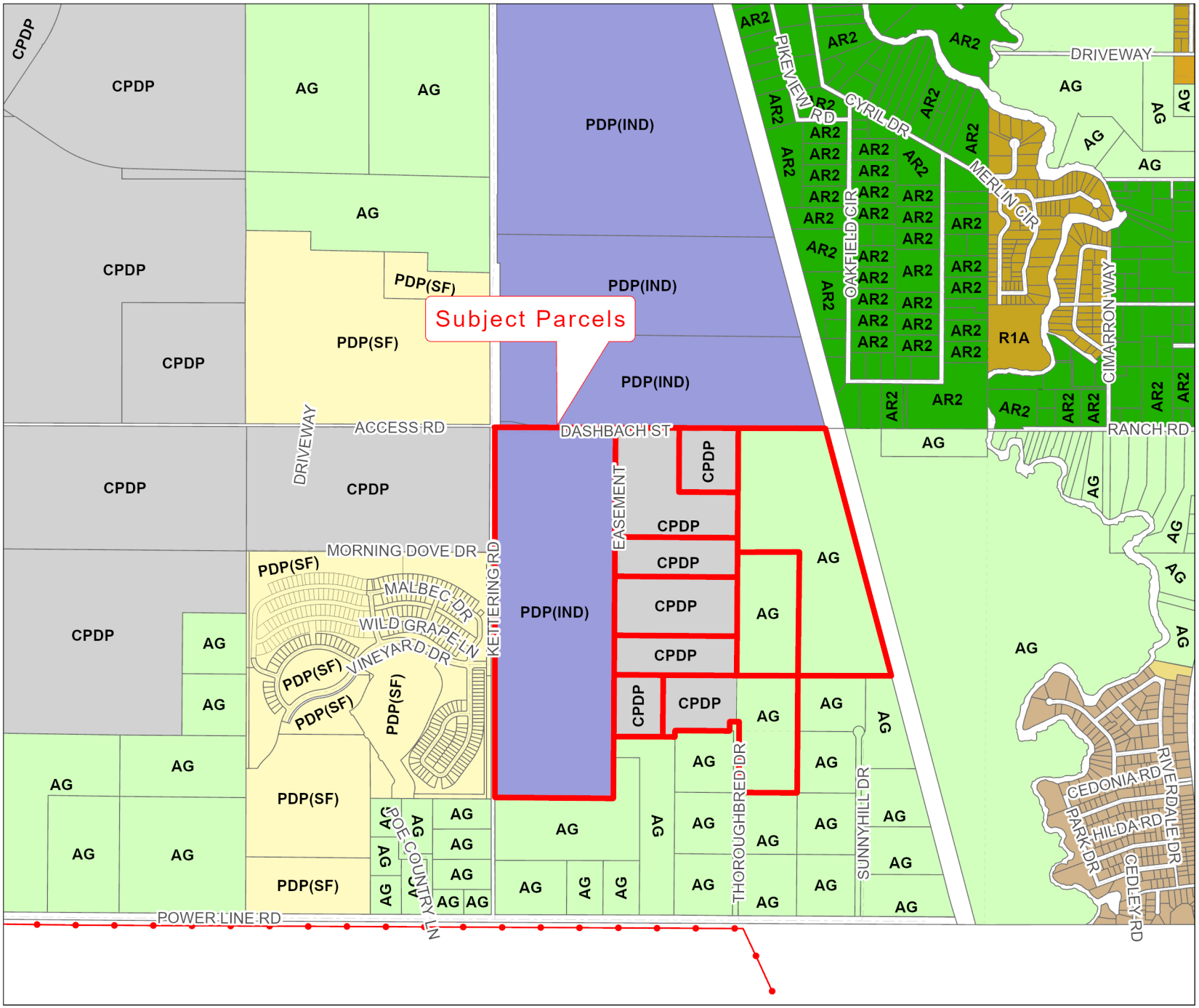
H-25-26 AREA MAP

This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.



H-25-26

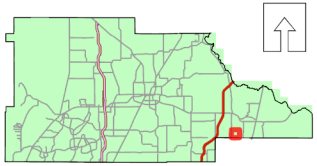
This map was prepared by this office to be used as an aid in land parcel location and identification only. All land locations, right-of-way widths, acreages, and utility locations are subject to field survey or other appropriate verification.



Zoning:

- AC
- AG
- AR
- AR1
- AR2
- C1
- C2
- C3
- C4
- CITY
- CM1
- CM2
- CPDP
- CV
- I1
- I2
- M
- OP
- PDP(AF)
- PDP(CM)
- PDP(CP)
- PDP(GC)
- PDP(GHC)
- PDP(HC)
- PDP(HHC)
- PDP(HID)
- PDP(IND)
- PDP(LI)
- PDP(MF)
- PDP(MH)
- PDP(NC)
- PDP(OP)
- PDP(PSF)
- PDP(REC)
- PDP(RR)
- PDP(RUR)
- PDP(SF)
- PDP(SU)
- R1A
- R1B
- R1C
- R1MH
- R2
- R2.5
- R3
- RC
- RM

City Zoning Pending



Hernando County Planning Department
Project date: 07/22/2025

0 0.1 0.2 0.4 0.6 0.8 Miles

September 5, 2025

Michelle Miller, Senior Planner
Hernando County Planning Department
1653 Blaise Dr.
Brooksville, FL 34601

RE: **Response to Request for Additional Information**
Project Name: Riopelle-Ariana Farms - Rezoning
Application No.: H-25-26

Michelle,

This letter is in response to County comments relating to the project referenced above. Enclosed for Staff review are the following items:

- Revised Master Plan including Buffer Cross Section
- Revised Narrative

Please note that County comments have been restated below and an explanation of our response has been provided in italics.

Utilities Department

HCUD does not currently supply water or wastewater service to these parcels. Water service is available, there is a 12" force main that runs along Kettering Rd adjacent to these parcels.
Response: Confirmed. The Proposed Development will connect to the Water Main and Force Main on Kettering Rd.

HCUD has no objection to the zoning change from (AG & C/PDP) to (C/PDP) to develop a mixed residential project consisting of single-family lots, townhomes, and villas.
Response: Acknowledged.

Please note: HCUD is unable to immediately provide the necessary sewer service to the site from existing infrastructure and the necessary Ridge Manor Wastewater Treatment Plant expansion may not be in place when the impacts of the site development occur. However, options to facilitate service can be explored.

966 Candlelight Boulevard • Brooksville • Florida 34601
(352) 796-9423 • Fax: (352) 799-8359
e-mail: permits@Coastal-Engineering.com
Website: www.Coastal-Engineering.com

If a water and sewer (W&S) agreement is accepted, the utility would be able to extend services to your development. This agreement would outline the specific terms and conditions under which water and sewer services would be provided. Parcel Key's# 396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, 1376219.

Response: If sewer capacity is available at the time of conditional plat a W&S should not be necessary; however, if sewer capacity is not available at the time of Conditional Plat review, we would request that consistent with Hernando County LDC Section 23-263.(b)(1)b., concurrency would be satisfied subject to the condition that the Ridge Manor Wastewater Treatment Plant expansion will be in place at the time when the project connects to the County Wastewater system for operation. Accordingly, consistent with Sec 23-263.(b).(1).b-d the developer requests that the Concurrency evaluation be deferred to Construction Plan Approval consistent with the provision that "A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur".

Department of Public Works:

Key Nos.: 396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, 1376219: (Riopelle Properties, LLC):

A Traffic Access Analysis with a traffic signal warrant analysis for Kettering Road at Benton Hills Development will be required. Any improvements identified by the Traffic Access Analysis will be the developer's responsibility to install.

Response: Acknowledged.

All typical sections and driveway connections will need to meet Hernando County standards.

Response: Acknowledged.

Pedestrian connectivity is needed to connect the various pods.

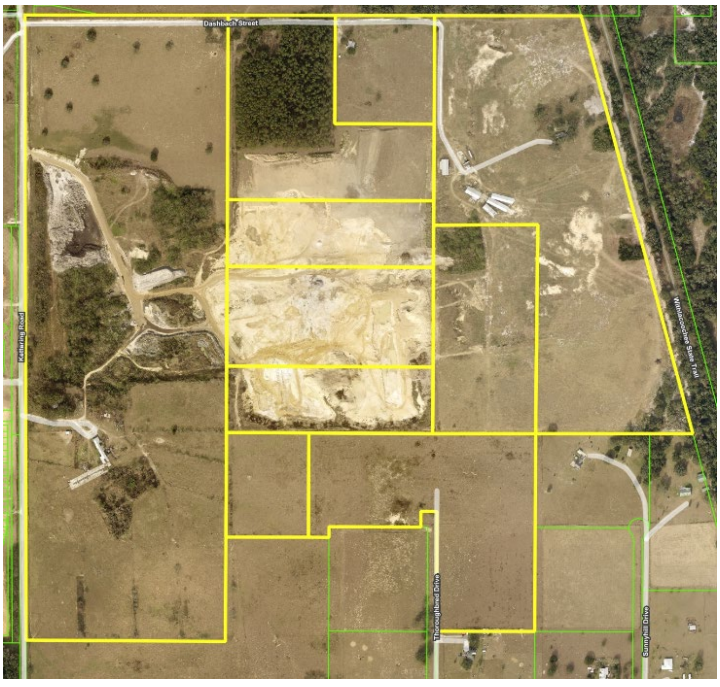
Response: Confirmed. Pedestrian Connectivity will be met through internal sidewalks. All internal Sidewalks will connect to the Park/Amenity Areas. An optional pedestrian connection to the

Withlacoochee State Trail to the east has also been added to the Master Plan within the Park/Amenity Area that connects to the eastern boundary.

Right of Way along Kettering Road will be required, developer to work with the County Engineer at the time of development to determine amount.
Response: Confirmed. The Proposed R/W reservation is depicted on the Master Plan. The reservation depicted is consistent with the I-75/SR-50 PDD Area Plan and will be submitted to the County Engineer at the time of Conditional Plat for final approval.

Planning:

- Landscape buffers: I think we need to get away from using both "landscape buffer" and "Vegetated buffer". Buffers need to all be consistently installed up to 80% opacity with a planting plan provided at the time of construction drawing. The BOCC has provided direction on what they are seeking for buffers, and consistency is key. Staff recommendation for buffers will be this language.
Response: See Aerial Image below. The property lacks existing vegetation; a natural vegetative buffer will not be possible in this location. All Buffers will be landscaped with the exception of the East Property line adjacent to the Withlacoochee State Trail. See Buffer Type 3 for proposed cross section. A Fence is not required but can be installed at the Developers' discretion.



- I love the recreation area approach and will be asking for bike/ped connectivity as much as possible to provide greater recreational opportunities for residents.
  Response: Acknowledged. Sidewalks are being provided internally with connectivity to park/amenity areas. There are additional recreational opportunities available along Withlacoochee State Trail that is directly to the east. The proposed pedestrian connection to the State Trail to the east has been added with the intent of providing direct access for residents and guests within the community to the trail.

  Confirm the percentage of 45' Lots.
  Response: 45' lots will not exceed 25% of the total single-family lots. The balance of the SF lots will be a mix of 55's, 65's, and 75's to be located at the time of Conditional Plat.

We trust that the information provided will adequately address County comments and allow approval of the associated permit. Please contact me at your convenience if there are any additional questions concerning this project.

Sincerely,

Concetta Cook
Permit Coordinator
Coastal Engineering Associates, Inc.

Detail by Entity Name

Florida Profit Corporation
ARIANA DAIRY FARM, INC.

Filing Information

Document Number	H36382
FEI/EIN Number	59-2487849
Date Filed	12/28/1984
State	FL
Status	ACTIVE

Principal Address

4335 Kettering Road
BROOKSVILLE, FL 34602

Changed: 04/12/2013

Mailing Address

4335 Kettering Road
BROOKSVILLE, FL 34602

Changed: 04/12/2013

Registered Agent Name & Address

PEDONE, LEE K
4335 Kettering Road
BROOKSVILLE, FL 34602

Name Changed: 04/27/2009

Address Changed: 04/12/2013

Officer/Director Detail

Name & Address

Title PD

PEDONE, LEE K
4335 Kettering Road
BROOKSVILLE, FL 34602

Annual Reports

Report Year	Filed Date
2023	03/06/2023
2024	02/06/2024
2025	02/15/2025

Document Images

02/15/2025 -- ANNUAL REPORT	View image in PDF format
02/06/2024 -- ANNUAL REPORT	View image in PDF format
03/06/2023 -- ANNUAL REPORT	View image in PDF format
01/24/2022 -- ANNUAL REPORT	View image in PDF format
04/13/2021 -- ANNUAL REPORT	View image in PDF format
05/10/2020 -- ANNUAL REPORT	View image in PDF format
03/31/2019 -- ANNUAL REPORT	View image in PDF format
03/09/2018 -- ANNUAL REPORT	View image in PDF format
02/21/2017 -- ANNUAL REPORT	View image in PDF format
01/24/2016 -- ANNUAL REPORT	View image in PDF format
02/16/2015 -- ANNUAL REPORT	View image in PDF format
02/08/2014 -- ANNUAL REPORT	View image in PDF format
04/12/2013 -- ANNUAL REPORT	View image in PDF format
02/15/2012 -- ANNUAL REPORT	View image in PDF format
02/06/2011 -- ANNUAL REPORT	View image in PDF format
01/10/2010 -- ANNUAL REPORT	View image in PDF format
04/27/2009 -- ANNUAL REPORT	View image in PDF format
01/21/2008 -- ANNUAL REPORT	View image in PDF format
04/16/2007 -- ANNUAL REPORT	View image in PDF format
07/10/2006 -- ANNUAL REPORT	View image in PDF format
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04/23/2004 -- ANNUAL REPORT	View image in PDF format
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03/29/2001 -- ANNUAL REPORT	View image in PDF format
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02/11/1999 -- ANNUAL REPORT	View image in PDF format
05/18/1998 -- ANNUAL REPORT	View image in PDF format
02/03/1997 -- ANNUAL REPORT	View image in PDF format
08/23/1996 -- ANNUAL REPORT	View image in PDF format
05/26/1995 -- ANNUAL REPORT	View image in PDF format

From:	Ellen Kraft
To:	Victoria Via; Michelle Miller; Planning Resource Object
Subject:	H-25-26
Date:	Tuesday, October 7, 2025 4:03:50 PM
Attachments:	H-25-26.pdf

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see attached letter for review by the Planning & Zoning Commission prior to the October 13, 2025, hearing on the application #H-25-26. Neither my husband nor I will be able to attend this hearing.

I have also attached photos of the flooding issues after any large storms, as referenced in my letter.

I would respectfully ask that the attached letter be read aloud at the Hearing so that those in attendance have the opportunity to hear my comments as they would if I were able to attend the meeting.

We are asking that the application be denied.

Thank you in advance.

Ellen M. Kraft
3350 Sunnyhill Drive, Brooksville FL

3350 Sunnyhill Drive
Brooksville, FL 34602
October 8, 2025

Victoria Via | Agenda Coordinator
Hernando County Planning Department
1653 Blaise Drive, Brooksville, FL 34601

RE: **H-25-26**

To Whom It May Concern:

My name is Ellen Kraft and my husband and I own property at 3350 Sunnyhill Drive in Brooksville, Florida. Neither my husband nor I will be able to attend the Planning & Zoning Commission Meeting scheduled for October 13, 2025.

I am, therefore, writing to express concern over the proposed zoning changes and requested deviations from setbacks, maximum building coverage, minimum lot width, and minimum lot size with respect to file number H-25-26. I thank you in advance for reading this letter aloud at the Meeting so that everyone in attendance has the opportunity to hear my comments as they would if I were able to attend in person.

It is unclear to me whether the petitioner's request at this juncture is solely for zoning changes or also for deviation approvals for a planned development. I believe petitioner may have had an initial plan approved many years ago, but that approval has long since expired, and may have included fewer or different parcels, so an entirely new application would need to be filed subject to all ordinance changes.

I would note that by the terms of the application at hand, Petitioner seeks to immediately deviate from the very zoning changes which he now requests. I would respectfully suggest that if petitioner requests a zoning change, he should be prepared to abide by the dictates of that zoning change and not immediately seek multiple and varied deviations from setbacks, building coverage, lot width, and lot size of the newly zoned area.

My neighbors and I, all who live on AG zoned lots, are well aware of the I-75/SR 50 Planned Development District. There were reasons, which we may or may not have agreed with, as to why Hernando County chose PDD zoning along Kettering Road. There were *also* reasons as to why much of the area remained AG zoned, particularly those lots that are closer to the Withlacoochee Trail and on the downside of the natural berm of Thoroughbred Drive.

What is the justification now for changing the zoning? There is none.
What basis is there to permit broad deviations from the precise change in zoning which petitioner is now requesting? There is none.

I would note that there are NOT 314.70 acres of buildable land at the proposed site; much of the land has already been utilized by petitioner for many years for the excavation and sale of

sand. The the large "recreational pond" referenced is actually the scar left on the land from that excavation; a self-created hardship from which the petitioner has already profited immensely. Petitioner has already used the resources of this land to his financial gain. To now grant him the deviations requested so that he can construct 988 dwelling units on the subject property and profit further is outrageous, irresponsible and in direct contravention of the County's Comprehensive Plan. There are legitimate and well-founded reasons for setback, building coverage, lot width, and lot size requirements. They should not be casually ignored.

As the Commission is already aware, there is currently no water supply or waste water service to the subject parcels. There are not sufficient schools. Traffic on Kettering Road is already over-burdened by the Benton Hills, Verona Hills and Sunrise residential projects, the Walmart warehouse and the additional warehouses already approved. Even if Kettering is eventually expanded to four lanes (?), adding a traffic light at Benton Hills is not a sufficient response. To date, mandated road expansions have *not* occurred prior to construction.

Only two means of egress onto Kettering Road, *for an additional 988 dwelling units*, will create a traffic nightmare and raises serious safety concerns in case of needed emergency access, not only for those in the new developments, but for all who rely on Kettering Road for access.

Several of the proposed water retention areas, particularly the one adjacent to my property, and others adjacent to the Withlacoochee Trail, are already areas that flood with every storm. Photos are attached to this email to show the flooding both on our property and on the subject property after the most recent hurricanes. Adding runoff from the proposed units will aggravate the flooding exponentially and create serious issues on contiguous properties. (A roof displaces approximately 0.623 gallons of water per square foot for every inch of rainfall.)

Finally, even a sixty (60') foot "buffer" at the perimeter is insufficient to protect the AG zoned parcels that are contiguous to the proposed development, or to *any* development of that acreage. A solid wall with a natural buffer on both sides, as well as engineered drainage solution, would be appropriate. I would ask that the County commit to monitoring the construction of any such buffer as that has not been done with the "excavations" over the past years.

Very truly yours,

Ellen M. Kraft

EMK: mmi

From:	Sue Alfano
To:	Planning Resource Object; Victoria Via; Michelle Miller
Subject:	RE: H-25-26
Date:	Wednesday, October 8, 2025 3:44:43 PM
Attachments:	Susan_Alfano_H-25-26.pdf

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see the attached letter in regards to application H-25-26. As I will be unable to attend the Planning & Zoning Commission hearing for this application on October 13, 2025, please read the letter aloud at the hearing so that it becomes part of the official record.

I am asking that the H-25-26 rezoning request be denied.

Thank you,
Susan Alfano
3273 Sunnyhill Drive, Brooksville, FL

3273 Sunnyhill Drive
Brooksville, FL 34602
October 8, 2025

Victoria Via, Agenda Coordinator
Hernando County Planning Department
1653 Blaise Drive, Brooksville, FL 34601

RE: **H-25-26**

My name is Susan Alfano and I own the property at 3273 Sunnyhill Drive in Brooksville, Florida. This has been my home for over 25 years. **I am against the H-25-26 rezoning request.** Since I am unable to attend the Planning & Zoning Commission meeting scheduled for October 13, 2025 please read this letter aloud at the meeting so that it will be part of the official record.

I am against the H-25-26 rezoning request for the following reasons and concerns listed below:

1. There is current zoning in place that the majority of the property owners wish to remain as is. The property rights of the applicant should not be allowed to trump the property rights of the larger group that would be impacted by the change. These are people's homes. When we built our homes and invested our life savings into our properties there was a reasonable expectation that the planned zoning would remain in place. Putting incompatible development next to agricultural areas is inviting conflict. Specifically, the 3 lots on Thoroughbred Drive were part of the Melton Class A subdivision bound by a recorded covenant and restricted to one house per 10 acre lot. These lots should have never been separated from that subdivision. Attempting to include them in the proposed Ariana Estates project brings the potential for conflict even closer to the agricultural properties. Zoning changes should not be made lightly, and when they are they should benefit the public. H-25-26 does not benefit the public as the public will not have access to any of this property.

2. The map of the proposed Ariana Estates project depicts retention ponds adjacent to the agricultural properties with existing homes to the south. The lessons that should have been learned from Hurricanes Helene and Milton is that areas that never flooded and were never expected to flood, did. The high rate of rain with no place for the water to go resulted in catastrophic losses to homes. Given the density of houses, and the amount of impermeable surface, the potential for the retention ponds to reach capacity during a storm is real. When that happens, where will the water go? It can't drain to the river as it is blocked by the Withlacoochee State Trail. Water already pools in the area by the trail after heavy storms, and remains for weeks so it won't percolate into the ground either.

3. We all have wells for our drinking water. With all the houses in the existing, in progress, and proposed developments tapping into the same water source has a SWFWMD study been done to see if this could potentially overtax this limited resource?

4. This area is essentially devoid of any services. There's one fire station, one county park, one preserve. No schools, nearest hospital - 15 miles, nearest police station 14 miles. Impact fees don't begin to cover what is needed, and the burden will once again fall on the current county property taxpayers. What happened to DOGE? How is one individual's profiteering the best use of taxpayer's dollars?

Sincerely,
Susan Alfano

October 13, 2025

Hernando County Planning & Zoning Commission

Hernando Case #: H-25-26

Project Name: Ariana Estates

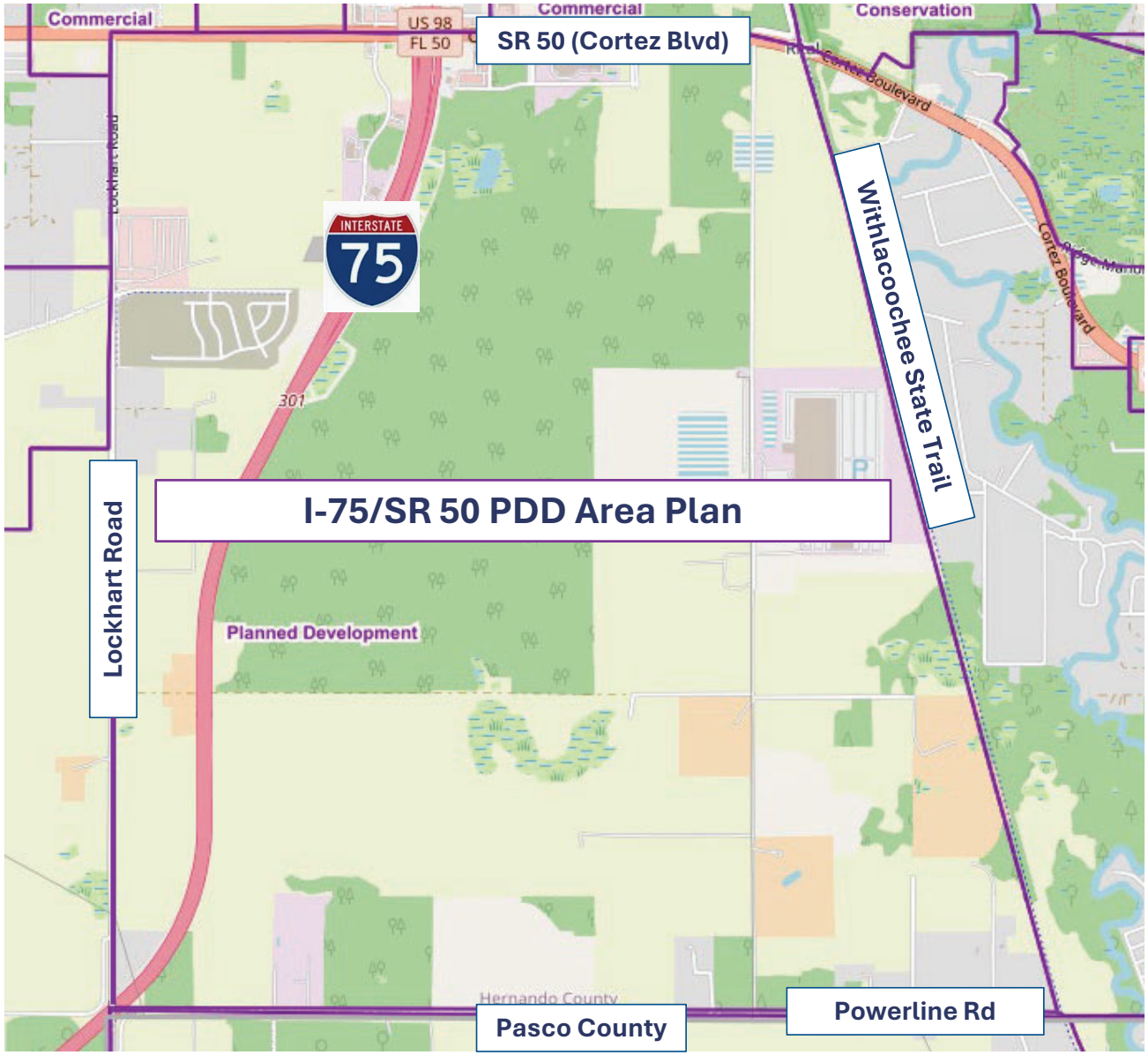
Property Owner: Lee Kelso Pedone Trust, Lee Kelso Pedone & Ariana Dairy Farm, Inc.

Application Overview

Request:	Revise Master Plan for portion of property zoned CPDP & change PDP(IND) & AG portion of the property to CPDP
Site Area/Location:	±314.7 Acres @ Southeast corner of Kettering & Dashback
Existing Zoning:	AG, PDP(IND) & CPDP
Proposed Zoning:	CPDP with PDP(SF) & PDP(MF)
Existing FLU:	**I-75/SR 50 Planned Development District**

Staff Recommends Approval with Conditions

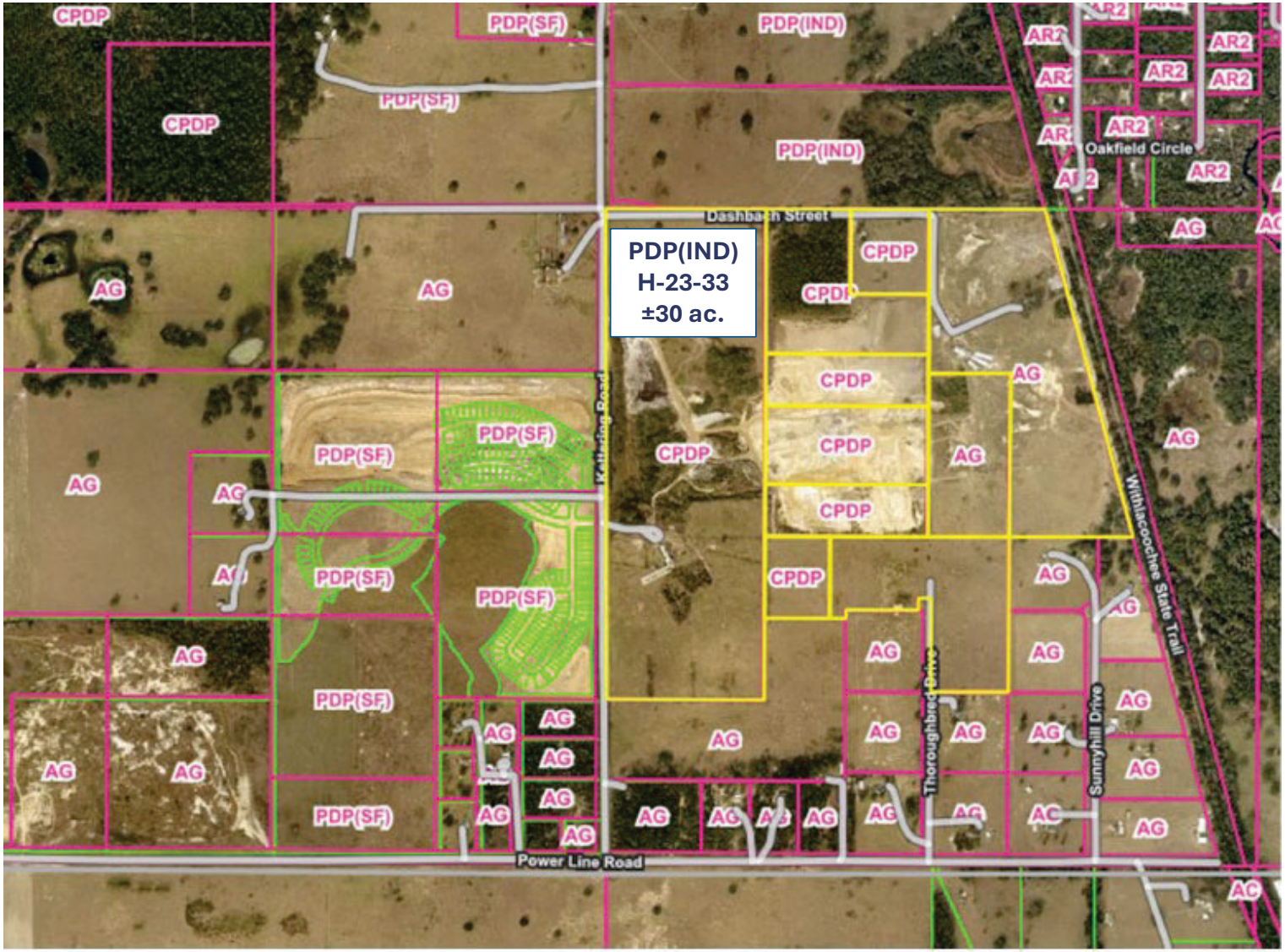
Coastal Engineering Associates Inc.



- Adopted in 2007
- Impacts Addressed:
  - Traffic
  - Sewer
  - Water
  - Fire
  - Recreation
  - Schools
- Surcharges + Impact Fees

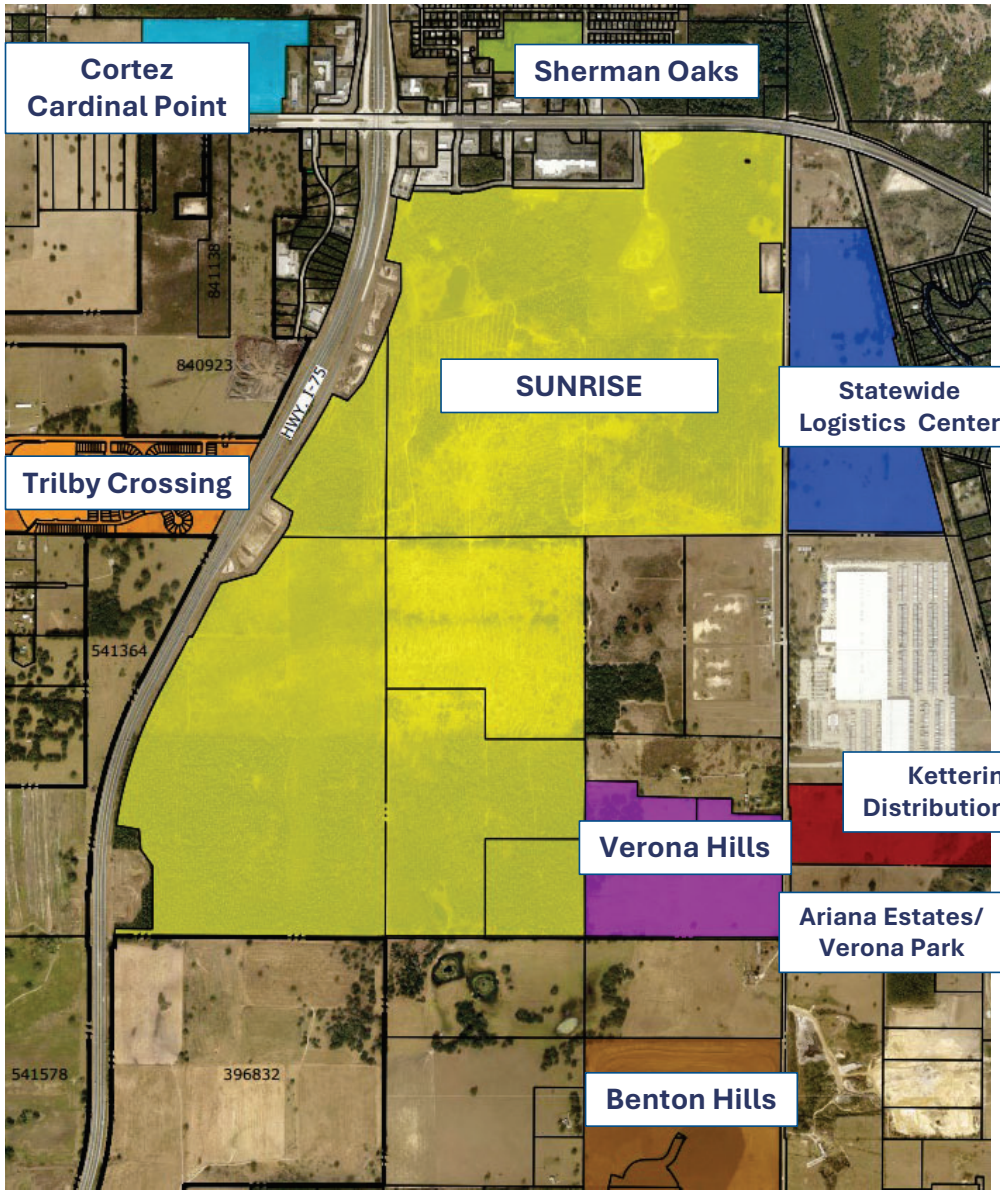
Coastal Engineering Associates Inc.

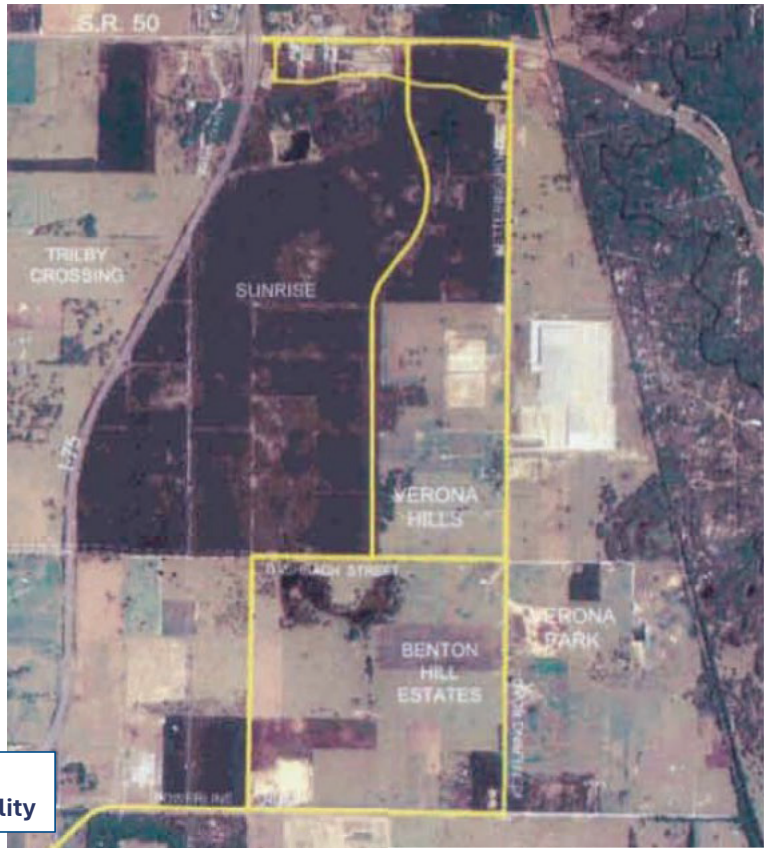
ZONING MAP



Coastal Engineering Associates Inc.

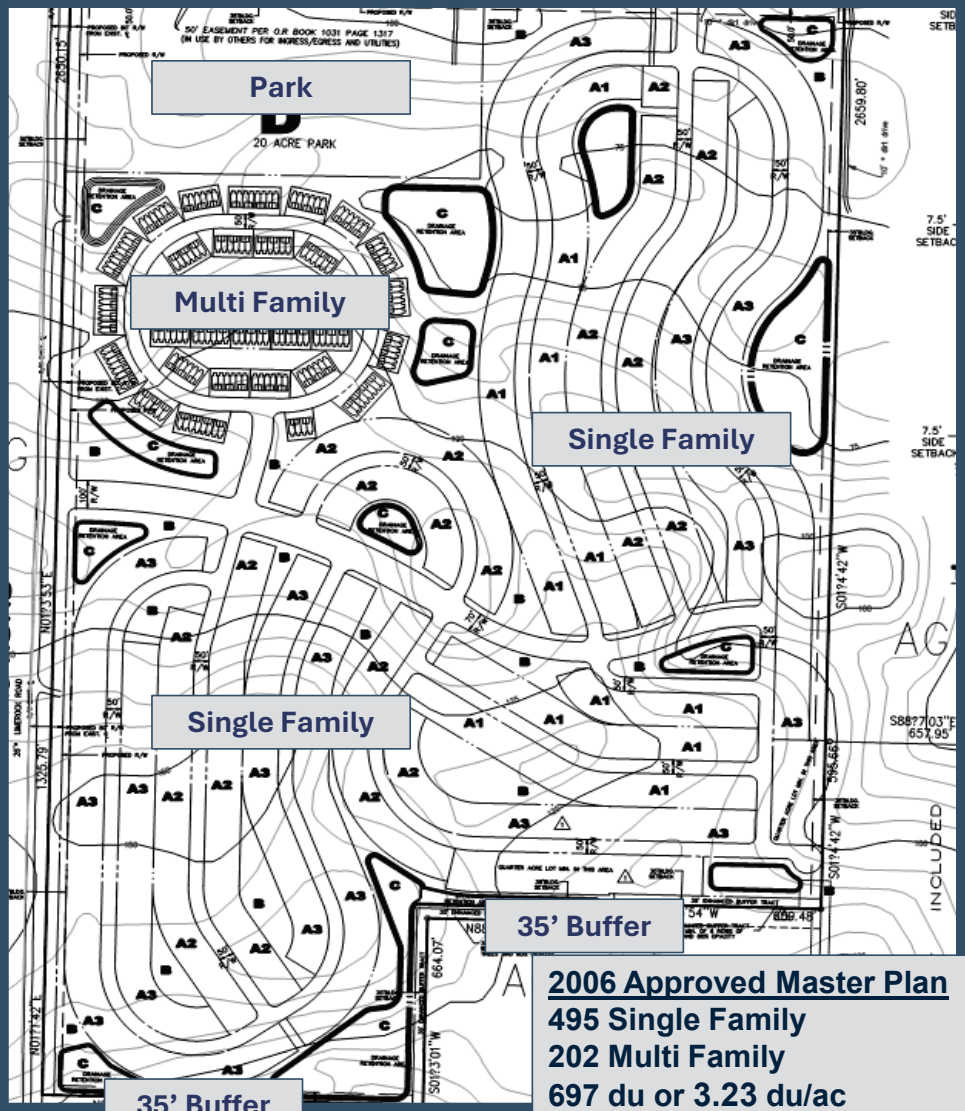
APPROVED ZONINGS



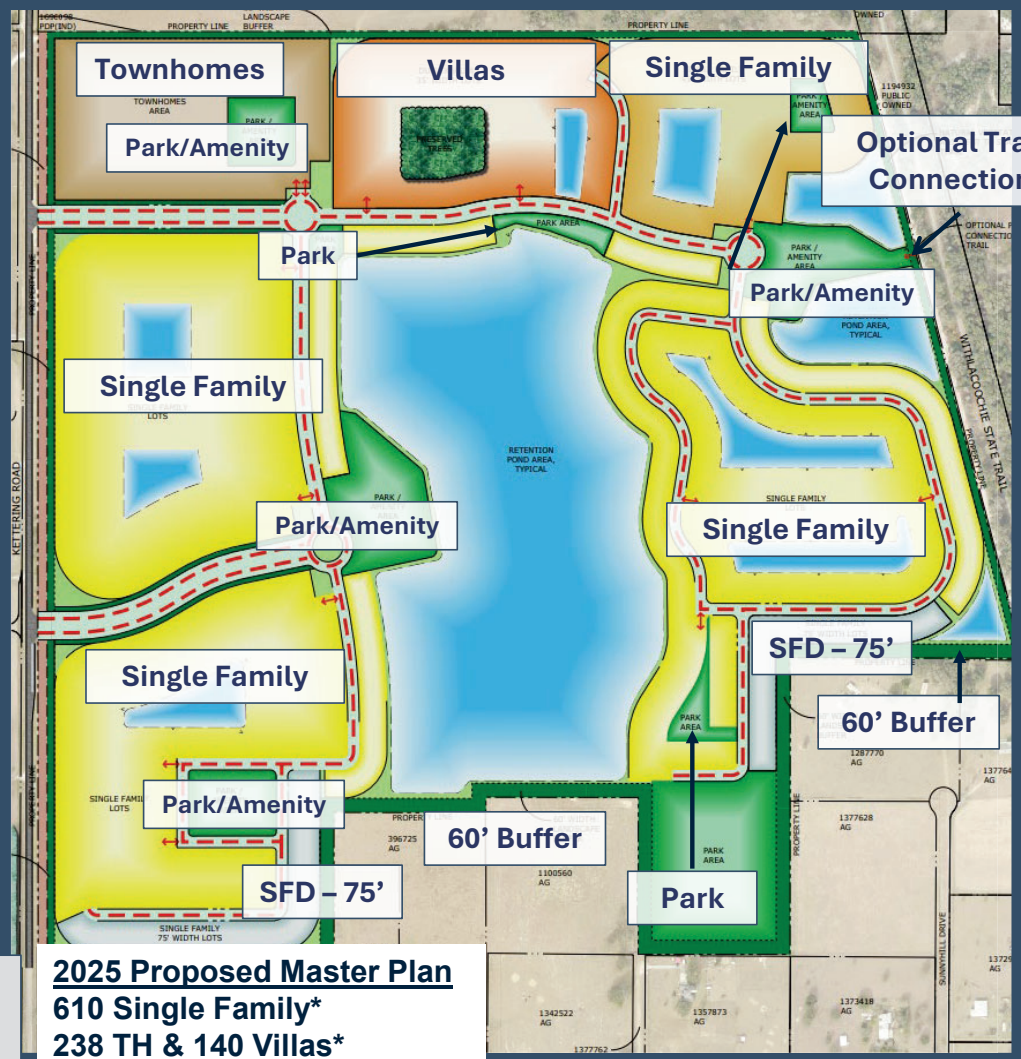


- SUNRISE SUBDIVISION
- SHERMAN OAKS
- CORTEZ CARDINAL POINT
- VERONA HILLS
- TRILBY CROSSING
- BENTON HILLS
- STATEWIDE LOGISTICS CENTER
- KETTERING RD. DISTRIBUTION FACILITY

Coastal Engineering Associates Inc.



2006 Approved Master Plan
495 Single Family
202 Multi Family
697 du or 3.23 du/ac

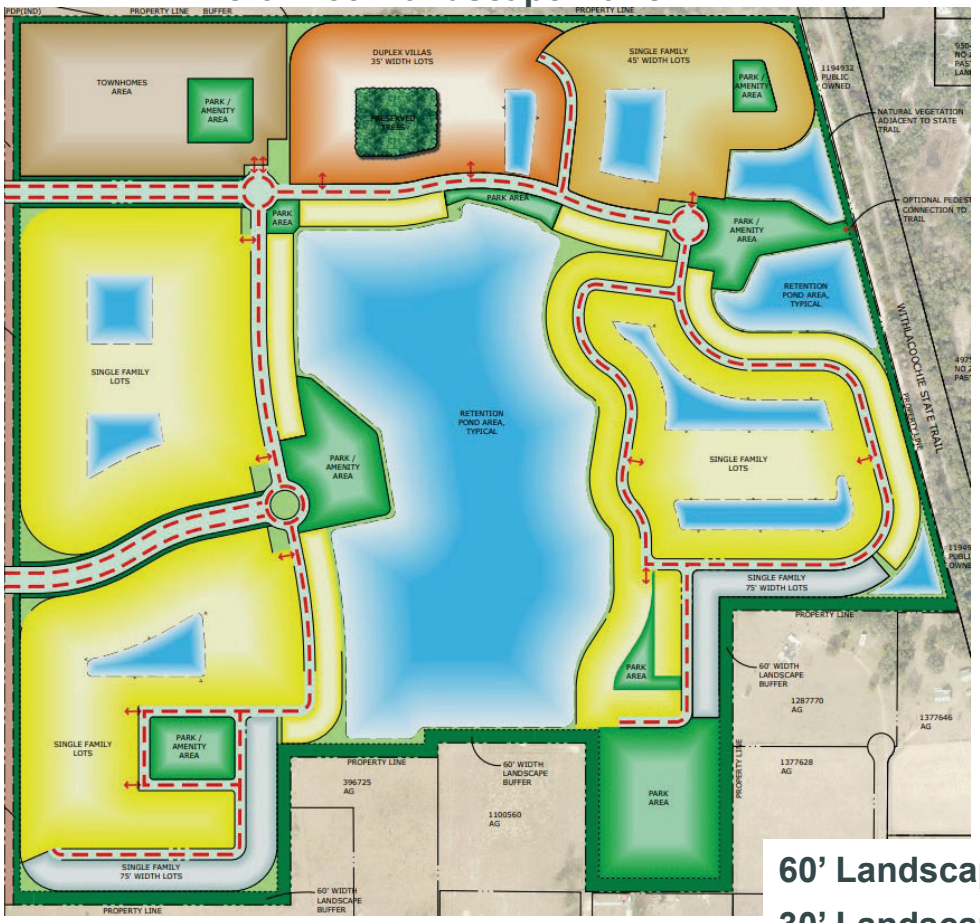


2025 Proposed Master Plan
610 Single Family*
238 TH & 140 Villas*
988 du or 3.13 du/ac
**Lot types/numbers of units conceptual*

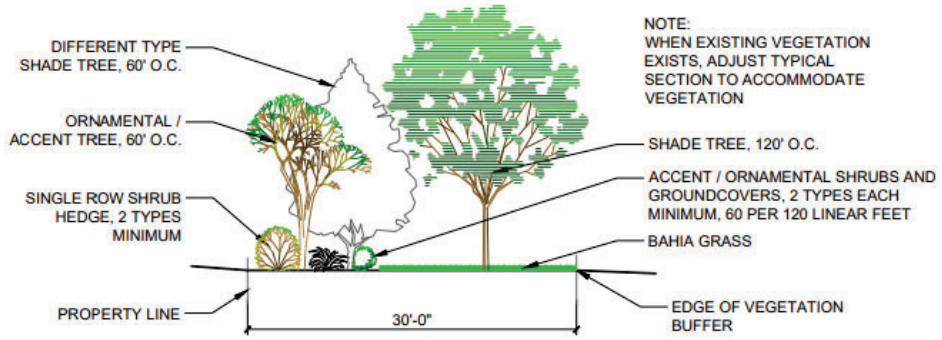
Buffers

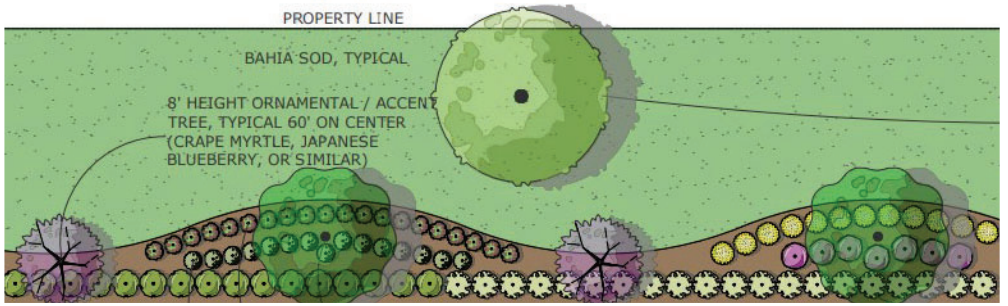
North - 30’ Landscape Buffer

West - 30’ Landscape Buffer



South - 60’ Landscape Buffer





TYPE 3 BUFFER SUMMARY

3 SHADE TREES (2 TYPES) PER 120 LF
2 ORNAMENTAL TREES PER 120 LF
SINGLE ROW SHRUB HEDGE
60 ORNAMENTAL GRASSES, SMALL SHRUBS PER 120 LF
BAHIA SOD WHERE NOT PLANTING BED

60’ Landscape Buffer (80% Opacity):

30’ Landscape Buffer +

30’ Natural Vegetation

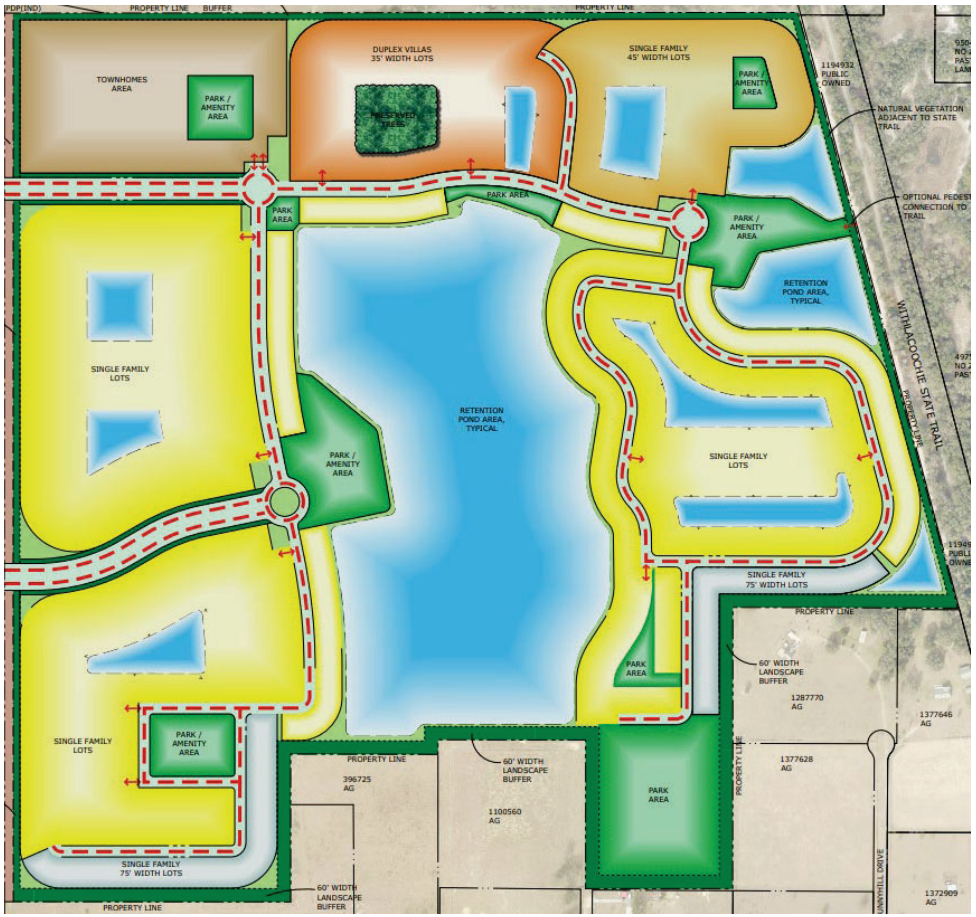
ARIANA ESTATES KEY BENEFITS

- **Various Amenities - Next to State Trail**
- **Larger Single Family Lots**
  - **Monotony Controls**
  - **NTE 25% 45's**
  - Balance of Lots - **55', 65', 75'**
  - **7.5'** Sides, **25'** Front Setbacks
- **60' Buffer** to South **Protects Rural Area**
- Townhomes
  - **Additional Holiday Parking – 10%**

Coastal Engineering Associates Inc.

CONCLUSION

- Most of Property already zoned CPDP
- **Revisions reduce Overall Density** and Offer a Superior Master Plan
- **Fulfills Intent** of **I-75 & SR 50 PDD Area Plan**
- **Provides ROW** for **future 4-Lane Kettering**
- **Addresses Impacts with Surcharges** that will be **further evaluated and conditioned at Conditional Plat**
- **Staff Recommends Approval** and we agree with all proposed conditions



Questions?

RESOLUTION NO. 2025 – _____

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: Riopelle Properties, LLC on behalf of Lee Kelso Pedone, Ariana Dairy Farm, Inc., and Lee Kelso Pedone, Trustee, or his Successors in Interest of the Lee Kelso Trust dated June 24, 2021, as amended July 12, 2022

FILE NUMBER: H-25-26

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses

GENERAL LOCATION: Southeast Corner of Kettering Road and Dashbach Street

PARCEL KEY NUMBERS: 00396716, 00424641, 00424650, 00424678, 00473794, 00536254, 00541444, 01299115, 01342666, 01376219

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses as enumerated in the BOCC Action, which is incorporated herein by reference and made a part hereof. The representations contained in the rezoning application are incorporated herein by reference and made a part hereof and are relied upon by the County to be true and correct. For purposes herein, it is presumed that all notice and advertising requirements have been satisfied.

FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION: After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
NOTICE OF PUBLIC HEARING

in the matter of
The Planning and Zoning Commission Public Hearing on October 13, 2025 & BOCC Public Hearing on December 2, 2025

was published in said newspaper by print in the issue(s) of:
October 3, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on October 3, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 6th day of October, 2025.

(Signature of Notary Public)

LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

NOTICE OF PUBLIC HEARING
HERNANDO COUNTY, FLORIDA

PLANNING AND ZONING COMMISSION

The Planning and Zoning Commission of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida on October 13, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the agenda is published.**

BOARD OF COUNTY COMMISSIONERS

The Board of County Commissioners of Hernando County, Florida, will hold a Public Hearing in the John Law Ayers County Commission Chambers, Hernando County Government Center, 20 North Main Street, Room 160, Brooksville, Florida, on December 2, 2025. **The meeting starts at 9:00 AM and the cases will be heard thereafter in the order established when the Board agenda is published.**

APPLICANT:	Robert L. Davis Jr and Tonda J. Davis
FILE NUMBER:	H-25-25
REQUEST:	Rezoning from R-1C (Residential) to AR (Agricultural/Residential)
GENERAL LOCATION:	Northwest corner of Octavia Lane at the intersection of Southeast Avenue and Octavia Lane
PARCEL KEY NUMBER:	820106

APPLICANT:	Riopelle Properties, LLC
FILE NUMBER:	H-25-26

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses

GENERAL LOCATION:	Southeast Corner of Kettering Road and Dashbach Street
PARCEL KEY NUMBER:	396716, 424641, 424650, 424678, 473794, 536254, 541444, 1299115, 1342666, and 1376219

APPLICANT:	David Kato, D.R Horton
FILE NUMBER:	H-25-31
REQUEST:	Rezoning from PDP(SU) Planned Development Project (Special Use) namely as Landscape, to PDP(SF)/Planned Development Project (Single Family)
GENERAL LOCATION:	Bounded by Waterfall Drive and Eden Circle
PARCEL KEY NUMBER:	412388

APPLICANT:	EFE, Inc
FILE NUMBER:	H-25-32
REQUEST:	Rezoning from C-2 Highway Commercial and AG Agricultural to PDP(HC) Planned Development Project (Highway Commercial)
GENERAL LOCATION:	North Side of Cortez Boulevard and approximately 527 feet from the Intersection of Cortez Boulevard, East Jefferson Street and Jamine Drive
PARCEL KEY NUMBER:	828466

Interested parties may appear at the meeting and be heard on these matters. You are further advised that if a person decides to appeal any quasi-judicial decision made by the Board, Agency or Commission with respect to any matter considered at such hearing or meeting, he or she will need a record of the proceeding, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based.

Documentation may be reviewed by the public at the Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601, between the hours of 7:30 AM - 4:00 PM, Monday through Friday, legal holidays excepted or may be viewed one week prior to the meeting via the County's website at www.hernandocounty.us – follow the Board Agendas and Minutes link to the specified public hearing. If you should have any additional questions regarding this issue, please contact the Planning Department at planning@hernandocounty.us, 352-754-4057, or in writing at: Hernando County Planning Department, 1653 Blaise Drive, Brooksville, Florida 34601.

In accordance with the Americans with Disabilities Act, persons with disabilities needing a special accommodation to participate in this proceeding should contact Tiffany Smith, Hernando County Risk Management, 15470 Flight Path Drive Brooksville, FL 34604, telephone 352-540-6289, no later than three (3) days prior to the proceedings. If hearing impaired, please call 1-800-676-3777 for assistance.

/s/ Omar DePablo
Development Services Director
Hernando County Planning Division

Published: October 3, 2025

December 2, 2025

Hernando County Board of County Commissioners

Hernando Case #: H-25-26

Project Name: Ariana Estates

Property Owner: Lee Kelso Pedone Trust, Lee Kelso Pedone & Ariana Dairy Farm, Inc.

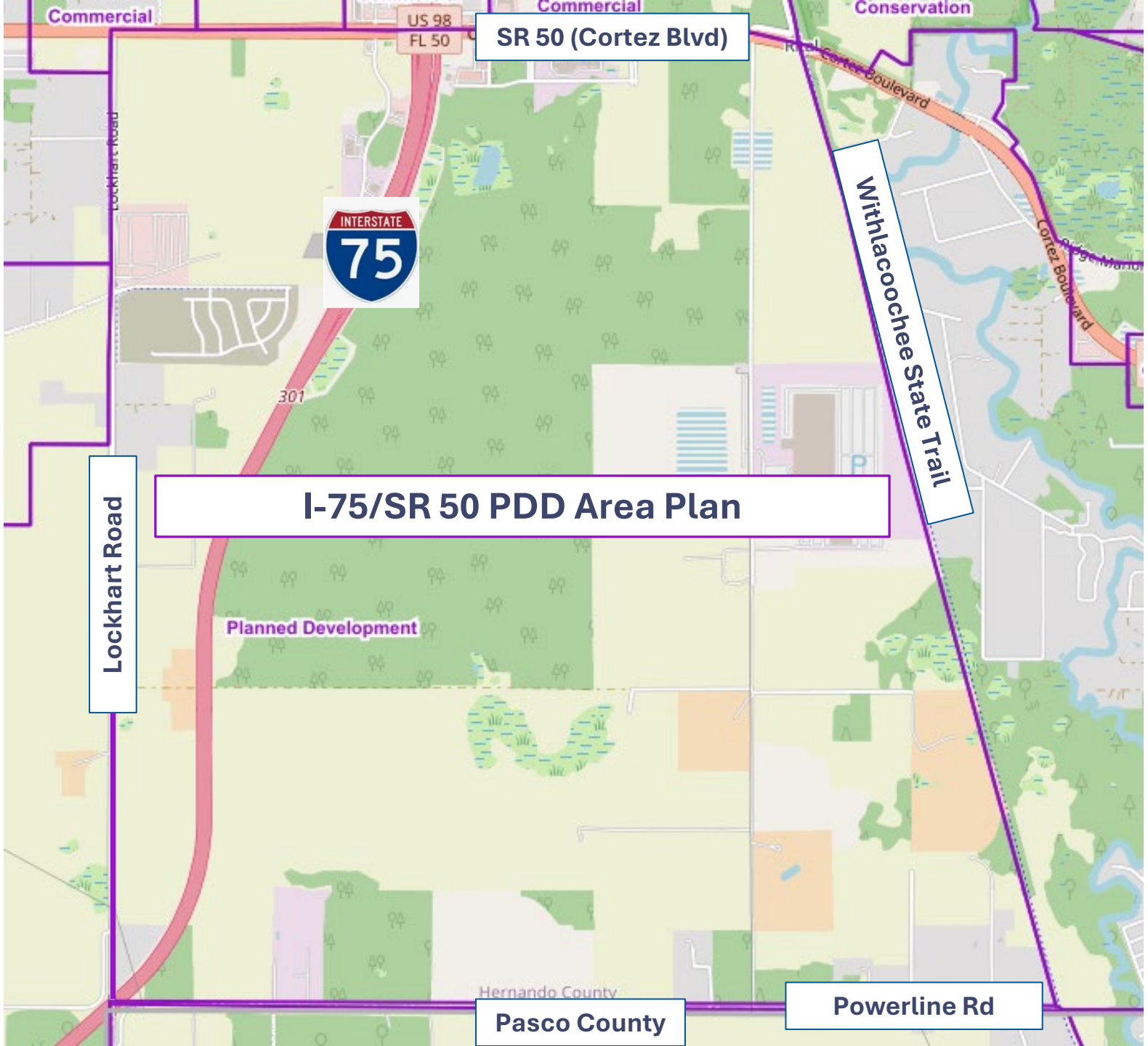
Application Overview

Request:	Revise Master Plan for portion of property zoned CPDP & change PDP(IND) & AG portion of the property to CPDP
Site Area/Location:	±314.7 Acres @ Southeast corner of Kettering & Dashback
Existing Zoning:	AG, PDP(IND) & CPDP
Proposed Zoning:	CPDP with PDP(SF) & PDP(MF)
Existing FLU:	**I-75/SR 50 Planned Development District**

Staff and P&Z Recommend Approval with Conditions

Coastal Engineering Associates Inc.

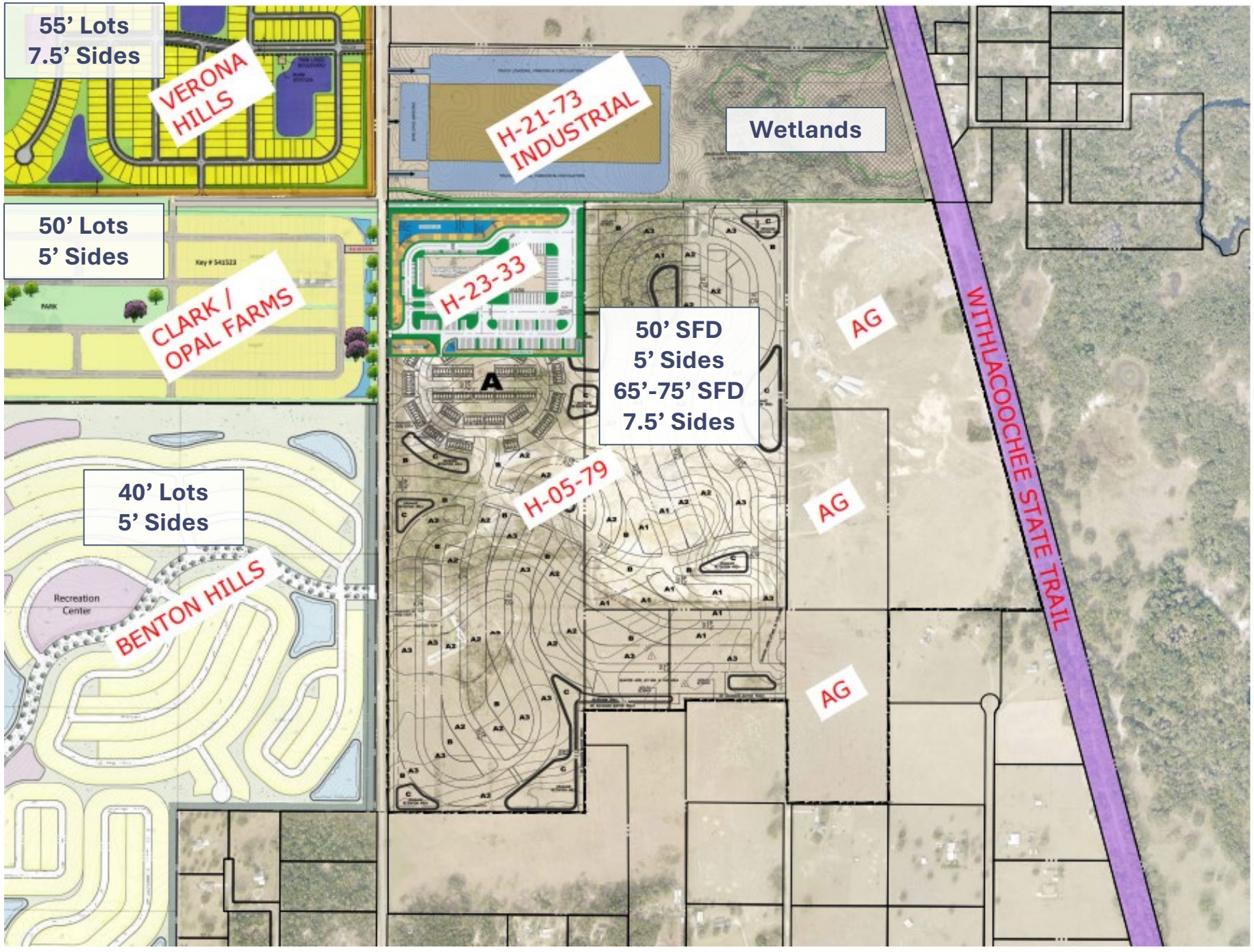
FUTURE LAND USE



- Adopted in 2007
- Impacts Addressed:
  - Traffic
  - Sewer
  - Water
  - Fire
  - Recreation
  - Schools
- Surcharges + Impact Fees

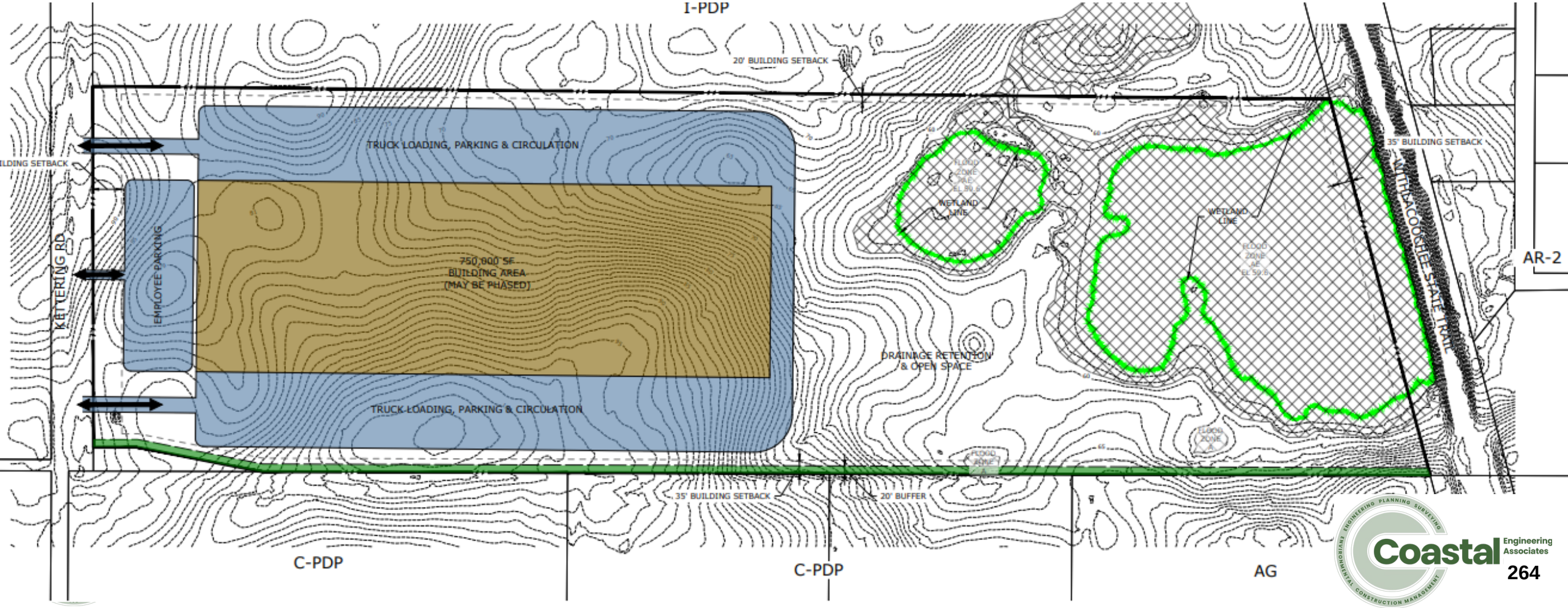
Coastal Engineering Associates Inc.

APPROVED ZONINGS



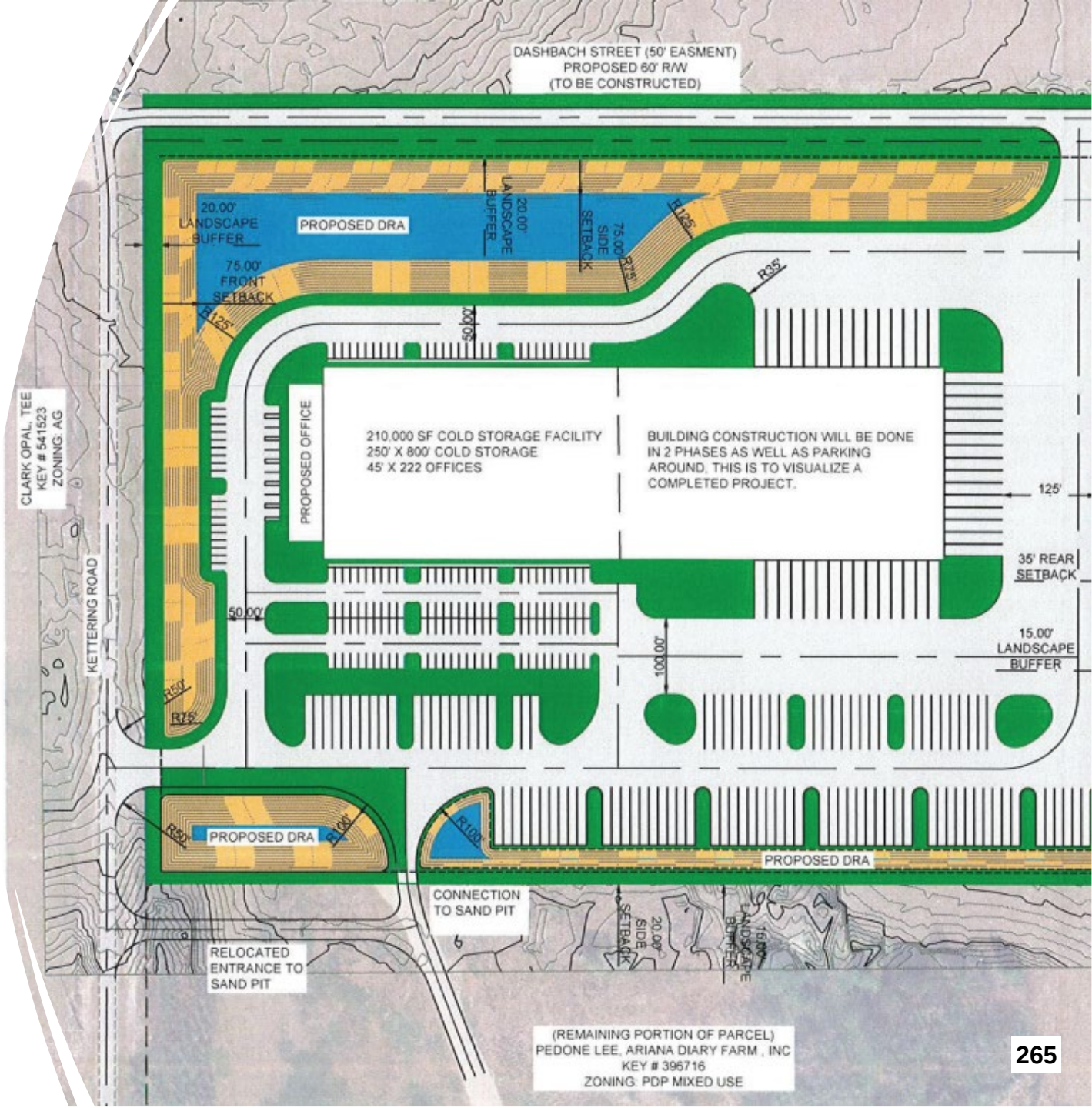
2022 Approved PDP (INDUSTRIAL) to North (H-21-73)

- ±76 Acres with Wetlands and Floodplain to East
- Up to **750,000 SF Distribution Center**
- 20’ Buffer to South with 80% Opacity

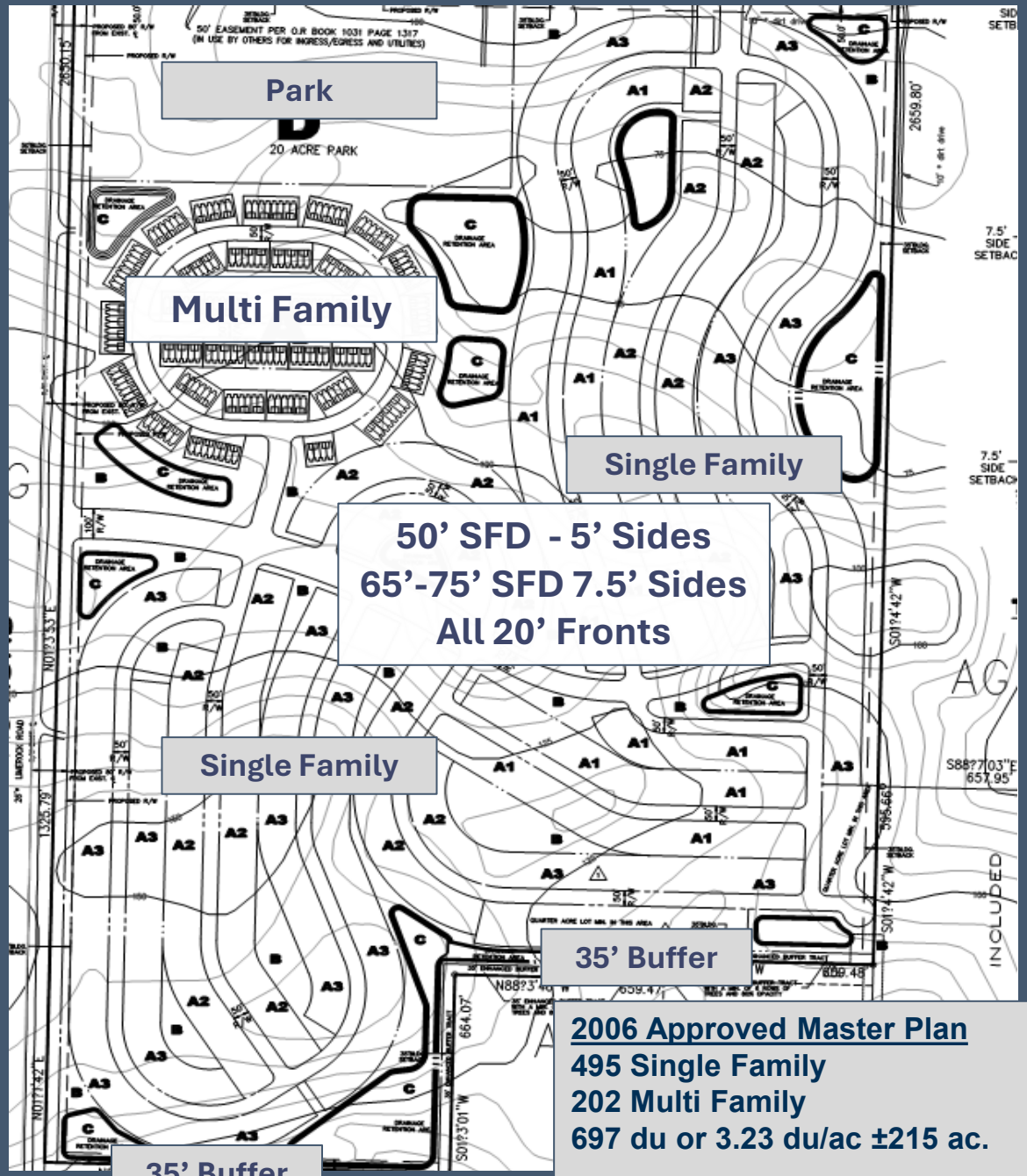


2023 Approved PDP (INDUSTRIAL)

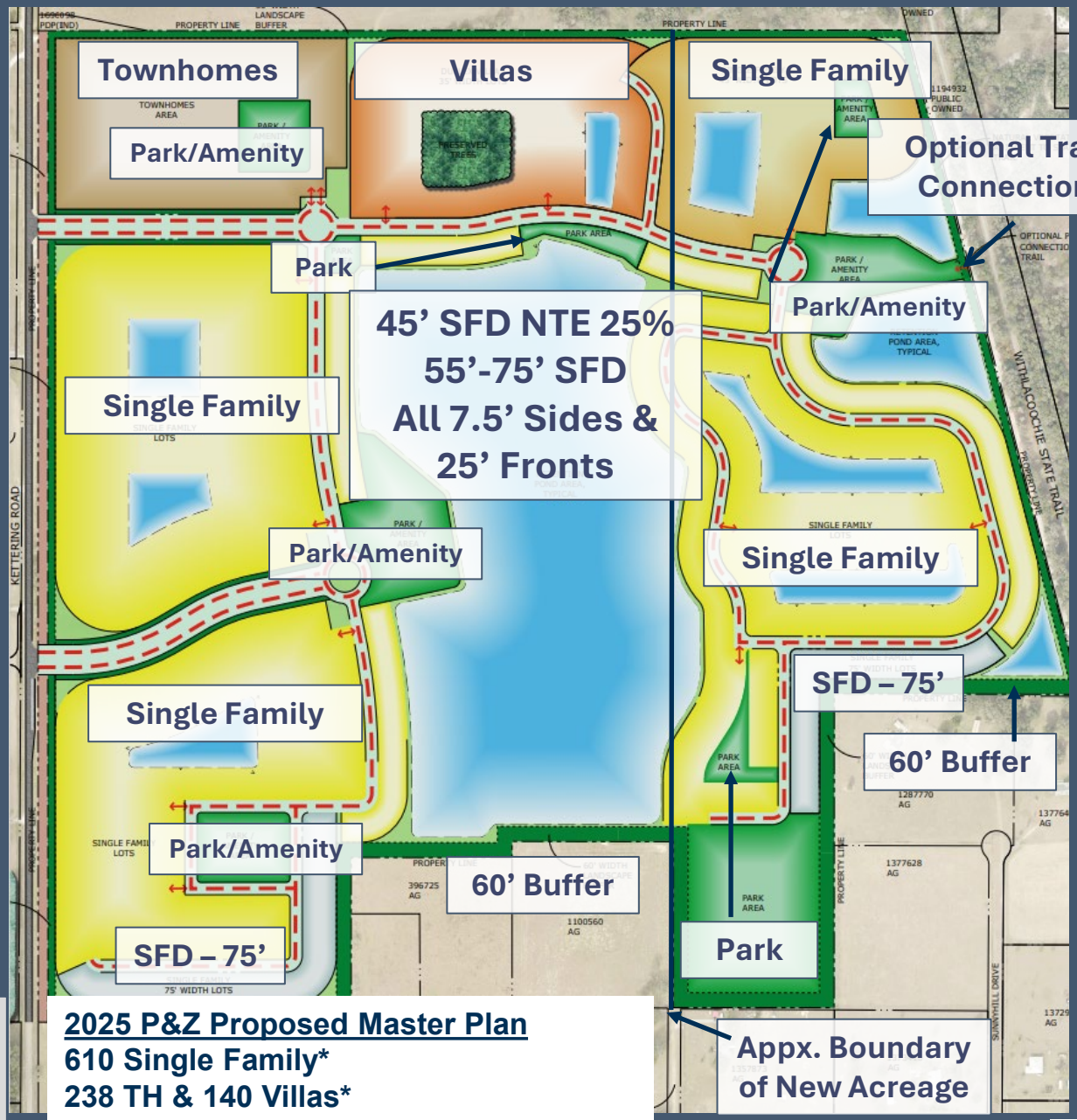
- ±30 Acres @ SE Corner of Kettering & Dashback
- Up to 210,000 SF Cold Storage Facility with Offices
- 50 Employees



Coastal Engineering Associates Inc.

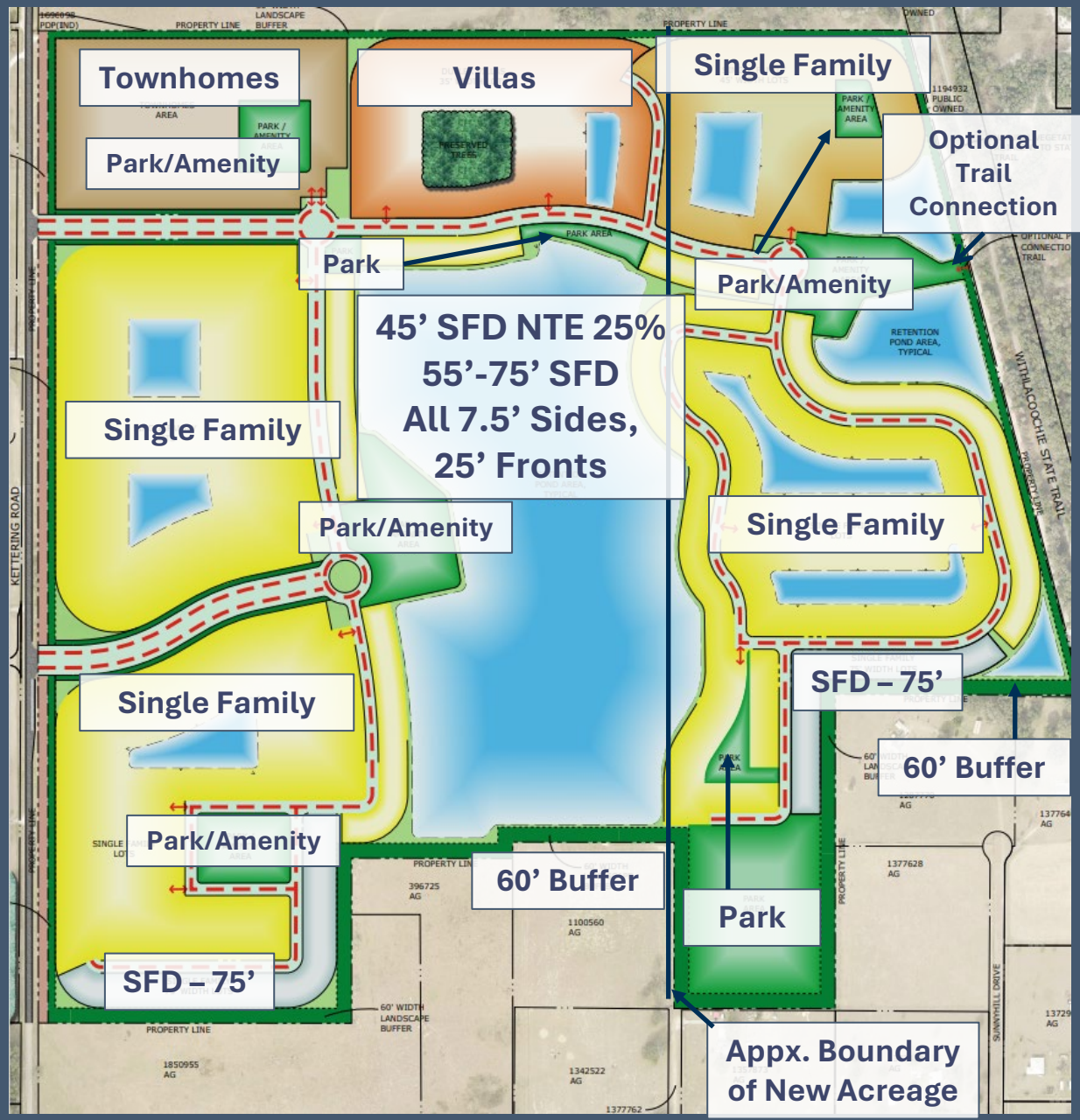


2006 Approved Master Plan
495 Single Family
202 Multi Family
697 du or 3.23 du/ac ±215 ac.

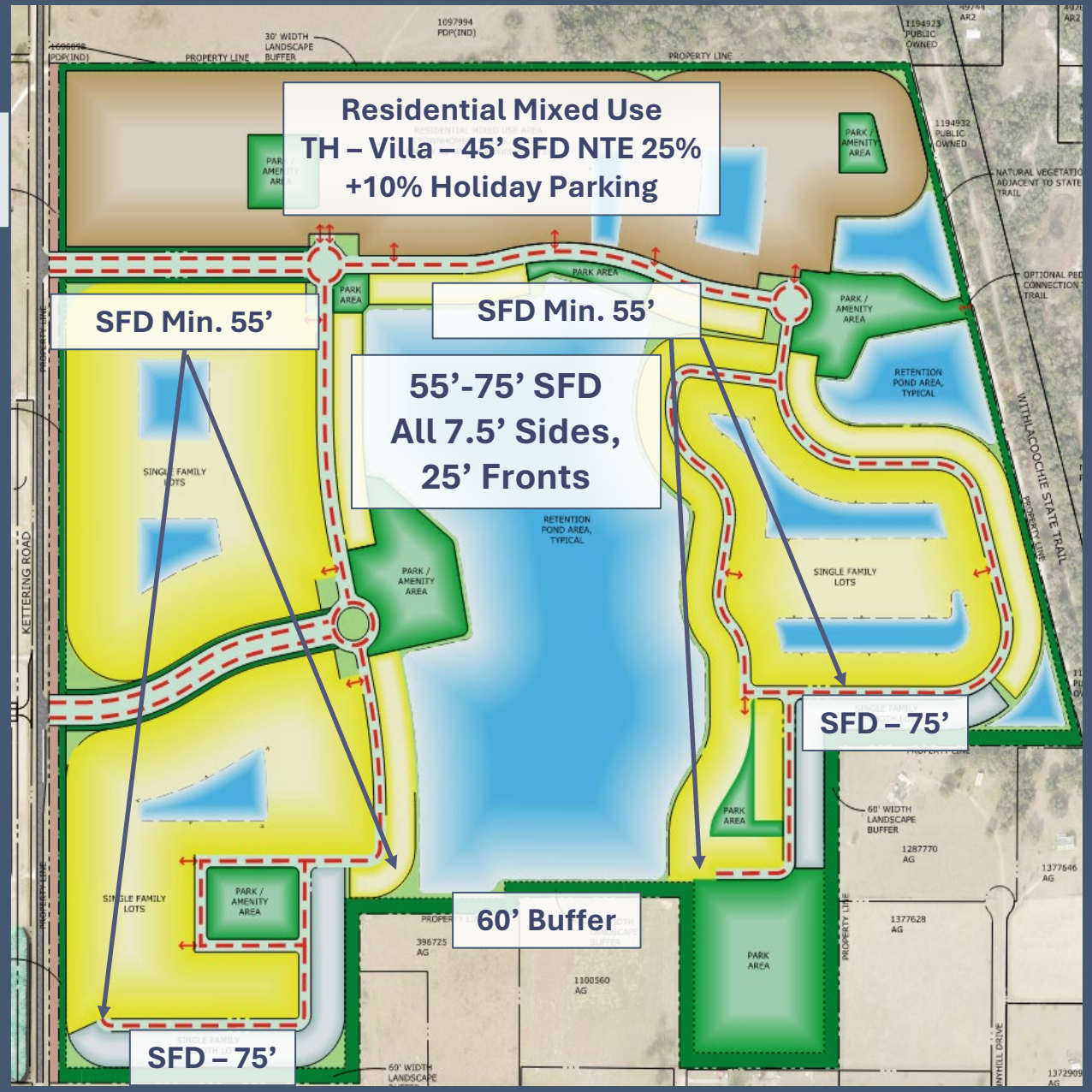


2025 P&Z Proposed Master Plan
610 Single Family*
238 TH & 140 Villas*
988 du or 3.13 du/ac ±314 ac.
**Lot types/numbers of units conceptual*

2025 P&Z Proposed Master Plan



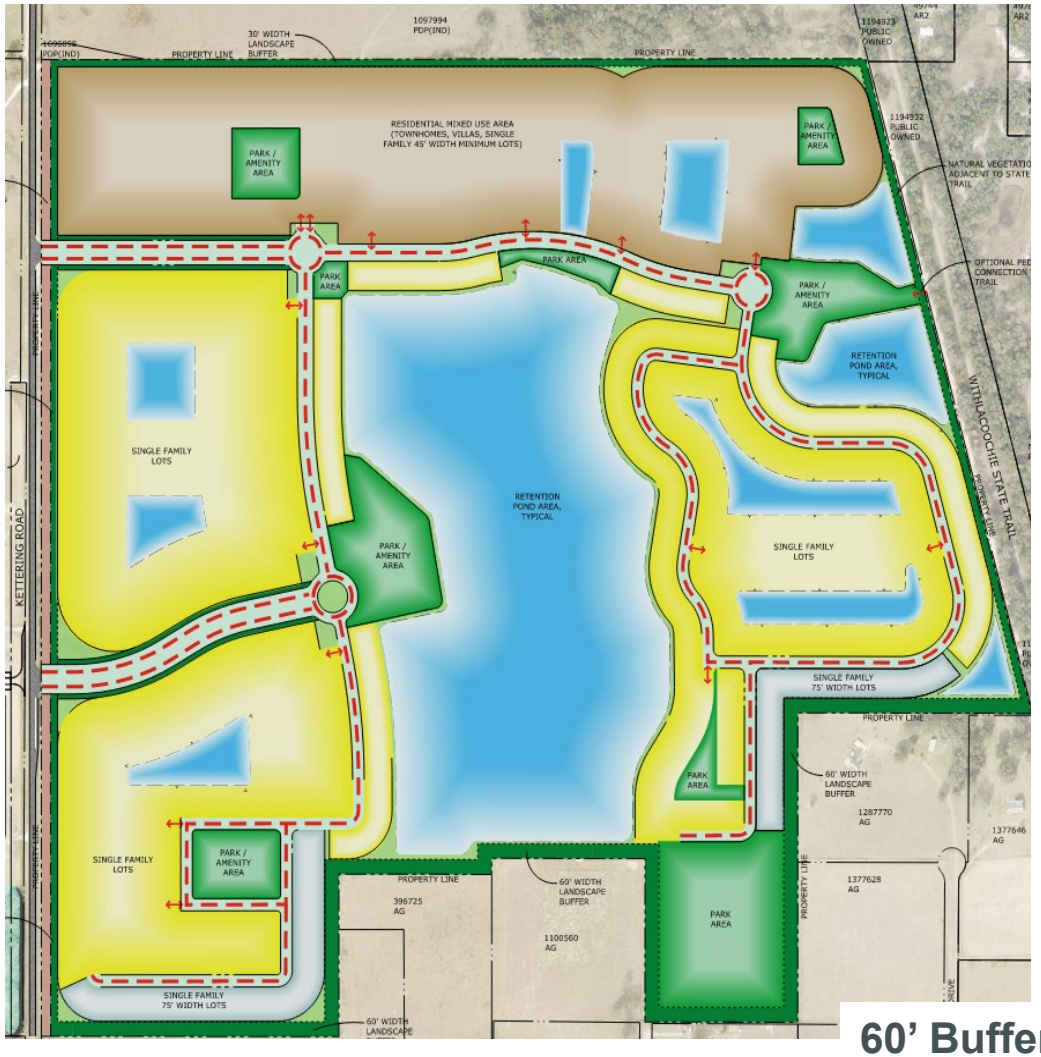
2025 BCC Proposed Master Plan



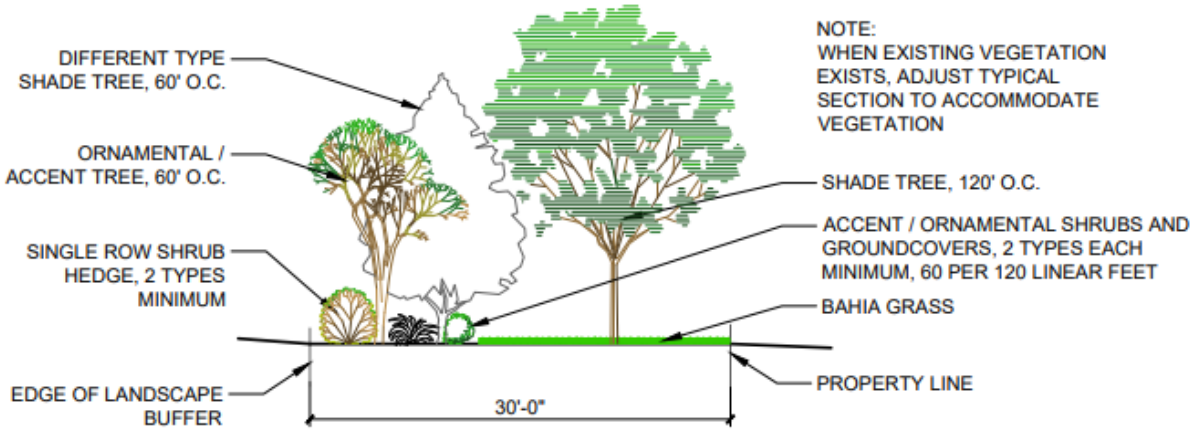
Buffers

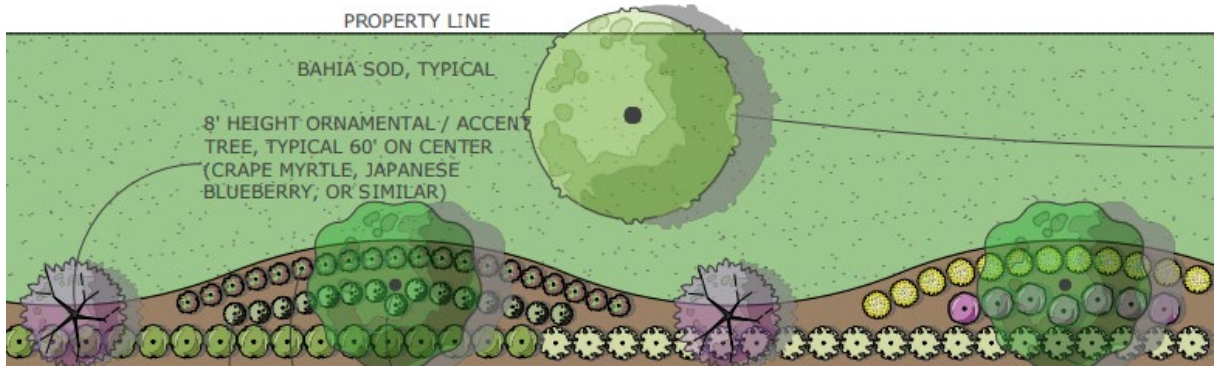
North - 30’ Landscape Buffer

West - 30’ Landscape Buffer



South - 60’ Landscape Buffer





EDGE OF 30' LANDSCAPE BUFFER

TYPE 3 BUFFER SUMMARY

3 SHADE TREES (2 TYPES) PER 120 LF
2 ORNAMENTAL TREES PER 120 LF
SINGLE ROW SHRUB HEDGE
60 ORNAMENTAL GRASSES, SMALL SHRUBS PER 120 LF
BAHIA SOD WHERE NOT PLANTING BED

60’ Buffer with 80% Opacity:

30’ Landscape Buffer +

30’ Natural Vegetation

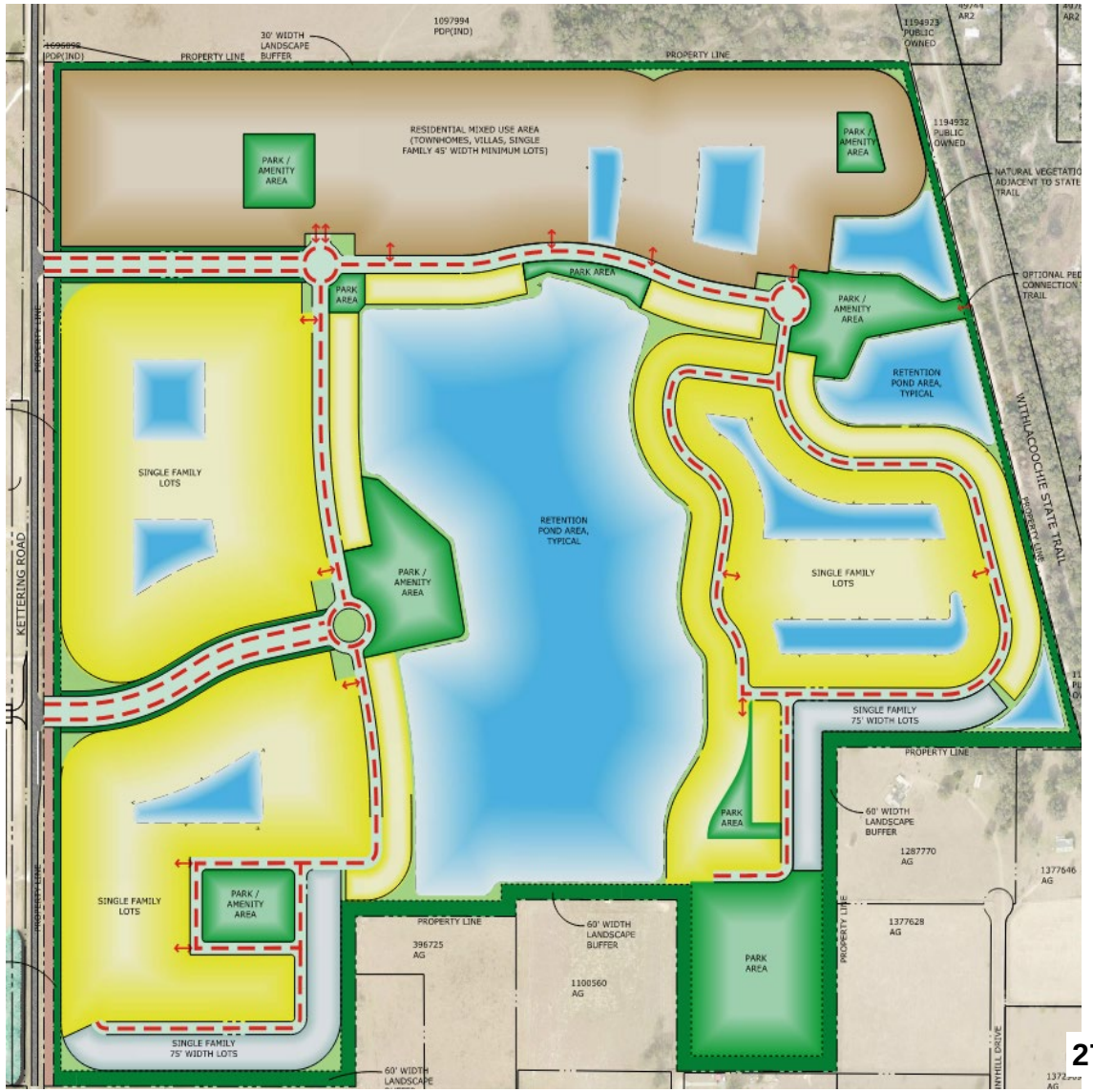
ARIANA ESTATES KEY BENEFITS

- **Various Amenities - Next to State Trail**
- **Larger Single Family Lots**
  - **Monotony Controls**
  - **NTE 25% 45's only to North**
  - Balance of Lots - **55', 65', 75'**
  - **7.5'** Sides, **25'** Front Setbacks
- **60' Buffer** to South **Protects Rural Area**
- Residential Mixed Use Area
  - **Additional Holiday Parking – 10%**

Coastal Engineering Associates Inc.

CONCLUSION

- Most of Property already zoned CPDP
- **Revisions reduce Overall Density** and Offer a Superior Master Plan
- **Fulfills Intent** of **I-75 & SR 50 PDD Area Plan**
- **Provides ROW** for **future 4-Lane Kettering**
- **Addresses Impacts with Surcharges** that will be **further evaluated and conditioned at Conditional Plat**
- **Staff and P&Z Recommend Approval –** revisions respond to concerns and Enhance Compatibility



Coastal Engineering Associates Inc.

Questions?

INSTR #2025084836 BK: 4644 PG: 1124 Page 1 of 2
FILED & RECORDED 12/10/2025 8:52 AM LS Deputy Clk
Doug Chorvat, Jr., HERNANDO County Clerk of the Circuit Court
Rec Fees: $18.50

RESOLUTION NO. 2025 – 209

WHEREAS, Hernando County has adopted zoning regulations pursuant to Section 125.01(1) and Chapter 163, *Florida Statutes*, which authorize the County to regulate the use of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and

WHEREAS, the Hernando County Board of County Commissioners (BOCC) conducted a duly advertised public hearing to consider the requested changes in zoning on the specified parcels in Hernando County, Florida, as more fully described below;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

APPLICANT: Riopelle Properties, LLC on behalf of Lee Kelso Pedone, Ariana Dairy Farm, Inc., and Lee Kelso Pedone, Trustee, or his Successors in Interest of the Lee Kelso Trust dated June 24, 2021, as amended July 12, 2022

FILE NUMBER: H-25-26

REQUEST: Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses

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FINDINGS OF FACT: ALL of the facts and conditions set forth in the County's staff memoranda and presented to the BOCC in connection with the public hearing in this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

CONCLUSIONS OF LAW:

The BOCC is authorized to act on this matter pursuant to Chapters 125 and 163, *Florida Statutes*. Accordingly, after public hearing and testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The proposed request is consistent with the County's adopted Comprehensive Plan and is compatible with the surrounding land uses.

ACTION:

After notice and public hearing, based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby APPROVES Rezoning from AG (Agricultural), PDP(IND) Planned Development Project (Industrial) and CPDP (Combined Planned Development Project) and Master Plan Revision on Property Zoned CPDP (Combined Planned Development Project) with single-family and multifamily uses as set forth in the BOCC Action, which is incorporated herein by reference and made a part hereof. Any requests, uses, variances or exceptions that were requested in connection with this rezoning application but not specifically approved herein are hereby deemed DENIED.

ADOPTED IN REGULAR SESSION THE 2nd DAY OF December 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: Jerry Campbell
Name: Jerry Campbell
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Michelle Miller
Initiator: Omar DePablo
DOC ID: 16438
Legal Request Number: 25-319
Bid/Contract Number:

TITLE

Second Public Hearing To Consider Ordinance Relating to Administrative Approval of Plats and Replats Pursuant to Florida Statute § 177.071

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	Steve Champion
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

DRAFT DOCUMENT: F:\1 COUNTY ATTORNEY'S OFFICE\JAJ\Documents\Zoning Official\2025-7-29 Plat Resolution - Draft 3.wpd, July 29, 2025 (12:23pm) NOTE: additions/~~deletions~~ = language proposed for addition/deletion to existing Code provisions.

RESOLUTION NO.: 2025-129

A RESOLUTION DESIGNATING THE ADMINISTRATIVE OFFICIAL AS THE ADMINISTRATIVE OFFICIAL AUTHORIZED TO APPROVE PLATS AND REPLATS PURSUANT TO FLA. STAT. § 177.071, PROVIDING FOR INCORPORATION OF RECITALS; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF CONFLICTING PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on June 20, 2025, the Governor signed into law Chapter 2025-164, L.O.F., which amends Fla. Stat. § 177.071 to require that plats and replats be administratively approved by a designated authority of the local government, and no further action or approval by the governing body is required if the plat or replat complies with the applicable statutory requirements; and,

WHEREAS, Chapter 2025-164, L.O.F., went into effect on July 1, 2025; and,

WHEREAS, Fla. Stat. § 177.071, as now amended, requires that no later than July 1, 2025, each local government designate, by ordinance or resolution, an administrative authority and official responsible for reviewing, processing, and administratively approving plats and replats; and,

WHEREAS, the Board of County Commissioners desires to comply with the requirements of Fla. Stat. § 177.071, as amended, and to facilitate the efficient review and approval of plats and replats; and,

WHEREAS, the Board of County Commissioners previously approved the designation of Hernando County's Administrative Official an administrative authority and official responsible for

reviewing, processing, and administratively approving plats and replats by means of a *ore tenus* vote; and,

WHEREAS, the Board of County Commissioners now wishes to memoralialize its prior voice vote by adopting the instant, written resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY:

Section 1. Incorporation of Recitals. The foregoing recitals are true and correct and are incorporated herein by reference.

Section 2. Designation of Administrative Authority and Official. Pursuant to Section 177.071, Florida Statutes, the Board of County Commissioners hereby designates the Administrative Official, as that position is defined in Hernando County Code Appendix A, Article V, § 1, as the administrative authority for receiving, reviewing, and processing plat and replat submittals. The Board of County Commissioners further designates the Administrative Official as the administrative official authorized to approve, approve with conditions, or deny plat and replat submittals in accordance with Fla. Stat. § 177.071 and based on compliance with the requirements of Fla. Stat. § 177.091 and Hernando County Code Chapter 26. The Administrative Official may also take any administrative action that is necessary to facilitate his or her authority to approve, approve with conditions, or deny plat and replat submittals as set forth *supra*.

Section 3. Designation of Duties. The Administrative Official is authorized to delegate review and processing duties to appropriate staff within the Planning Department or other relevant departments, consistent with the provisions of Fla. Stat. § 177.071.

Section 4. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, clause, sentence, phrase, or provision of this resolution is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of the remaining portions of this resolution.

Section 5. Conflicting Provisions Repealed. All resolutions or parts of resolutions in conflict with the provisions of this resolution are hereby repealed.

Section 6. Effective Date. This resolution shall take effect immediately.

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY in Regular Session this 5th day of August 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk
DOUG CHORVAT, JR.
Clerk

By: _____
BRIAN HAWKINS
Chairman

SEAL

Approved for Form and Legal Sufficiency:

Jon Jouben
County Attorney's Office

DRAFT DOCUMENT: F:\1 COUNTY ATTORNEY'S OFFICE\JAJ\Ordinances\Administrative Plat Approval\2025-9-10 Proposed Ordinance - Draft 4.wpd, September 10, 2025 (12:30pm) NOTE: additions/~~deletions~~ = language proposed for addition/deletion to existing Code provisions.

ORDINANCE NO.: 2025-__

AN ORDINANCE RELATING TO THE ADMINISTRATIVE APPROVAL OF PLATS AND REPLATS; PROVIDING FOR THE INCORPORATION OF RECITALS AS FINDINGS OF FACT; AMENDING LIST OF DEFINED TERMS; AMENDING PROCEDURES GOVERNING PETITIONS FOR RELIEF FROM HARDSHIPS; AUTHORIZING ADMINISTRATIVE OFFICIAL TO APPROVE PLATS AND REPLATS ADMINISTRATIVELY; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF CONDITIONAL PLAT SUBMITTALS; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF PLAT AND REPLAT SUBMITTALS; AMENDING BONDING REQUIREMENT FOR PLATS AND REPLATS; AMENDING DESIGN STANDARDS FOR BLOCKS; AMENDING DESIGN STANDARDS FOR PUBLIC SITES AND OPEN SPACES; REPEALING HERNANDO COUNTY CODE § 26-94; PROVIDING FOR CERTIFICATION OF ADMINISTRATIVE APPROVAL; AMENDING VARIANCE PROCEDURES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR THE REPEAL OF CONFLICTING PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, local land development regulations require evaluation and revision to address public health, safety and welfare issues that may occur during the implementation of land development regulations; and,

WHEREAS, Chapter 177 of Florida Statutes governs Land Boundaries, including Platting and Replatting, to regulate and control the platting of lands; and,

WHEREAS, Fla. Stat. § 177.071, as amended, requires that plats and replats be administratively approved by a designated authority of the local government, and no further action or approval by the governing body is required if the plat or replat complies with the statutory requirements; and,

WHEREAS, the amended statute requires that each local government designate, by ordinance or resolution, an administrative authority and official responsible for reviewing, processing, and administratively approving plats and replats; and,

WHEREAS, Hernando County desires to amend certain provisions of the Land Development Code, enacted pursuant to Part II of Chapter 163, Florida Statutes, to provide for administrative approval of plats and replats and certain procedural requirements pursuant to Fla. Stat. § 177.091; and,

WHEREAS, Hernando County desires to designate an administrative authority to oversee the platting and replatting process and provide plat and replat approval and denial responsibility, as required by Fla. Stat. § 177.071; and,

WHEREAS, pursuant to Fla. Stat. § 125.66(3)(a), a business impact estimate is not hereby required; and,

WHEREAS, the Board of County Commissioners finds and determines that the amendment to the Hernando County Land Development Code set forth herein is in the best interest of the County and in furtherance of the health, safety, and welfare of the public;

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY:

Section 1. Incorporation of Recitals as Findings of Fact. The foregoing recitals are true and correct and the Board of County Commissioners hereby incorporates them into this Ordinance as its factual findings as if they were fully set forth herein.

Section 2. Amending List of Defined Terms. Hernando County Code § 26-2, Definitions, is hereby amended to read as follows:

Sec. 26-2. Definitions.

As used in this chapter:

Access and utility tract shall mean a tract of land a minimum of sixty (60) feet in width which is owned by all lot owners within the subdivision with each lot owner having an undivided interest in the access and utility tract. The purpose of the access and utility tract is to provide access to all lots within the subdivision and the access and utility tract shall carry an express easement which inures to the benefit of any public or private utility company.

Administrative authority shall have the same meaning as provided for in Fla. Stat. § 177.071, as it may be amended from time to time.

Administrative official shall have the same meaning as provided for in Hernando County Code, Appendix A, Article V, § 1, as it may be amended from time to time.

Alleys are minor ways which are used primarily for vehicular service access to the back side of properties otherwise abutting on a street.

Arterial streets and highways primarily facilitate the through movement, i.e. mobility, of vehicular traffic. Access management techniques are commonly instituted on them to preserve the facilities' capacity. Land access is a secondary priority to the movement of traffic.

Bond means a surety bond or such other collateral security as may be mutually agreed upon from time to time between the board of county commissioners and a developer.

Building setback line is a line within a lot or other parcel of land so designated on the plat of the proposed subdivision, between which and the adjacent boundary of the street upon which the lot abuts the erection of an enclosed structure or portion thereof is prohibited.

Collector streets function primarily to carry traffic from local streets to arterials. The operating speeds are generally lower than that of arterials and provide a greater degree of land access.

Cul-de-sac shall mean a minor street with one ingress and egress and with a turning area at the closed end.

Easement is a legally defined right of passage or use across a specified property. An easement may allow for access, placement of utilities, drainage, other purposes or any combination of these uses.

Frontage roads are minor streets which run concurrent with arterial streets and highways and which provide access to abutting properties and protection from through traffic. A frontage road may be developed along the property frontage or to the rear of the property (reverse frontage road).

Comprehensive plan shall mean a comprehensive plan prepared or adopted by Hernando County pursuant to chapter 163, Florida Statutes, or any amendment to parts thereof, which indicates the general locations recommended for various functional classes of public works, places, uses, structures, streets and facilities for the purpose of the general development of the county, and includes any unit or part of such plans separately adopted and any amendment to such plans or parts thereof.

Local streets are those which are used primarily for access to the abutting properties.

Parent tract is a lot, tract or parcel of record legally existing and developable as of June 13, 1991.

~~*Planning and zoning commission*, *planning commission* or *commission* shall mean the county planning and zoning commission, unless designated specifically otherwise by a prefix or title.~~

Street means a way for vehicular traffic, whether designated as a public street, highway, thoroughfare, road, parkway, throughway, avenue, boulevard, lane, place, right-of-way or however designated.

Subdivider or *owner* includes the plural as well as the singular, and may mean either a natural person, firm, association, partnership, private corporation, public or quasipublic corporation or any combination of any of them.

Subdivision means the division of a lot, tract or parcel of land into two (2) or more contiguous lots or parcels for transfer, sale or development. Each lot created shall have access on a street, tract or easement appropriate to the class of subdivision. The following shall not be considered subdivisions within the meaning of this chapter if no new streets are created: divisions of property by testamentary or intestate provisions; divisions of property by court order, including, but not limited to, judgments of foreclosure; and consolidation of existing lots by deed or other recorded instrument. The term includes resubdivision and, when appropriate to the context, shall relate to the process of subdividing or to the land subdivided. The subdivision of land is permitted in any zoning district in accordance with provisions and regulations of such zoning district.

Section 3. Amending Procedures Governing Petitions for Relief from Hardships. Subsections (f) and (g) of Hernando County Code § 26-3, "Applicability; Exceptions," are amended to read as follows:[1]

* * *

(f) Petition for relief from hardship. A petition for relief from hardship shall be made by any developer who feels the provisions of this chapter, if complied with, would place upon them an undue burden. The petition shall include all data and other information required by the ~~board of county commissioners~~ Administrative Official including at least the following:

(1) A complete set of plans and specifications in accordance with which the construction has been or is being accomplished, if such exists, or a general written explanation of the construction effort with a complete description of all provisions the developer is making to assure construction quality.

(2) A written proposal defining the developer's desired methods of completing the project. The proposal shall indicate specifically from which provisions of this chapter the developer wishes to be excepted ~~from~~.

The ~~governing body~~ Administrative Official, upon review of the petition, may administratively approve the subdivision provided the ~~governing body~~

[1]NOTE TO CODIFIERS: All other provisions of Hernando County Code § 26-3 remain unchanged.

Administrative Official has determined that the ordinance has placed an undue hardship upon the developer and:

(1) All lots proposed to be created under the ~~board of county commissioner's~~ Administrative Official's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(2) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

(3) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

(g) Petition for relief from family hardship. A petition for relief from family hardship may be filed by any person who feels the provisions of this chapter, if complied with, would place upon them an undue burden on their ability to transfer land to family members. The petition shall include all data and other information required by the ~~board of county commissioners~~ Administrative Official. The petition must include ~~including at least the following:(1)A~~ a map on which is indicated an accurate representation of the proposed subdivision. The map shall clearly indicate

the access to be provided and any improvements to be provided in the project. The petition will include the prospective recipient of each tract and his/her relationship to the grantor.

The ~~governing body~~ Administrative Official, upon review of the petition, may administratively approve the subdivision provided the ~~governing body~~ Administrative Official has determined that the ordinance has placed an undue hardship upon the family and:

(1) All lots proposed to be created under the ~~board of county commissioner's~~ Administrative Official's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(2) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

(3) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

(4) All lots must be transferred to an immediate family member and must provide for a reverter clause in the deed returning the land to the grantor if the

transferred parcel does not remain in the ownership of a family member for a minimum of two (2) years from the date of transfer.

Section 4. Authorizing Administrative Official to Approve Plats and Replats Administratively. A new Hernando County Code § 26-20, to be entitled "Designation of Administrative Authority to Approve Plat and Replat Submittals," is hereby created to read as follows:

Sec. 26-20. Designation of Administrative Authority to Approve Plat and Replat Submittals.

(a) Pursuant to Fla. Stat. § 177.071, the Board of County Commissioners hereby designates the Hernando County Planning Department as the administrative authority for receiving, reviewing, and processing plat and replat submittals. The Board of County Commissioners further designates the Administrative Official as the officer who is authorized to approve, approve with conditions, or deny plat and replat submittals in accordance with Fla. Stat. § 177.071 and based on compliance with the requirements of Fla. Stat. § 177.091.The Administrative Official is authorized to delegate his or her plat application processing, review, and approval/denial duties to appropriate County staff, consistent with the provisions of Fla. Stat. § 177.071.

(b) Except as provided for in Hernando County Code § 26-114 *supra*, a party aggrieved may seek judicial review of an administrative decision made pursuant to this Chapter by the Administrative Official by filing suit in circuit court for

declaratory or injunctive relief, within thirty (30) days of the date of the Administrative Official's decision, on the grounds that the action taken is arbitrary, capricious, confiscatory, or violative of constitutional guarantees.

Section 5. Providing for the Administrative Approval of Conditional Plat Submittals. Hernando County Code § 26-21, "Procedure for Review and Approval of a Conditional Plat," is amended to read as Follows:

Sec. 26-21. Procedure for Review and Approval of a Conditional Plat.

(a) The developer shall cause to be prepared a conditional plat properly signed and sealed by a registered professional engineer (engineer of record) licensed in the State of Florida. The conditional plat shall include all information required by the county, including, but not limited to, the following:

(1) Preliminary layout. The engineer of record shall prepare a complete layout of the streets and lot configurations including all parcels of land which the developer reasonably expects to include in the project. The layout shall be drawn to a scale on drawings no larger than 24" x 36" with one copy drawn to scale on 11" x 17". The layout shall include the following minimum information:

a. Description, typical detail or generalized location of all proposed easements, including type and width.

b. North arrow and scale.

c. Location of proposed facilities and improvements.

d. Site data including number of lots by land use type or category, lot sizes, and density for residential lots.

e. The layout shall include all adjacent parcels and the surrounding transportation grid.

f. The amount of open space, including the number of parks, whether active or passive, and size of proposed park areas. Final types of amenities to be determined with construction plan submittal/approval.

(2) Narrative description of preliminary protective covenants and association documents.

(3) Preliminary engineering analysis. The engineer of record shall provide a preliminary engineering analysis of the lands to be developed. The analysis shall include, at a minimum, the soil conditions, drainage design assumptions and a preliminary stormwater analysis, the location of all floodplains, the location of significant vegetative communities including wetlands, a preliminary wildlife analysis that identifies the potential for listed species on the property, pavement design considerations, potable water and sewage disposal determinations, and fire protection.

(4) List of all planned improvements and facilities indicating those that will remain private and those facilities/improvements that will be dedicated to the county.

(5) Proposed development schedule. If the development is of such size that the developer desires to develop in units or phases, the plan shall indicate the proposed sequence of development.

(6) Adequate access and transportation analysis. The engineer of record shall submit an analysis of the existing and proposed transportation network indicating the collector street system which will adequately service the pedestrian and vehicular traffic generated by the proposed development. The analysis shall be prepared in accordance with the county's adopted facility design guidelines or as required by the county engineer. The analysis shall also include the need for cross connections between the proposed site and adjacent parcels as a means of providing for adequate traffic circulation. The ~~planning and zoning commission~~ Administrative Official will consider the analysis and, with recommendations from the planning department and county engineer, stipulate any specific transportation improvements which the developer must accomplish as a condition of his application.

(7) Development of regional impact statement if required by the provisions set forth in F.S. ch. 380.

(8) Water supply and sewage disposal plans. The developer or engineer of record shall provide the planned methods of water supply and sewage disposal in accordance with all required codes and regulations. In the event the proposed subdivision will connect to county water and/or sewer facilities, the engineer of

record shall prepare a capacity analysis in accordance with county standards and requirements to ensure that the distribution and collection network can accommodate the additional projected flows.

(9) Adequate public facility analysis. The engineer of record shall provide an adequate public facilities analysis in accordance with the requirements of the county comprehensive plan and associated adequate public facility requirements of this Code.

(b) Copies of the conditional plat shall be submitted to else the development department. The county will review all data submitted for conformity with the county subdivision regulations, the county's adopted facility design guidelines and the county land use regulations and will solicit the review of other appropriate agencies. Upon determination that the conditional plat is in conformance with all required rules and regulations all pertinent review comments and requirements will be provided to the ~~planning and zoning commission~~ Administrative Official in conjunction with the application review for approval.

(c) The ~~planning and zoning commission~~ Administrative Official shall consider the data compiled by the county and the conditional plat of the developer and, with due deliberation, either confer conditional approval on the plat with any provisions ~~it~~ he or she deems necessary or deny approval citing the reasons therefor. If approval is denied, the developer may make those corrections required and the project may be

reconsidered ~~at a subsequent planning and zoning commission meeting~~ by the Administrative Official, provided all corrections are satisfactorily completed and submitted to the county ~~at least~~ within four (4) weeks ~~prior to the meeting at which reconsideration is requested~~ of the Administrative Official's original determination. Should the ~~planning and zoning commission~~ Administrative Official impose any conditions which the developer feels cause an undue hardship or deny approval for reasons which the developer feels are unjust, the developer may request a review of the conditional plat by the board of county commissioners for final disposition of the conditional plat. Upon final approval of the conditional plat, the developer shall have two (2) years to be granted construction plan approval. In no case shall the conditional plat be valid for more than five (5) years from the original date of approval.

(d) Upon receipt of conditional plat approval, the developer shall have the engineer of record prepare construction plans and specifications for all improvements indicated on the approved list of planned improvements. Copies of the plans and specifications shall be submitted to the county, properly sealed by a registered professional engineer. The county shall submit the plans to the affected county departments to review the plans and specifications for compliance with this article and other federal, state or county requirements. Upon determination that the construction plans are in conformance with all required rules and regulations and the

county staff shall approve the plans. If the plans and specifications are approved, the county shall so indicate by letter to the developer or engineer of record detailing any performance conditions which the county finds to be in the best interest of the county. Upon receipt of this conditional approval of construction plans, the engineer of record shall make those corrections and/or revisions which are required and shall prepare and submit a final set of construction plans and specifications to the county for final approval and use in construction inspections. Upon final approval of the construction plans and transmittal of the official notification letter of such approval, the developer shall have one (1) year to begin construction according to the approved plans. During the one-year time period, the developer shall:

(1) Begin the construction of improvements to be accomplished within a maximum period of eighteen (18) months of the official notification letter; or

(2) Provide performance security to the county at an amount equal to one hundred (100) percent of the cost of construction of all required improvements as estimated by the engineer of record and approved by the county, whereby all improvements are satisfactorily secured such that in the event the developer, for any reason, does not complete the required improvements within eighteen (18) month time limit, the county shall have access to adequate funds to have the construction of such improvements accomplished. Such performance security shall be accepted by the board of county commissioners. Upon completion of all required

improvements the board may release the performance security subject to the posting and acceptance by the board maintenance security for a period of eighteen (18) months in the amount of twenty (20) percent of the cost to construct all required improvements as certified by the engineer of record and approved by the county.

If the developer has neither begun construction nor entered into an acceptable security agreement within one (1) year from the date of final approval of the construction plans, approved construction plans shall become void unless the developer submits a request for a timely extension of the construction plan approval. One (1) extension of the construction plan approval for construction to begin may be issued for a period not to exceed eighteen (18) months by the board of county commissioners provided the effect of new or current regulations is evaluated, and the applicant agrees to comply with any new requirements as a condition of the extension. In no event shall construction plans be extended after the five (5) year time frame has lapsed from the date of approval of the original conditional plat.

Section 6. Providing for the Administrative Approval of Plat and Replat Submittals. Hernando County Code § 26-22, "Procedures for Approval of Subdivision Record Plat," is hereby renamed "Procedures for the Administrative Approval of Subdivision Record Plats and Replats," and is amended to read as follows:

Sec. 26-22. Procedures for the Administrative Approval of Subdivision Record Plats and Replats.

(a) Upon satisfaction of the requirements of the preceding sections of this article, the developer shall submit the subdivision record plat or replat to the ~~board of county commissioners~~ Administrative Official for final administrative review. A letter shall accompany the plat indicating the approval of the local postmaster for the street names used. The plat shall meet all requirements of Florida Statutes, chapter 177, the county land use regulations set out in appendix A of this volume, and this chapter, except as otherwise specifically approved. In addition, the plat shall meet the following criteria:

(1) The subdivision plat offered for recording shall meet all requirements of Florida Statutes, chapter 177.091 as to material, process, legibility and permanency of the record plat. The record plat shall be on sheets twenty-four inches by thirty-six inches (24" × 36").

(2) Each sheet shall have a marginal line completely around the drawing such that a three-inch binding margin remains on the left and a one-inch margin remains on the other three (3) sides.

(3) All tracts and drainage retention areas to be designated on the plat are to be designated by a tract letter identifier (A,B,C,etc.)

(4) All easements shown on the plat are to be clearly identified as to location and purpose.

(5) If jurisdictional lines are required on the plat, they are to be clearly identified as to controlling agency and their purpose, use and limitations.

(6) Adjacent unplatted lands to the plat are to be identified as such. Platted lands must have ghosted in all adjacent lots, blocks and streets with the proper name of the subdivision and the plat book and page numbers as recorded in the public records clearly provided.

(b) When submitting the original subdivision record plat or replat to the ~~board of county commissioners~~ Administrative Official, the developer shall also submit in separate documents, to be provided with the record plat, the following:

(1) A table listing the square footage of all lots, parcels or tracts;

(2) A document indicating the length of each street centerline and the total length of all street centerlines contained within the project.

(c) Within 7 business days after receipt of a plat or replat submittal, the administrative authority shall provide written notice to the applicant acknowledging receipt of the plat or replat submittal and identifying any missing documents or information necessary to process the plat or replat submittal for compliance with Fla. Stat. § 177.091. The written notice must also provide information regarding the plat or replat approval process, including requirements regarding the completeness of the process and applicable timeframes for reviewing, approving, and otherwise processing the plat or replat submittal.

(d) The Administrative Official shall determine whether the proposed plat or replat complies with the requirements and standards of Fla. Stat. § 177.091. Unless the applicant requests an extension of time, the Administrative Official shall approve, approve with conditions, or deny the plat or replat submittal within the timeframe identified in the written notice provided to the applicant under subsection (c) *supra*. The Administrative Official shall administratively approve a proposed plat or replat submitted under Fla. Stat § 177.071, with no further action required by the Board of County Commissioners, if the proposed plat or replat complies with the requirements of Fla. Stat. § 177.091. If the Administrative Official does not approve the proposed plat or replat, it must notify the applicant in writing of his or her reasons for declining to approve the submittal. The written notice must identify all areas of noncompliance and include specific citations to each requirement the plat or replat submittal fails to meet. The Administrative Official, or any other official, employee, agent, or designee of the Board of County Commissioners, may not request or require the applicant to file a written request for an extension of time.

(e) Before a plat or replat is offered for recording, it must be administratively approved by the Administrative Official as required by this section, and evidence of such approval must be placed on the face of the plat or replat. If not approved, the Administrative Official must return the proposed plat or replat to the

professional surveyor and mapper or the legal entity that submitted the proposed plat or replat for administrative approval.

(f) Subsequent to receipt of approval of the ~~board of county commissioners~~ Administrative Official, the developer shall submit to the clerk of the circuit court for recording purposes the following:

(1) The original final plat meeting the requirements of chapter 177, Florida Statutes, and copies of the final plat of a number and quality as required by the county clerk.

(2) A document signed by the tax collector's office indicating that there are no current or delinquent taxes due on the property to be platted at the time and date the plat is submitted to the clerk of circuit court recording division for recording of the plat.

(g) The Administrative Official's administrative approval of a proposed plat or replat shall constitute Hernando County's acceptance of any and all dedications made to Hernando County on said plat or replat.

Section 7. Amending Bonding Requirement for Plats and Replats. Hernando County Code § 26-41, "Generally," is hereby amended to read as follows:

Sec. 26-41. Generally.

(a) The state requires developers to utilize the services of engineers registered in accordance with chapter 471, Florida Statutes, in the design of improvements to

lands subdivided. The board of county commissioners hereby affirms this requirement and advises all developers of land within the county that all improvements herein required or otherwise promised by the developer shall be designed by qualified, registered professional engineers. The plans and specifications for all improvements shall be submitted to the county engineer for review and approval prior to starting construction or prior to recordation of the subdivision record plat or replat if the improvements are to be bonded.

(b) The plans and specifications shall completely define the scope of all work to be accomplished in the construction of improvements and shall provide for a standard of quality which equals or exceeds the minimum requirements cited in the "Hernando County Facility Design Guidelines," as issued by the county engineering department and approved by the board of county commissioners, the "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways State of Florida (a.k.a. The Green Book)" and the "Hernando County Utilities Water and Wastewater Construction Specifications Manual."

Section 8. Amending Design Standards for Blocks. Hernando County Code § 26-46, "Blocks," is hereby amended to read as follows:

Sec. 26-46. Blocks.

(a) The lengths, widths and shapes of blocks shall be determined with due regard to:

(1) Provision of adequate building sites suitable to the special needs of the type of use contemplated.

(2) Zoning requirements as to lot sizes and dimensions.

(3) Needs for convenient access, circulation, control and safety of street traffic.

(4) Limitations and opportunities of topography.

(b) Block lengths shall not exceed one thousand three hundred twenty (1,320) feet or be less than three hundred thirty (330) feet unless specifically approved by the ~~planning and zoning commission~~ Administrative Official.

(c) Pedestrian crosswalks, designed to Florida Department of Transportation (F.D.O.T.) standards, shall be required where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities.

(d) Street rights-of-way shall be provided to all undeveloped areas surrounding the subdivision at points not to exceed one thousand three hundred twenty (1,320) feet or such as the ~~planning and zoning commission~~ Administrative Official may direct. Such rights-of-way may be left unimproved if desired by the subdivider and approved by the ~~planning and zoning commission~~ Administrative Official.

Section 9. Amending Design Standards for Public Sites and Open Spaces. Hernando County Code § 26-48, "Public Sites and Open Spaces," is hereby amended to read as follows:

Sec. 26-48. Public Sites and Open Spaces.

(a) Where a proposed park, playground, school or other public use shown in a general county plan is located in whole or in part in a subdivision, the ~~planning and zoning commission~~ Administrative Official may require the dedication or reservation of such area within the subdivision in those cases in which the ~~planning and zoning commission~~ Administrative Official deems such requirements to be reasonable.

(b) Where deemed essential by the ~~planning and zoning commission~~ Administrative Official, upon consideration of the particular type of development proposed in the subdivision, and especially in large scale neighborhood unit developments not anticipated in the general county plan, the ~~planning and zoning commission~~ Administrative Official may require the dedication or reservation of such other areas or sites of a character, extent and location suitable to the needs created by such development for schools, parks and other neighborhood purposes.

(c) When public sites and open spaces are to be dedicated to a homeowners' association, that association must be created by incorporation prior to filing the final plat for the subdivision.

Section 10. Repeal of Hernando County Code § 26-94. Hernando County Code § 26-94, "Adoption Resolution," is hereby repealed.

Section 11. Providing for Certification of Administrative Approval. A new Hernando County Code § 26-94, to be entitled "Certification of Administrative Approval," is hereby enacted to read as follows:

Sec. 26-94. Certification of Administrative Approval.

Each plat or replat submitted to Hernando County for approval for record shall contain a form of appropriate certificate to be executed by the Administrative Official or the Administrative Official's designee approving such plat for recording and accepting the dedication of all streets and other places shown thereon, which certificate shall be in substantially the following form:

CERTIFICATE OF ADMINISTRATIVE APPROVAL

I HEREBY CERTIFY that pursuant to Fla. Stat. § 177.071, I have administratively approved the instant plat and have authorized it to be recorded in the Official Records of Hernando County, Florida. Further, my administrative approval of the instant plat constitutes Hernando County's acceptance, on its own behalf and on behalf of the public generally, the dedication of all streets, canals, parks, and other public places shown on the instant plat, which acceptance shall be binding on all persons hereafter.

By: _____ Date: _____
County Administrative Official

Section 12. Amending Variance Procedures. Hernando County Code Ch. 26, Art. VI, consisting of §§ 26-111 through 26-114, "Variances," is hereby amended to read as follows:

Sec. 26-111. Hardship.

Where the ~~planning and zoning commission~~ Administrative Official finds that extraordinary hardship may result from strict compliance with the regulations set out in this chapter, ~~it~~ the Administrative Official may vary the regulations so that substantial justice may be done and the public interest secured; provided, that such variation will not have the effect of nullifying the intent and purpose of the general county plan or this chapter.

Sec. 26-112. Planned Development Projects.

A comprehensive residential, commercial, industrial or combined development, including the large scale construction of residential, commercial and/or industrial buildings, together with the necessary access roads, may be approved by the ~~commission~~ Administrative Official although the design of the project does not reflect standard subdivision design and arrangements; provided, that departure from the minimum design standards of the subdivision regulations can be made without destroying their intent and is in accordance with the regulations concerning planned development projects.

Sec. 26-113. Conditions.

In granting variances and modifications, the ~~planning and zoning commission~~ Administrative Official may require such conditions as will, in ~~its~~ his or her

judgment, secure substantially the objective of the standards or requirements so varied or modified.

Sec. 26-114. Board of County Commissioners Review of Conditional Plat Decisions and Conditions.

The board of county commissioners may, upon appeal of the applicant or upon their own volition, review, modify or append any conditional plat decision or condition during rezoning review within sixty (60) days of the approval or denial by the ~~planning and zoning commission~~ Administrative Official.

Section 13. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, clause, sentence, phrase, or provision of this ordinance is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of the remaining portions of this ordinance.

Section 14. Inclusion in the Code. It is the intention of the Board of County Commissioners of Hernando County, Florida, and it is hereby provided, that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances of Hernando County, Florida. To this end, the sections of this Ordinance may be renumbered or relettered to accomplish such intention, and that the word "ordinance" may be changed to "section," "article," or any other appropriate designation.

Section 15. Conflicting Provisions Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 16. Effective Date. This ordinance shall take effect immediately upon receipt of official acknowledgment from the office of the Secretary of State of Florida that this ordinance has been filed with said office.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY in Regular Session this _____ day of _____ 20__.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
DOUGLAS CHORVAT, JR.
Clerk and Comptroller

By: _____
JERRY CAMPBELL
Chairman

Approved for Form and Legal Sufficiency

Jon Jouben
_____
County Attorney

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
CLK25-141 NOTICE OF PUBLIC HEARING OF PROPOSED ORDINANCE

in the matter of
Proposed Ordinance Relating to the Administrative Approval of Plats and Replats

was published in said newspaper by print in the issue(s) of:
October 24, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on October 24, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 24th day of October, 2025.

(Signature of Notary Public)

LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

CLK25-141

NOTICE OF PUBLIC HEARING OF PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Hernando County Florida, will hold a public hearing on **Tuesday, November 4, 2025, at 9:00 a.m. or soon thereafter,** in the **Hernando County Government Center,** County Commission Chambers, 20 N. Main St., Rm 160, Brooksville, Florida, to consider the following:

AN ORDINANCE RELATING TO THE ADMINISTRATIVE APPROVAL OF PLATS AND REPLATS; PROVIDING FOR THE INCORPORATION OF RECITALS AS FINDINGS OF FACT; AMENDING LIST OF DEFINED TERMS; AMENDING PROCEDURES GOVERNING PETITIONS FOR RELIEF FROM HARDSHIPS; AUTHORIZING ADMINISTRATIVE OFFICIAL TO APPROVE PLATS AND REPLATS ADMINISTRATIVELY; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF CONDITIONAL PLAT SUBMITTALS; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF PLAT AND REPLAT SUBMITTALS; AMENDING BONDING REQUIREMENT FOR PLATS AND REPLATS; AMENDING DESIGN STANDARDS FOR BLOCKS; AMENDING DESIGN STANDARDS FOR PUBLIC SITES AND OPEN SPACES; REPEALING HERNANDO COUNTY CODE § 26-94; PROVIDING FOR CERTIFICATION OF ADMINISTRATIVE APPROVAL; AMENDING VARIANCE PROCEDURES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR THE REPEAL OF CONFLICTING PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

THIS PROPOSED ORDINANCE may be inspected by the public in the County Planning Department, 1653 Blaise Drive, Brooksville, FL 34601, between the hours of 7:30 a.m. to 2:00 p.m., Monday through Friday, legal holidays excepted.

Notice Continues on Page 2

YOU HAVE A RIGHT to appear and be heard at this public meeting and/or to send any written objections to the County Commissioners at 15470 Flight Path Dr., Brooksville, Florida 34604.

YOU ARE FURTHER ADVISED that if any person decides to appeal any decision made by the Board of County Commissioners with respect to the subject matter of the hearing, that person will need to ensure a verbatim record of the proceedings is made.

ALL PERSONS INTERESTED in the above matter are invited to attend and be heard.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. In accordance with the Americans with Disabilities Act, persons with disabilities needing special accommodations to participate in this proceeding should contact Rebecca Hines, Procurement Department, 15470 Flight Path Dr., Brooksville, Florida 34604, Telephone 352-754-4020. If hearing impaired, please call 711 for assistance.

BOARD OF COUNTY COMMISSIONERS HERNANDO COUNTY, FLORIDA
/s/ (SEAL)
Douglas A. Chorvat, Jr.
Clerk of the Circuit Court & Comptroller
By: Nienke Osinga
Deputy Clerk

Published: October 24, 2025

Hernando Sun
Your Weekly Local Newspaper.

THE HERNANDO SUN; Published Weekly

Brooksville Hernando County FLORIDA

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF HERNANDO :

Before the undersigned authority, Julie B. Maglio, personally appeared, who on oath, says that she is Editor of the Hernando Sun, a weekly newspaper published at Brooksville in Hernando County, Florida, that the attached copy of the advertisement, being a
CLK25-142 NOTICE OF PUBLIC HEARING OF PROPOSED ORDINANCE

in the matter of
Administrative Approval of Plats and Replats Ordinance

was published in said newspaper by print in the issue(s) of:
November 21, 2025

and/or by publication on the newspaper's publicly available website, if authorized, on November 21, 2025

Affiant further says that the newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

(Signature of Affiant)

Sworn to and subscribed before me
This 21st day of November, 2025.

(Signature of Notary Public)

LISA M. MACNEIL
Commission # HH 254975
Expires April 19, 2026

(Print, Type, or Stamp Commissioned Name of Notary Public)

Personally known ✓ or

produced identification_____

Type of identification produced_____

CLK25-142

NOTICE OF PUBLIC HEARING OF PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Hernando County Florida, will hold a public hearing on **Tuesday, December 2, 2025, at 9:00 a.m. or soon thereafter,** in the **Hernando County Government Center,** County Commission Chambers, 20 N. Main St., Rm 160, Brooksville, Florida, to consider the following:

AN ORDINANCE RELATING TO THE ADMINISTRATIVE APPROVAL OF PLATS AND REPLATS; PROVIDING FOR THE INCORPORATION OF RECITALS AS FINDINGS OF FACT; AMENDING LIST OF DEFINED TERMS; AMENDING PROCEDURES GOVERNING PETITIONS FOR RELIEF FROM HARDSHIPS; AUTHORIZING ADMINISTRATIVE OFFICIAL TO APPROVE PLATS AND REPLATS ADMINISTRATIVELY; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF CONDITIONAL PLAT SUBMITTALS; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF PLAT AND REPLAT SUBMITTALS; AMENDING BONDING REQUIREMENT FOR PLATS AND REPLATS; AMENDING DESIGN STANDARDS FOR BLOCKS; AMENDING DESIGN STANDARDS FOR PUBLIC SITES AND OPEN SPACES; REPEALING HERNANDO COUNTY CODE § 26-94; PROVIDING FOR CERTIFICATION OF ADMINISTRATIVE APPROVAL; AMENDING VARIANCE PROCEDURES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR THE REPEAL OF CONFLICTING PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

THIS PROPOSED ORDINANCE may be inspected by the public in the County Planning Department, 1653 Blaise Drive, Brooksville, FL 34601, between the hours of 7:30 a.m. to 2:00 p.m., Monday through Friday, legal holidays excepted.

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ALL PERSONS INTERESTED in the above matter are invited to attend and be heard.

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BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA
/s/ (SEAL)
Douglas A. Chorvat, Jr.
Clerk of the Circuit Court & Comptroller
By: Nienke Osinga
Deputy Clerk

Published: November 21, 2025

DRAFT DOCUMENT: F:\1 COUNTY ATTORNEY'S OFFICE\JAJ\Ordinances\Administrative Plat Approval\2025-9-10 Proposed Ordinance - Draft 4.wpd, September 10, 2025 (12:30pm) NOTE: additions/~~deletions~~ = language proposed for addition/deletion to existing Code provisions.

ORDINANCE NO.: 2025-17

AN ORDINANCE RELATING TO THE ADMINISTRATIVE APPROVAL OF PLATS AND REPLATS; PROVIDING FOR THE INCORPORATION OF RECITALS AS FINDINGS OF FACT; AMENDING LIST OF DEFINED TERMS; AMENDING PROCEDURES GOVERNING PETITIONS FOR RELIEF FROM HARDSHIPS; AUTHORIZING ADMINISTRATIVE OFFICIAL TO APPROVE PLATS AND REPLATS ADMINISTRATIVELY; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF CONDITIONAL PLAT SUBMITTALS; PROVIDING FOR THE ADMINISTRATIVE APPROVAL OF PLAT AND REPLAT SUBMITTALS; AMENDING BONDING REQUIREMENT FOR PLATS AND REPLATS; AMENDING DESIGN STANDARDS FOR BLOCKS; AMENDING DESIGN STANDARDS FOR PUBLIC SITES AND OPEN SPACES; REPEALING HERNANDO COUNTY CODE § 26-94; PROVIDING FOR CERTIFICATION OF ADMINISTRATIVE APPROVAL; AMENDING VARIANCE PROCEDURES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR THE REPEAL OF CONFLICTING PROVISIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, local land development regulations require evaluation and revision to address public health, safety and welfare issues that may occur during the implementation of land development regulations; and,

WHEREAS, Chapter 177 of Florida Statutes governs Land Boundaries, including Platting and Replatting, to regulate and control the platting of lands; and,

WHEREAS, Fla. Stat. § 177.071, as amended, requires that plats and replats be administratively approved by a designated authority of the local government, and no further action or approval by the governing body is required if the plat or replat complies with the statutory requirements; and,

WHEREAS, the amended statute requires that each local government designate, by ordinance or resolution, an administrative authority and official responsible for reviewing, processing, and administratively approving plats and replats; and,

WHEREAS, Hernando County desires to amend certain provisions of the Land Development Code, enacted pursuant to Part II of Chapter 163, Florida Statutes, to provide for administrative approval of plats and replats and certain procedural requirements pursuant to Fla. Stat. § 177.091; and,

WHEREAS, Hernando County desires to designate an administrative authority to oversee the platting and replatting process and provide plat and replat approval and denial responsibility, as required by Fla. Stat. § 177.071; and,

WHEREAS, pursuant to Fla. Stat. § 125.66(3)(a), a business impact estimate is not hereby required; and,

WHEREAS, the Board of County Commissioners finds and determines that the amendment to the Hernando County Land Development Code set forth herein is in the best interest of the County and in furtherance of the health, safety, and welfare of the public;

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY:

Section 1. Incorporation of Recitals as Findings of Fact. The foregoing recitals are true and correct and the Board of County Commissioners hereby incorporates them into this Ordinance as its factual findings as if they were fully set forth herein.

Section 2. Amending List of Defined Terms. Hernando County Code § 26-2, Definitions, is hereby amended to read as follows:

Sec. 26-2. Definitions.

As used in this chapter:

Access and utility tract shall mean a tract of land a minimum of sixty (60) feet in width which is owned by all lot owners within the subdivision with each lot owner having an undivided interest in the access and utility tract. The purpose of the access and utility tract is to provide access to all lots within the subdivision and the access and utility tract shall carry an express easement which inures to the benefit of any public or private utility company.

Administrative authority shall have the same meaning as provided for in Fla. Stat. § 177.071, as it may be amended from time to time.

Administrative official shall have the same meaning as provided for in Hernando County Code, Appendix A, Article V, § 1, as it may be amended from time to time.

Alleys are minor ways which are used primarily for vehicular service access to the back side of properties otherwise abutting on a street.

Arterial streets and highways primarily facilitate the through movement, i.e. mobility, of vehicular traffic. Access management techniques are commonly instituted on them to preserve the facilities' capacity. Land access is a secondary priority to the movement of traffic.

Bond means a surety bond or such other collateral security as may be mutually agreed upon from time to time between the board of county commissioners and a developer.

Building setback line is a line within a lot or other parcel of land so designated on the plat of the proposed subdivision, between which and the adjacent boundary of the street upon which the lot abuts the erection of an enclosed structure or portion thereof is prohibited.

Collector streets function primarily to carry traffic from local streets to arterials. The operating speeds are generally lower than that of arterials and provide a greater degree of land access.

Cul-de-sac shall mean a minor street with one ingress and egress and with a turning area at the closed end.

Easement is a legally defined right of passage or use across a specified property. An easement may allow for access, placement of utilities, drainage, other purposes or any combination of these uses.

Frontage roads are minor streets which run concurrent with arterial streets and highways and which provide access to abutting properties and protection from through traffic. A frontage road may be developed along the property frontage or to the rear of the property (reverse frontage road).

Comprehensive plan shall mean a comprehensive plan prepared or adopted by Hernando County pursuant to chapter 163, Florida Statutes, or any amendment to parts thereof, which indicates the general locations recommended for various functional classes of public works, places, uses, structures, streets and facilities for the purpose of the general development of the county, and includes any unit or part of such plans separately adopted and any amendment to such plans or parts thereof.

Local streets are those which are used primarily for access to the abutting properties.

Parent tract is a lot, tract or parcel of record legally existing and developable as of June 13, 1991.

~~*Planning and zoning commission; planning commission or commission;* shall mean the county planning and zoning commission, unless designated specifically otherwise by a prefix or title.~~

Street means a way for vehicular traffic, whether designated as a public street, highway, thoroughfare, road, parkway, throughway, avenue, boulevard, lane, place, right-of-way or however designated.

Subdivider or *owner* includes the plural as well as the singular, and may mean either a natural person, firm, association, partnership, private corporation, public or quasipublic corporation or any combination of any of them.

Subdivision means the division of a lot, tract or parcel of land into two (2) or more contiguous lots or parcels for transfer, sale or development. Each lot created shall have access on a street, tract or easement appropriate to the class of subdivision. The following shall not be considered subdivisions within the meaning of this chapter if no new streets are created: divisions of property by testamentary or intestate provisions; divisions of property by court order, including, but not limited to, judgments of foreclosure; and consolidation of existing lots by deed or other recorded instrument. The term includes resubdivision and, when appropriate to the context, shall relate to the process of subdividing or to the land subdivided. The subdivision of land is permitted in any zoning district in accordance with provisions and regulations of such zoning district.

Section 3. Amending Procedures Governing Petitions for Relief from Hardships. Subsections (f) and (g) of Hernando County Code § 26-3, "Applicability; Exceptions," are amended to read as follows:[1]

* * *

(f) Petition for relief from hardship. A petition for relief from hardship shall be made by any developer who feels the provisions of this chapter, if complied with, would place upon them an undue burden. The petition shall include all data and other information required by the ~~board of county commissioners~~ Administrative Official including at least the following:

(1) A complete set of plans and specifications in accordance with which the construction has been or is being accomplished, if such exists, or a general written explanation of the construction effort with a complete description of all provisions the developer is making to assure construction quality.

(2) A written proposal defining the developer's desired methods of completing the project. The proposal shall indicate specifically from which provisions of this chapter the developer wishes to be excepted ~~from~~.

The ~~governing body~~ Administrative Official, upon review of the petition, may administratively approve the subdivision provided the ~~governing body~~

[1]NOTE TO CODIFIERS: All other provisions of Hernando County Code § 26-3 remain unchanged.

Administrative Official has determined that the ordinance has placed an undue hardship upon the developer and:

(1) All lots proposed to be created under the ~~board of county commissioner's~~ Administrative Official's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(2) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

(3) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

(g) Petition for relief from family hardship. A petition for relief from family hardship may be filed by any person who feels the provisions of this chapter, if complied with, would place upon them an undue burden on their ability to transfer land to family members. The petition shall include all data and other information required by the ~~board of county commissioners~~ Administrative Official. The petition must include ~~including at least the following:(1)A~~ a map on which is indicated an accurate representation of the proposed subdivision. The map shall clearly indicate

the access to be provided and any improvements to be provided in the project. The petition will include the prospective recipient of each tract and his/her relationship to the grantor.

The ~~governing body~~ Administrative Official, upon review of the petition, may administratively approve the subdivision provided the ~~governing body~~ Administrative Official has determined that the ordinance has placed an undue hardship upon the family and:

(1) All lots proposed to be created under the ~~board of county commissioner's~~ Administrative Official's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(2) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

(3) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

(4) All lots must be transferred to an immediate family member and must provide for a reverter clause in the deed returning the land to the grantor if the

transferred parcel does not remain in the ownership of a family member for a minimum of two (2) years from the date of transfer.

Section 4. Authorizing Administrative Official to Approve Plats and Replats Administratively. A new Hernando County Code § 26-20, to be entitled "Designation of Administrative Authority to Approve Plat and Replat Submittals," is hereby created to read as follows:

Sec. 26-20. Designation of Administrative Authority to Approve Plat and Replat Submittals.

(a) Pursuant to Fla. Stat. § 177.071, the Board of County Commissioners hereby designates the Hernando County Planning Department as the administrative authority for receiving, reviewing, and processing plat and replat submittals. The Board of County Commissioners further designates the Administrative Official as the officer who is authorized to approve, approve with conditions, or deny plat and replat submittals in accordance with Fla. Stat. § 177.071 and based on compliance with the requirements of Fla. Stat. § 177.091.The Administrative Official is authorized to delegate his or her plat application processing, review, and approval/denial duties to appropriate County staff, consistent with the provisions of Fla. Stat. § 177.071.

(b) Except as provided for in Hernando County Code § 26-114 *supra*, a party aggrieved may seek judicial review of an administrative decision made pursuant to this Chapter by the Administrative Official by filing suit in circuit court for

declaratory or injunctive relief, within thirty (30) days of the date of the Administrative Official's decision, on the grounds that the action taken is arbitrary, capricious, confiscatory, or violative of constitutional guarantees.

Section 5. Providing for the Administrative Approval of Conditional Plat Submittals. Hernando County Code § 26-21, "Procedure for Review and Approval of a Conditional Plat," is amended to read as Follows:

Sec. 26-21. Procedure for Review and Approval of a Conditional Plat.

(a) The developer shall cause to be prepared a conditional plat properly signed and sealed by a registered professional engineer (engineer of record) licensed in the State of Florida. The conditional plat shall include all information required by the county, including, but not limited to, the following:

(1) Preliminary layout. The engineer of record shall prepare a complete layout of the streets and lot configurations including all parcels of land which the developer reasonably expects to include in the project. The layout shall be drawn to a scale on drawings no larger than 24" x 36" with one copy drawn to scale on 11" x 17". The layout shall include the following minimum information:

a. Description, typical detail or generalized location of all proposed easements, including type and width.

b. North arrow and scale.

c. Location of proposed facilities and improvements.

d. Site data including number of lots by land use type or category, lot sizes, and density for residential lots.

e. The layout shall include all adjacent parcels and the surrounding transportation grid.

f. The amount of open space, including the number of parks, whether active or passive, and size of proposed park areas. Final types of amenities to be determined with construction plan submittal/approval.

(2) Narrative description of preliminary protective covenants and association documents.

(3) Preliminary engineering analysis. The engineer of record shall provide a preliminary engineering analysis of the lands to be developed. The analysis shall include, at a minimum, the soil conditions, drainage design assumptions and a preliminary stormwater analysis, the location of all floodplains, the location of significant vegetative communities including wetlands, a preliminary wildlife analysis that identifies the potential for listed species on the property, pavement design considerations, potable water and sewage disposal determinations, and fire protection.

(4) List of all planned improvements and facilities indicating those that will remain private and those facilities/improvements that will be dedicated to the county.

(5) Proposed development schedule. If the development is of such size that the developer desires to develop in units or phases, the plan shall indicate the proposed sequence of development.

(6) Adequate access and transportation analysis. The engineer of record shall submit an analysis of the existing and proposed transportation network indicating the collector street system which will adequately service the pedestrian and vehicular traffic generated by the proposed development. The analysis shall be prepared in accordance with the county's adopted facility design guidelines or as required by the county engineer. The analysis shall also include the need for cross connections between the proposed site and adjacent parcels as a means of providing for adequate traffic circulation. The ~~planning and zoning commission~~ Administrative Official will consider the analysis and, with recommendations from the planning department and county engineer, stipulate any specific transportation improvements which the developer must accomplish as a condition of his application.

(7) Development of regional impact statement if required by the provisions set forth in F.S. ch. 380.

(8) Water supply and sewage disposal plans. The developer or engineer of record shall provide the planned methods of water supply and sewage disposal in accordance with all required codes and regulations. In the event the proposed subdivision will connect to county water and/or sewer facilities, the engineer of

record shall prepare a capacity analysis in accordance with county standards and requirements to ensure that the distribution and collection network can accommodate the additional projected flows.

(9) Adequate public facility analysis. The engineer of record shall provide an adequate public facilities analysis in accordance with the requirements of the county comprehensive plan and associated adequate public facility requirements of this Code.

(b) Copies of the conditional plat shall be submitted to else the development department. The county will review all data submitted for conformity with the county subdivision regulations, the county's adopted facility design guidelines and the county land use regulations and will solicit the review of other appropriate agencies. Upon determination that the conditional plat is in conformance with all required rules and regulations all pertinent review comments and requirements will be provided to the ~~planning and zoning commission~~ Administrative Official in conjunction with the application review for approval.

(c) The ~~planning and zoning commission~~ Administrative Official shall consider the data compiled by the county and the conditional plat of the developer and, with due deliberation, either confer conditional approval on the plat with any provisions ~~it~~ he or she deems necessary or deny approval citing the reasons therefor. If approval is denied, the developer may make those corrections required and the project may be

reconsidered ~~at a subsequent planning and zoning commission meeting~~ by the Administrative Official, provided all corrections are satisfactorily completed and submitted to the county ~~at least~~ within four (4) weeks ~~prior to the meeting at which reconsideration is requested~~ of the Administrative Official's original determination. Should the ~~planning and zoning commission~~ Administrative Official impose any conditions which the developer feels cause an undue hardship or deny approval for reasons which the developer feels are unjust, the developer may request a review of the conditional plat by the board of county commissioners for final disposition of the conditional plat. Upon final approval of the conditional plat, the developer shall have two (2) years to be granted construction plan approval. In no case shall the conditional plat be valid for more than five (5) years from the original date of approval.

(d) Upon receipt of conditional plat approval, the developer shall have the engineer of record prepare construction plans and specifications for all improvements indicated on the approved list of planned improvements. Copies of the plans and specifications shall be submitted to the county, properly sealed by a registered professional engineer. The county shall submit the plans to the affected county departments to review the plans and specifications for compliance with this article and other federal, state or county requirements. Upon determination that the construction plans are in conformance with all required rules and regulations and the

county staff shall approve the plans. If the plans and specifications are approved, the county shall so indicate by letter to the developer or engineer of record detailing any performance conditions which the county finds to be in the best interest of the county. Upon receipt of this conditional approval of construction plans, the engineer of record shall make those corrections and/or revisions which are required and shall prepare and submit a final set of construction plans and specifications to the county for final approval and use in construction inspections. Upon final approval of the construction plans and transmittal of the official notification letter of such approval, the developer shall have one (1) year to begin construction according to the approved plans. During the one-year time period, the developer shall:

(1) Begin the construction of improvements to be accomplished within a maximum period of eighteen (18) months of the official notification letter; or

(2) Provide performance security to the county at an amount equal to one hundred (100) percent of the cost of construction of all required improvements as estimated by the engineer of record and approved by the county, whereby all improvements are satisfactorily secured such that in the event the developer, for any reason, does not complete the required improvements within eighteen (18) month time limit, the county shall have access to adequate funds to have the construction of such improvements accomplished. Such performance security shall be accepted by the board of county commissioners. Upon completion of all required

improvements the board may release the performance security subject to the posting and acceptance by the board maintenance security for a period of eighteen (18) months in the amount of twenty (20) percent of the cost to construct all required improvements as certified by the engineer of record and approved by the county.

If the developer has neither begun construction nor entered into an acceptable security agreement within one (1) year from the date of final approval of the construction plans, approved construction plans shall become void unless the developer submits a request for a timely extension of the construction plan approval. One (1) extension of the construction plan approval for construction to begin may be issued for a period not to exceed eighteen (18) months by the board of county commissioners provided the effect of new or current regulations is evaluated, and the applicant agrees to comply with any new requirements as a condition of the extension. In no event shall construction plans be extended after the five (5) year time frame has lapsed from the date of approval of the original conditional plat.

Section 6. Providing for the Administrative Approval of Plat and Replat Submittals. Hernando County Code § 26-22, "Procedures for Approval of Subdivision Record Plat," is hereby renamed "Procedures for the Administrative Approval of Subdivision Record Plats and Replats," and is amended to read as follows:

Sec. 26-22. Procedures for <u>the</u> Administrative Approval of Subdivision Record Plats <u>and Replats</u>.

(a) Upon satisfaction of the requirements of the preceding sections of this article, the developer shall submit the subdivision record plat or replat to the ~~board of county commissioners~~ Administrative Official for final administrative review. A letter shall accompany the plat indicating the approval of the local postmaster for the street names used. The plat shall meet all requirements of Florida Statutes, chapter 177, the county land use regulations set out in appendix A of this volume, and this chapter, except as otherwise specifically approved. In addition, the plat shall meet the following criteria:

(1) The subdivision plat offered for recording shall meet all requirements of Florida Statutes, chapter 177.091 as to material, process, legibility and permanency of the record plat. The record plat shall be on sheets twenty-four inches by thirty-six inches (24" × 36").

(2) Each sheet shall have a marginal line completely around the drawing such that a three-inch binding margin remains on the left and a one-inch margin remains on the other three (3) sides.

(3) All tracts and drainage retention areas to be designated on the plat are to be designated by a tract letter identifier (A,B,C,etc.)

(4) All easements shown on the plat are to be clearly identified as to location and purpose.

(5) If jurisdictional lines are required on the plat, they are to be clearly identified as to controlling agency and their purpose, use and limitations.

(6) Adjacent unplatted lands to the plat are to be identified as such. Platted lands must have ghosted in all adjacent lots, blocks and streets with the proper name of the subdivision and the plat book and page numbers as recorded in the public records clearly provided.

(b) When submitting the original subdivision record plat or replat to the ~~board of county commissioners~~ Administrative Official, the developer shall also submit in separate documents, to be provided with the record plat, the following:

(1) A table listing the square footage of all lots, parcels or tracts;

(2) A document indicating the length of each street centerline and the total length of all street centerlines contained within the project.

(c) Within 7 business days after receipt of a plat or replat submittal, the administrative authority shall provide written notice to the applicant acknowledging receipt of the plat or replat submittal and identifying any missing documents or information necessary to process the plat or replat submittal for compliance with Fla. Stat. § 177.091. The written notice must also provide information regarding the plat or replat approval process, including requirements regarding the completeness of the process and applicable timeframes for reviewing, approving, and otherwise processing the plat or replat submittal.

(d) The Administrative Official shall determine whether the proposed plat or replat complies with the requirements and standards of Fla. Stat. § 177.091. Unless the applicant requests an extension of time, the Administrative Official shall approve, approve with conditions, or deny the plat or replat submittal within the timeframe identified in the written notice provided to the applicant under subsection (c) *supra*. The Administrative Official shall administratively approve a proposed plat or replat submitted under Fla. Stat § 177.071, with no further action required by the Board of County Commissioners, if the proposed plat or replat complies with the requirements of Fla. Stat. § 177.091. If the Administrative Official does not approve the proposed plat or replat, it must notify the applicant in writing of his or her reasons for declining to approve the submittal. The written notice must identify all areas of noncompliance and include specific citations to each requirement the plat or replat submittal fails to meet. The Administrative Official, or any other official, employee, agent, or designee of the Board of County Commissioners, may not request or require the applicant to file a written request for an extension of time.

(e) Before a plat or replat is offered for recording, it must be administratively approved by the Administrative Official as required by this section, and evidence of such approval must be placed on the face of the plat or replat. If not approved, the Administrative Official must return the proposed plat or replat to the

professional surveyor and mapper or the legal entity that submitted the proposed plat or replat for administrative approval.

(f) Subsequent to receipt of approval of the ~~board of county commissioners~~ Administrative Official, the developer shall submit to the clerk of the circuit court for recording purposes the following:

(1) The original final plat meeting the requirements of chapter 177, Florida Statutes, and copies of the final plat of a number and quality as required by the county clerk.

(2) A document signed by the tax collector's office indicating that there are no current or delinquent taxes due on the property to be platted at the time and date the plat is submitted to the clerk of circuit court recording division for recording of the plat.

(g) The Administrative Official's administrative approval of a proposed plat or replat shall constitute Hernando County's acceptance of any and all dedications made to Hernando County on said plat or replat.

Section 7. Amending Bonding Requirement for Plats and Replats. Hernando County Code § 26-41, "Generally," is hereby amended to read as follows:

Sec. 26-41. Generally.

(a) The state requires developers to utilize the services of engineers registered in accordance with chapter 471, Florida Statutes, in the design of improvements to

lands subdivided. The board of county commissioners hereby affirms this requirement and advises all developers of land within the county that all improvements herein required or otherwise promised by the developer shall be designed by qualified, registered professional engineers. The plans and specifications for all improvements shall be submitted to the county engineer for review and approval prior to starting construction or prior to recordation of the subdivision record plat or replat if the improvements are to be bonded.

(b) The plans and specifications shall completely define the scope of all work to be accomplished in the construction of improvements and shall provide for a standard of quality which equals or exceeds the minimum requirements cited in the "Hernando County Facility Design Guidelines," as issued by the county engineering department and approved by the board of county commissioners, the "Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways State of Florida (a.k.a. The Green Book)" and the "Hernando County Utilities Water and Wastewater Construction Specifications Manual."

Section 8. Amending Design Standards for Blocks. Hernando County Code § 26-46, "Blocks," is hereby amended to read as follows:

Sec. 26-46. Blocks.

(a) The lengths, widths and shapes of blocks shall be determined with due regard to:

(1) Provision of adequate building sites suitable to the special needs of the type of use contemplated.

(2) Zoning requirements as to lot sizes and dimensions.

(3) Needs for convenient access, circulation, control and safety of street traffic.

(4) Limitations and opportunities of topography.

(b) Block lengths shall not exceed one thousand three hundred twenty (1,320) feet or be less than three hundred thirty (330) feet unless specifically approved by the ~~planning and zoning commission~~ Administrative Official.

(c) Pedestrian crosswalks, designed to Florida Department of Transportation (F.D.O.T.) standards, shall be required where deemed essential to provide circulation or access to schools, playgrounds, shopping centers, transportation and other community facilities.

(d) Street rights-of-way shall be provided to all undeveloped areas surrounding the subdivision at points not to exceed one thousand three hundred twenty (1,320) feet or such as the ~~planning and zoning commission~~ Administrative Official may direct. Such rights-of-way may be left unimproved if desired by the subdivider and approved by the ~~planning and zoning commission~~ Administrative Official.

Section 9. Amending Design Standards for Public Sites and Open Spaces. Hernando County Code § 26-48, "Public Sites and Open Spaces," is hereby amended to read as follows:

Sec. 26-48. Public Sites and Open Spaces.

(a) Where a proposed park, playground, school or other public use shown in a general county plan is located in whole or in part in a subdivision, the ~~planning and zoning commission~~ Administrative Official may require the dedication or reservation of such area within the subdivision in those cases in which the ~~planning and zoning commission~~ Administrative Official deems such requirements to be reasonable.

(b) Where deemed essential by the ~~planning and zoning commission~~ Administrative Official, upon consideration of the particular type of development proposed in the subdivision, and especially in large scale neighborhood unit developments not anticipated in the general county plan, the ~~planning and zoning commission~~ Administrative Official may require the dedication or reservation of such other areas or sites of a character, extent and location suitable to the needs created by such development for schools, parks and other neighborhood purposes.

(c) When public sites and open spaces are to be dedicated to a homeowners' association, that association must be created by incorporation prior to filing the final plat for the subdivision.

Section 10. Repeal of Hernando County Code § 26-94. Hernando County Code § 26-94, "Adoption Resolution," is hereby repealed.

Section 11. Providing for Certification of Administrative Approval. A new Hernando County Code § 26-94, to be entitled "Certification of Administrative Approval," is hereby enacted to read as follows:

Sec. 26-94. Certification of Administrative Approval.

Each plat or replat submitted to Hernando County for approval for record shall contain a form of appropriate certificate to be executed by the Administrative Official or the Administrative Official's designee approving such plat for recording and accepting the dedication of all streets and other places shown thereon, which certificate shall be in substantially the following form:

CERTIFICATE OF ADMINISTRATIVE APPROVAL

I HEREBY CERTIFY that pursuant to Fla. Stat. § 177.071, I have administratively approved the instant plat and have authorized it to be recorded in the Official Records of Hernando County, Florida. Further, my administrative approval of the instant plat constitutes Hernando County's acceptance, on its own behalf and on behalf of the public generally, the dedication of all streets, canals, parks, and other public places shown on the instant plat, which acceptance shall be binding on all persons hereafter.

By: _____ Date: _____
County Administrative Official

Section 12. Amending Variance Procedures. Hernando County Code Ch. 26, Art. VI, consisting of §§ 26-111 through 26-114, "Variances," is hereby amended to read as follows:

Sec. 26-111. Hardship.

Where the ~~planning and zoning commission~~ Administrative Official finds that extraordinary hardship may result from strict compliance with the regulations set out in this chapter, ~~it~~ the Administrative Official may vary the regulations so that substantial justice may be done and the public interest secured; provided, that such variation will not have the effect of nullifying the intent and purpose of the general county plan or this chapter.

Sec. 26-112. Planned Development Projects.

A comprehensive residential, commercial, industrial or combined development, including the large scale construction of residential, commercial and/or industrial buildings, together with the necessary access roads, may be approved by the ~~commission~~ Administrative Official although the design of the project does not reflect standard subdivision design and arrangements; provided, that departure from the minimum design standards of the subdivision regulations can be made without destroying their intent and is in accordance with the regulations concerning planned development projects.

Sec. 26-113. Conditions.

In granting variances and modifications, the ~~planning and zoning commission~~ Administrative Official may require such conditions as will, in ~~its~~ his or her

judgment, secure substantially the objective of the standards or requirements so varied or modified.

Sec. 26-114. Board of County Commissioners Review of Conditional Plat Decisions and Conditions.

The board of county commissioners may, upon appeal of the applicant or upon their own volition, review, modify or append any conditional plat decision or condition during rezoning review within sixty (60) days of the approval or denial by the ~~planning and zoning commission~~ Administrative Official.

Section 13. Severability. It is declared to be the intent of the Board of County Commissioners that if any section, subsection, clause, sentence, phrase, or provision of this ordinance is for any reason held unconstitutional or invalid, the invalidity thereof shall not affect the validity of the remaining portions of this ordinance.

Section 14. Inclusion in the Code. It is the intention of the Board of County Commissioners of Hernando County, Florida, and it is hereby provided, that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances of Hernando County, Florida. To this end, the sections of this Ordinance may be renumbered or relettered to accomplish such intention, and that the word "ordinance" may be changed to "section," "article," or any other appropriate designation.

Section 15. Conflicting Provisions Repealed. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 16. Effective Date. This ordinance shall take effect immediately upon receipt of official acknowledgment from the office of the Secretary of State of Florida that this ordinance has been filed with said office.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY in Regular Session this 2nd day of December 2025

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Rause, Deputy Clerk
DOUGLAS CHORVAT, JR.
Clerk and Comptroller

By: Jerry Campbell
JERRY CAMPBELL
Chairman

SEAL

Approved for Form and Legal Sufficiency

Jon Jouben
County Attorney

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Michelle Miller
Initiator: Omar DePablo
DOC ID: 16648
Legal Request Number:
Bid/Contract Number:

TITLE

Amended and Restated Development Agreement for Sunrise Combined-Planned Development Project

RESULT:	**ADOPTED**
MOVER:	Brian Hawkins
SECONDER:	Ryan Amsler
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

SUNRISE (COMBINED-PLANNED DEVELOPMENT PROJECT)
HERNANDO COUNTY, FLORIDA

THIS DEVELOPMENT AGREEMENT is made and entered into on this _____ day of December, 2025, by and between MAK Family Partnership, Ltd., a Florida limited partnership, TBF Partners, Ltd., a Texas limited partnership, TBF Partners II, LLC, a Florida limited liability company, Robert A. Buckner, as Trustee under that certain Trust Agreement dated March 9, 1989, Robert A. Buckner, individually, Sharon P. McKethan, individually, Haley Dowlen, as Personal Representative of the Estate of John Hale McKethan, whose address is c/o James H. Kimbrough, Jr., P.O. Box 1, Brooksville, Fl 34605-0001, Robert A. Buckner, William M. Buckner and James C. Buckner, as Co-Trustees of the Robert C. Buckner Trust, James C. Buckner, individually, and Robert A. Buckner, James C. Buckner and William M. Buckner, as Co-Trustees of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended, and J. Thomas Bronson, as Personal Representative of the Estate of T.E. Bronson, as their interests may appear of record, (hereinafter referred to individually as the "Owner" or collectively as the "Owners"), Hawk Sunrise LLC, a Florida limited liability company, whose address is 2502 N. Rocky Pointe Drive Suite 1050 Tampa, FL 33607, and their respective successors and assigns (the "Developer Owner"), and Hernando County, a political subdivision of the State of Florida, whose address is 20 North Main Street, Brooksville, Florida 34601 (the "County" or "Hernando County") (all collectively referred to herein as the "Parties" or individually as "Party"), regarding the Developer Owner's proposed development known as Sunrise (the "Development" or "Sunrise Development").

RECITALS:

WHEREAS, the Owners, as tenants-in-common, together with any respective successors and assigns, collectively own approximately 1,385 acres located in Hernando County, Florida, lying south of S.R. 50, east of Interstate 75, west of Kettering Road, and north of potential future Dashback Street (the "Property"), and which is legally described in EXHIBIT A attached hereto and made a part hereof; and

WHEREAS, on September 12, 2007, the Board of County Commissioners of Hernando County, Florida (the "BOCC") approved that certain Development Order (the "DRI DO") for the Sunrise Development of Regional Impact (the "DRI"), pursuant to Section 380.06, Florida Statutes, which governed the Property at that time, and was recorded on September 20, 2007, at O.R. Book 2491, Page 1770, of the Official Records of Hernando County, Florida; and

WHEREAS, on December 10, 2008, the BOCC approved a Rezoning (File Number H08-I3) to Combined-Planned Development Project (C-PDP) for the Property (as may be amended, the "C-PDP Rezoning"), with a companion Master Plan (as may be amended, the "Master Plan"), with Deviations, as described therein; and

WHEREAS, pursuant to the DRI approval, the entitlements for the Property remain vested as set forth in the approved C-PDP Rezoning, Master Plan, and DRI DO; and

WHEREAS, pursuant to Chapter 380, Florida Statutes, the Development, as previously approved, is not required to be a Development of Regional impact anymore, and the Owners and Developer Owner have elected, concurrent with the approval of this Development Agreement and the concurrent modification of the C-PDP Rezoning and Master Plan by the BOCC, to abandon the DRI and to terminate the DRI DO, as authorized by applicable Florida law; and

WHEREAS, on September 12th, 2023, the County approved a Development Agreement recognizing the abandonment of the DRI, terminating the DRI DO, and setting forth the terms and conditions of the development of the Property (the "Development Agreement"); and

WHEREAS, on March 28th, 2024, the Developer Owner purchased a portion of the Property from the Owners; and

WHEREAS, on December 12th, 2024, the Hernando County Planning & Zoning Commission approved the Conditional Plat for Sunrise Phase 1; and

WHEREAS, the Hernando County School District ("HCSD") raised concerns about the revisions to the mitigation for Schools in the previously approved Development; and

WHEREAS, it is the intent of this Amended and Restated Development Agreement, as defined below, to re-affirm that the Property is fully vested from School Concurrency; and

WHEREAS, the Owners and Developer Owner have agreed to amend the Development Agreement to modify the School Mitigation section of the Development Agreement and otherwise simply to restate the Development Agreement (the "Amended and Restated Development Agreement");

NOW, THEREFORE, in consideration of the sum of $10.00, and other good and valuable consideration, in hand paid by the Parties hereto, each to the other, simultaneously with the execution and delivery of these presents, and in consideration of the mutual understandings and agreements hereinafter set forth and contained, the Parties agree as follows:

SECTION 1 - FINDINGS OF FACT; INCORPORATED DOCUMENTS

1.1 The above recitals are incorporated herein by reference and made a part hereof.

1.2 The County shall monitor the Development to ensure compliance with the terms, general provisions, and conditions of this Amended and Restated Development Agreement. The County Administrator or his/her designee shall monitor the Development through the review of the site plans, building permits, certificates of occupancy, plats, if applicable, and any other relevant and factual information.

1.3 In each instance where the Developer Owner is responsible for construction, operation, and/or ongoing maintenance of privately owned facilities or infrastructure, the Developer Owner may assign any or all of its responsibilities regarding those facilities to an appropriate entity, which may include a designated Homeowner's Association ("HOA") or

Community Development District ("CDD"), authorized by law and able to fulfill such responsibilities consistent with statutory requirements.

1.4 The BOCC specifically finds that the Development is consistent with the County's adopted Comprehensive Plan and with the County's Land Development Regulations, subject to the terms of the C-PDP Rezoning and Master Plan, and this Amended and Restated Development Agreement, all as approved by the BOCC.

1.5 The approved Master Plan, pursuant to the approved C-PDP Rezoning (approved on September 12, 2023 by the BOCC), is attached as EXHIBIT B and made a part hereof; provided, however, that any subsequent revision to the C-PDP Rezoning and/or Master Plan approved by the BOCC shall be deemed automatically incorporated herein, unless an amendment to this Amended and Restated Development Agreement is required based upon the terms of the approved Amended and Restated Development Agreement.

1.6 The Sunrise Development Water and Sewer Service Agreement, upon its execution by the Owners/Developer Owner and the County (executing as the Hernando County Water and Sewer District), shall be incorporated into this Amended and Restated Development Agreement by reference and made a part hereof.

1.7 As used herein, the term "Developer Owner" shall include any HOA or CDD organized by the Developer Owner and approved by the County and/or other agencies having jurisdiction, to the extent the Developer Owner elects to delegate any design, permitting, construction, operation, and/or maintenance responsibilities of the Developer Owner under this Amended and Restated Development Agreement, and to the extent such HOA and/or CDD delegation is authorized by applicable law.

1.8 As used herein, the term "Development" or "Sunrise Development" shall mean the Property as developed pursuant to the approved C-PDP Rezoning and Master Plan, as both may be amended from time to time.

SECTION 2 - EFFECTIVE DATE AND DURATION; VESTED ENTITLEMENTS

2.1 This Amended and Restated Development Agreement shall take effect as to Section 3.15.4 and Section 3.15.5 upon the date of execution hereof by the last Party hereto but otherwise shall remain in effect as to all its other provisions from and after its original effective date of September 12, 2023 (the "Effective Date"). The term of this Amended and Restated Development Agreement shall expire on December 31, 2044 (the "Term") unless modified in writing and executed by the Parties. The Term of this Amended and Restated Development Agreement shall also vest the C-PDP Rezoning and Master Plan for the same length of time in accordance with Section 1 of Article VIII, Appendix A (Zoning) of the Code of Ordinances, Hernando County, Florida; however, all other terms and conditions of the County's Land Development Regulations shall apply, except where inconsistent with the express terms of this Amended and Restated Development Agreement, or the C-PDP Rezoning or Master Plan.

2.2 Notwithstanding any other provision of the County's Land Development Regulations, or other laws or regulations, the Development's entitlements as set forth in the C-PDP Rezoning and Master Plan approved concurrently herewith, shall be vested for the Term of this Amended and Restated Development Agreement, including any extensions of this Amended and Restated Development Agreement approved pursuant to Paragraph 2.1 above.

2.3 Except as specifically set forth in this Amended and Restated Development Agreement, the C-PDP Rezoning (including any modifications approved by the County from time to time), or the Master Plan (including any modifications approved by the County from time to time), and the standard provisions of the County's Land Development Regulations shall apply, which are in effect at the time of the conditional plat, master plan, development permit or other applicable approval required to commence with the development for each phase of the Development; provided, however, that in the event of any conflict, the terms and conditions of this Amended and Restated Development Agreement shall control.

2.4 The requirements and deadlines for all terms of mitigation required for the Development shall be as set forth in this Amended and Restated Development Agreement, which shall prevail over any other existing or future Hernando County Land Development Regulations provisions, or other requirements for pursuit of the Development as vested and authorized in this Amended and Restated Development Agreement.

2.5 "Commence Development" for purposes of this Amended and Restated Development Agreement shall mean that the Developer Owner shall have constructed, or cause to be constructed, any site grading or clearing, infrastructure, roadways, or vertical development.

2.6 This Amended and Restated Development Agreement constitutes final approval for the Developer Owner to develop the Property, as described in EXHIBIT A, subject to all required land development and permitting regulations and in accordance with the terms of this Amended and Restated Development Agreement, and in accordance with the C-PDP Rezoning and Master Plan, as follows (collectively the "Development Entitlements"):

2.6.1 4,200 Single Family Units (which may be detached or attached single-family units, for-sale and build-for-rent single-family units)

2.6.2 600 Multi-Family Dwelling Units (which may include Senior Adult Attached Housing Units)

2.6.3 75 Motel Units

2.6.4 325,000 square feet of Retail/Commercial uses approved by the C-PDP Rezoning and Master Plan

2.6.5 50,000 square feet of Office uses approved by the C-PDP Rezoning and Master Plan

2.6.6 40,000 square feet of Mini-Warehouse Use

2.6.7 Recreational Amenities and Residential Ancillary Uses approved by the C-PDP Rezoning and Master Plan

2.6.8 Public or Semi-Public Uses approved by the C-PDP Rezoning and Master Plan

2.7 Land Use Exchange Matrix ("LUEM") Conversions. The foregoing uses may be exchanged to their trip-equivalent uses pursuant to the LUEM set forth in EXHIBIT C, attached hereto and made a part hereof, and in accordance with Paragraph 3.19 below.

2.8 Transportation Approval. The Traffic Impact Study ("TIS") submitted by Lincks & Associates, Inc., Tampa, Florida, Project No. 21131, for the Project Entitlements above has been approved by the County as last revised in March 2023, subject to the transportation mitigation requirements of this Amended and Restated Development Agreement.

SECTION 3 - SPECIFIC CONDITIONS AND REQUIREMENTS

3.1. General Environmental Matters. The Developer Owner shall comply with all Hernando County Land Development Regulations environmental requirements, and those of other regulatory agencies having jurisdiction over the Development, to the extent applicable to the Property.

3.2. Subsurface Features, Surface Waters and Ground Waters.

3.2.1. Geotechnical Analysis. A geotechnical report prepared by a Florida Registered Geotechnical Professional Engineer shall be used in the design and layout of the Development, and shall be submitted to the County at the time of, and in connection with, the conditional plat, or functional equivalent, of each phase in order to ascertain that the Developer Owner has used its best efforts to avoid adverse impacts to sensitive karst and subsurface features in the overall design and layout of the Development. All construction shall be in accordance with the County's Facility Design Guidelines.

3.2.2. Best Management Practices ("BMPs"). In addition to being in compliance with all applicable requirements of the regulatory agencies (such as the Florida Department of Environmental Protection ("FDEP") and the Southwest Florida Water Management District ("SWFWMD"), without limitation, the Developer Owner shall utilize BMPs to control siltation and prevent turbidity during construction activities. These standards can be achieved by utilizing the best available construction techniques for erosion and sedimentation control, as well as meeting the minimum standards for National Pollution Discharge Elimination System ("NPDES") permitting.

3.3. Drainage, Stormwater and Groundwater.

3.3.1 Stormwater Pollution Prevention ("SWPP"). The Developer Owner shall implement SWPP methods for each set of construction plans for the Development, incorporating requirements such as: (1) clearing and grading areas only as they are being prepared for construction; (2) stabilizing areas immediately after construction completion; (3) potential limiting of watering for dust control at the time of construction due to hydrologic conditions; and (4) meeting SWFWMD compliance standards.

3.3.2 Stormwater/Drainage Retention Areas ("DRAs"). DRAs, including either "wet" or "dry" DRAs, shall be designed and constructed according to accepted engineering practices, and all applicable regulatory standards of SWFWMD and the Hernando County Facility Design Guidelines.

3.3.3 Low Impact Development ("LID"). Stormwater management facilities shall adhere to SWFWMD criteria for the design, construction, operation and maintenance of such facilities in karst sensitive areas, as determined by SWFWMD. Where feasible, the Development shall utilize LID methods to reduce the impact of nutrients on natural wetlands systems. These LID methods may include low impact stormwater design consisting of vegetated swales and buffers, where reasonably feasible, prior to discharge of treated stormwater, tree cluster-rain gardens, pervious pavement, conserving natural areas and wetlands, minimizing development impacts, attempting to maintain site runoff rates, the use of integrated management practices, the implementation of pollution prevention, proper maintenance, and public education.

3.3.4 Karst Cover. Soil boring(s) shall be used to verify that suitable soil cover is maintained between each DRA bottom and any subsurface limestone rock strata, limestone pinnacles, or potential karst connections, consistent with applicable regulatory criteria.

3.3.5 Periodic Inspections. Once the on-site surface water management system is constructed in accordance with SWFWMD permit requirements, the Developer Owner's engineer shall certify that the on-site surface water management system is in substantial conformity with the local and state regulations. Thereafter, periodic inspections shall be conducted to ensure that the system is being properly maintained in keeping with its permitted design and is capable of accomplishing the permitted level of stormwater storage/treatment for which it was designed and intended.

3.4 Wetlands and Invasive Species.

3.4.1 The Developer Owner shall protect wetland areas through a combination of (1) BMPs; (2) SWFWMD and FDEP Environmental

Resource Program ("ERP") permitting criteria; (3) compliance with the rules and regulations of the U.S. Environmental Protection Agency ("EPA"); (4) NPDES compliance; (5) compliance with applicable mitigation requirements for any wetland impacts approved by the County and applicable permitting agencies; (6) conservation easements in favor of the HOA or CDD, as applicable, which shall include a third-party right of enforcement in favor of the County pursuant to Section 704.06(8), Florida Statutes, where required by the C-PDP Rezoning, the Master Plan, or this Amended and Restated Development Agreement; and (7) wetland/upland buffers as specified in this Development Agreement.

3.4.2 The Developer Owner shall protect on-site surface waters from construction impacts through various measures, including the use of staked hay bales and silt screen fences, to protect wetlands from erosion and sediment transport.

3.4.3 Invasive exotic species shall be removed from all wetlands, designated open spaces, and other areas as required by the County's Land Development Regulations or the approved C-PDP Rezoning or Master Plan during horizontal site development construction. These areas shall also be maintained as needed by the HOA or CDD, as applicable, with invasive plant management techniques approved by any applicable agency development permit(s).

3.5 Flood Plains. The Developer Owner shall comply with the County's Flood Damage Prevention and Protection Ordinance, the County's Buildings and Building Regulations Ordinance, Federal Emergency Management Agency ("FEMA") regulations and SWFWMD regulations, and shall use the best available data regarding flood plains/flood-prone areas, as authorized by law and accepted by SWFWMD and the County at the time of construction plans approval.

3.6 Common Area Maintenance and Resident Education.

3.6.1 The Developer Owner agrees to include in its HOA Covenants, Conditions and Restrictions ("CC&Rs") a requirement that where the use of pesticides and/or chemicals are necessary for grounds maintenance within the Development (specifically including open spaces and common areas), such pesticides and chemicals shall be used sparingly and only in accordance with BMPs and provisions of the Florida Yards and Neighborhoods Program. The CC&Rs shall be recorded at the time of approval of each final subdivision plat against those portions of the Development subject to such plat. Furthermore, the Developer Owner agrees that during the period of ownership or control of all portions of the Development where the use of pesticides and/or chemicals are necessary for grounds maintenance, within those portions of the Development it continues to own or control, such

pesticides and chemicals shall be used sparingly and only in accordance with BMPs and the provisions in this Paragraph.

3.6.2 The Developer Owner (or its designated builders) shall provide new residential property owners with materials and information regarding the Florida-Friendly Landscaping Program, a University of Florida/IFAS Extension program in cooperation with the Hernando County Utilities Department ("Florida-Friendly Landscaping Program"), and the County's Fertilizer Ordinance, and encourage use of the principles, techniques, and landscaping recommendations within such materials and information. Such guidelines shall be included in the HOA CC&Rs for the Property as well.

3.7 Soils and Erosion.

3.7.1 Grading Plan. The Developer Owner shall develop a grading plan that utilizes the pre-development topography to the maximum extent reasonably feasible. The grading plan shall be provided to the County at the time of, and in connection with, each conditional plat, or functional equivalent, application.

3.7.2 Site Disturbance/Erosion.

a) The Development shall be designed to complement the topography and minimize site disturbance and erosion by construction phasing, limiting site clearance while maximizing retention of existing vegetation, timely revegetation of cleared areas, and preservation of existing grades and slopes in Development design and construction.

b) The Developer Owner shall use BMPs (i.e., those BMPs generated by FDEP and SWFWMD) to control soil erosion.

c) The Developer Owner shall protect on-site surface waters from construction impacts through various measures, including the use of staked hay bales and silt screen fences to reduce both erosion and sediment transport into wetland areas.

d) The Developer Owner shall minimize wind erosion from clearing and grubbing operations by performing such operations only on individual parcels of land where construction is scheduled to proceed.

e) The Developer Owner shall minimize fugitive dust through sodding, water sprinkling, seeding, mulching or planting of landscaped material in cleared and disturbed areas.

f) The Developer Owner shall conduct geotechnical testing for development areas consistent with County and/or SWFWMD adopted regulations to identify and address any areas of soil raveling/slumping. Should any noticeable soil slumping or sinkhole formation become evident before or during construction activities, the Developer Owner shall comply with the permit conditions of SWFWMD to develop a plan of action and corrective measures to correct the problem. Once a plan of action and corrective measures are determined, the Developer Owner shall complete the required actions/measures in accordance with any permit requirements.

g) A geotechnical report prepared by a Florida Registered Geotechnical Professional Engineer shall be provided for review by the County Engineer at the time of construction plans review to identify and recommend BMPs and professionally recognized engineering practices that address the identification of unsuitable soils, if present, to include the following:

(i) The stripping of existing topsoil and vegetation/roots and undercutting pockets of organic soils and/or deleterious material, if encountered.

(ii) The backfilling and compaction with structural fill in required lifts.

(iii) The compaction and densification of the ground surface to recommended standards and depths.

3.8 Buffers and Open Space.

3.8.1. Open space shall meet the minimum requirements of the Code of Ordinances, Hernando County, Florida, and shall generally include the Oak Hammock Preservation Area and the I-75 Buffer Area as identified in the approved C-PDP Rezoning and Master Plan, other jurisdictional wetland buffers, neighborhood park sites, vegetated (both natural and any enhanced) buffers, pedestrian trails that provide for connectivity, and areas of open space preservation, as ultimately approved in conjunction with the C-PDP Rezoning, Master Plan, conditional plat, construction plans review and/or site development review.

3.8.2. As part of the above open space, the Developer Owner shall provide the following preservation and/or buffer areas:

a) A 40-foot-wide open space corridor/perimeter buffer along the Development's western common boundary with the I-75 right-of-way (the "I-75 Buffer Area"). This buffer shall preserve existing natural, native vegetation as set forth below but may contain passive trails, picnic areas and/or educational viewing areas for passive use. This open space shall be maintained by the HOA or CDD. In areas where the development parcels directly abut the existing I-75 drainage retention areas, the required natural buffer area shall be reduced from 40 feet to 20 feet in width. In locations where the natural vegetation in the I-75 Buffer Area does not have 80% opacity, the natural buffer shall be enhanced such that 80% opacity can be achieved within three (3) years after planting. If disturbance of a natural area within the I-75 buffer is required for adjacent development purposes, then re-planting shall be required such that 80% opacity can be achieved within three (3) years. The Developer Owner shall have the option, at its election, to install a perimeter wall on the development side of the I-75 Buffer Area, in whole or in part, for any portion thereof. In the event the Developer Owner elects to construct such wall, the natural buffer shall remain on the I-75 side of the wall, but the obligation to enhance the natural buffer to achieve 80% opacity shall not apply to such segment of the I-75 Buffer Area where a perimeter wall is constructed by the Developer Owner.

b) The approximate 17-acre existing oak hammock area identified on the Master Plan (the "Oak Hammock Preservation Area"), the uses for which shall be limited as set forth in the C-PDP Rezoning. A neighborhood park may be co-located adjacent to the Oak Hammock Preservation Area, to facilitate parking and/or pedestrian access for passive use of the Oak Hammock Preservation Area as set forth in the CPDP Rezoning and Master Plan. This open space corridor shall be maintained by the HOA or CDD. No listed plant species shall be removed from the Oak Hammock Preservation Area or other natural vegetative buffers or natural preservation areas identified on the Master Plan.

c) A 15-foot buffer along the north side of the future right-of-way for Dashback Road adjacent to the Development; provided, however, that the buffer shall not be required where such future right-of-way is adjacent to wetlands, drainage retention areas, or flood plain mitigation areas.

d) All other neighborhood park and perimeter buffer requirements shall be as set forth in the Land Development Regulations at the time of conditional plat for such portions of the Development. The I-75 Buffer Area and the Oak Hammock Preservation Area shall be counted toward the open space requirements for the Development, and if such areas contain trails or other access, or other passive use facilities for Development residents, also shall count toward the neighborhood park requirements for the Development.

3.8.3. The Developer Owner shall provide the County an accounting upon each application for conditional plat for each phase of development, of the allocation of open space (as to both park space and other open spaces) for that conditional plat and an accounting of the total cumulative park space and other open space at that point in the development process. Conservation easement areas in favor of the HOA or CDD, which shall include a third-party right of enforcement in favor of the County pursuant to Section 704.06(8), Florida Statutes, as applicable, shall be identified at each conditional plat, where applicable under this Amended and Restated Development Agreement, to protect wetland preservation areas and designated conservation areas (including any which contain designated wildlife habitat).

3.8.4. Pedestrian trails, including but not limited to boardwalks, previous and impervious trails, and pedestrian access, may be permitted in passive open space areas as designated at the time of conditional plat review. Active recreational activities shall not be permitted in areas designated for buffers and passive open space; however, passive uses such as trails, picnic areas, and educational viewing shall be allowed. The Development's internal multipurpose trail system shall connect (as development phases are constructed) to the paths currently being constructed by FDOT in the SR 50 right-of-way adjacent to the Development, which then will facilitate the ultimate connection via SR 50 (by FDOT or others) to the Withlacoochee River State Trail.

3.8.5. The Developer Owner shall prepare, or cause to be prepared, a comprehensive wildlife survey, prepared by a qualified professional, prior to any development occurring on the Property. Furthermore, copies of any permits shall be provided prior to site alteration or the commencement of construction and the issuance of building permits by the County.

3.8.6. The Developer Owner shall incorporate into its HOA and/or CDD documents, at a minimum: management provisions for all conservation areas, wetland buffers, perimeter natural buffers, open

spaces and pedestrian trails; identification and protection of any listed animal and plant species in the designated open space/buffer/preservation areas; provisions for the distribution of educational materials to the Development's residents; a habitat management plan for the designated preservation areas; and a pet management plan.

3.8.7. The use of pesticides within conservation areas shall be consistent with Florida Fish and Wildlife Conservation Commission ("FWC") requirements. Pesticides with a high toxicity to wildlife, wetlands or surface waters shall not be permitted. In the event the Developer Owner elects to construct a golf course amenity for the Development, the Developer Owner shall provide a Pest Management/Chemical Management Plan including implementation, management and operational control procedures, including the responsible party for such management.

3.9 Native Habitat Within Designated Buffer Areas and Open Spaces. To the extent there is existing, native vegetation identified for preservation by this Amended and Restated Development Agreement in the designated wetland buffers, conservation easement areas, and perimeter buffers maintained by the HOA and/or CDD which attract pollinators or provide food, shelter or habitat for wildlife, such native vegetation shall be preserved, to the extent reasonably feasible.

3.10 Water Supply and Conservation.

3.10.1 Water Supply. The Hernando County Utilities Department ("HCUD") shall provide water supply for the Development, as required in Section 4 below, subject to the following terms and conditions:

a) No individual resident wells shall be allowed; however, non-potable wells or reclaim water service shall be allowed for multi-family or commercial parcel sites under a single ownership, and common area irrigation managed by the HOA or CDD, as applicable.

b) The Developer Owner shall provide HCUD with a phasing schedule for the projected delivery of occupied residential units and non-residential square footage anticipated on an annual basis for a 5-year forecast period, which projections shall be updated annually by the Developer Owner to enable HCUD to plan and to construct capital improvements to its water treatment facilities, as required to meet the service commitment to the Development set forth in Section 4 below.

c) In consideration for the County's commitment to reserve utility service capacity for the Development pursuant to Section 4 below, the Developer Owner has agreed to reserve an approximate five (5) acre site in the northwest portion of the Development as conceptually identified on the Master Plan (the "Water Plant Site") for potential acquisition by HCUD as part of its regional potable water supply system, subject to the following terms and conditions:

(i) The County shall commence immediately and then complete its feasibility analysis for the Water Plant Site prior to the Developer Owner's request for approval of its conditional plat for the first phase of development within the Development, including, without limitation, any soils composition, water quantity, or water quality analysis (as the Water Plant Site location impacts the development locations within the Master Plan).

(ii) In the event the initial proposed site does not satisfy the County's soils composition or water quality requirements, the Parties shall cooperate in good faith to locate an alternative location for the Water Plant Site, which in any event shall be determined prior to the Developer Owner's requested conditional plat approval for the first phase of development of the Development, such that the development plan schedule is not adversely impacted by such County feasibility process. Any mutually agreed relocation of the Water Plant Site shall not require any Master Plan amendment, C-PDP Rezoning amendment, or Development Agreement amendment for the Development.

(iii) The County shall not delay, impede, or condition the Developer Owner's conditional plat approval for the first phase of development within the Development by reason of any County delay in completing its feasibility analysis for the Water Plant Site.

(iv) Once the location is approved by the County, the Water Plant Site reservation shall be automatically released ten (10) years after the Effective Date of this Amended and Restated Development Agreement as an administrative minor modification of the approved C-PDP Rezoning or Master Plan if HCUD has not elected to acquire and has closed upon same.

(v) In exchange for the conveyance, the Developer Owner shall be compensated as required by Florida law for the fair market value of the site, in cash, at the time of such conveyance.

(vi) Effective immediately upon execution and approval of this Amended and Restated Development Agreement, the Owners and Developer Owner shall grant HCUD access to the site to perform soil, water quantity and water quality testing to verify adequacy for public water use.

(vii) The Developer Owner shall disclose the Water Plant Site location in the HOA Documents for the residential portions of the Development, so that residents are aware of such future plant location.

(viii) In the event HCUD elects to acquire, close upon and construct the Water Plant Site facilities, and in the event there is not public roadway access to the Water Plant Site, the Developer Owner shall provide the County with permanent, non-exclusive access easements over applicable private roadways within the adjacent portion(s) of the Development, for ingress-egress for operation and maintenance of the Water Plant Site facilities.

d) As further consideration for the County's commitment to reserve utility service capacity for the Development pursuant to Section 4 below, and to connect the Development to the County's water service, the Developer Owner at the Developer Owner's expense, shall design and construct the Development's water distribution piping to include a 12-inch diameter transmission system with three (3) points of connection to the County's water distribution system: (i) at the 12-inch diameter water main at the eastern end of Old Trilby Road west of Interstate 75; (ii) at the 12-inch diameter water main in the road right of way, north of the Development; and (iii) at the 12 or 16-inch diameter water main in Kettering Road, as depicted on EXHIBIT D. These improvements shall be installed during the first phase of development.

e) The Developer Owner and HCUD shall enter into a Water and Sewer Service Agreement (the "W&S Agreement") pursuant to standard terms and conditions applicable within

Hernando County; provided, however, that the service commitment shall be consistent with the foregoing terms herein and Section 4 below.

f) The Developer Owner (or its designated builders) shall be liable for all water connection fees and other standard fees and costs in accordance with the terms of the W&S Agreement.

3.10.2 Water Conservation. The Development shall utilize the following water conservation techniques:

a) Minimum flush volume toilets shall be standard in residential and non-residential construction.

b) "WaterSense" fixtures shall be used on interior plumbing for residential construction and used where applicable in non-residential construction.

c) Automatic shut-off faucets shall be used where applicable in nonresidential construction.

d) "WaterSense" irrigation controllers shall be installed on all residential and non-residential irrigation systems.

e) Low-volume irrigation spray heads, as well as drip systems, shall be used where appropriate for both residential and non-residential landscaping. Residents shall be encouraged to use water-conserving devices for additions they might make to their irrigation systems.

f) Drought tolerant landscaping shall be utilized for common areas. The Developer Owner shall ensure that all landscape design and maintenance throughout the Development on Developer Owner maintained property conforms to the Florida-Friendly Landscaping Program.

g) Residential lot landscaping requirements shall comply with LDC Section 10-29. The Developer Owner will ensure that no HOA rules, covenants, or other mechanisms of directives for the residential portions of the Development require homeowners to utilize high-water-use turfgrass on individual lots.

h) The Developer Owner shall ensure that irrigation systems operated for Developer Owner common or controlled areas

utilize and maintain computerized irrigation based on weather station information, moisture sensing systems to determine existing soil moisture, evapotranspiration rates, and zone control, to ensure water conservation.

i) The Developer Owner shall encourage that irrigation systems installed for single-family residences in the Development, and fertilizer and pesticides practices, conform to the Florida-Friendly Landscaping Program standards at the time of initial installation of the irrigation system.

j) The Developer Owner shall establish restrictions on the percentage of high maintenance landscape areas.

k) The Developer Owner shall ensure that the Development's grounds maintenance staff and/or landscape installation/maintenance firms are trained and educated in the practices mandated by the Florida-Friendly Landscaping Program. The staff and/or firms shall ensure that ongoing landscape maintenance activities shall continue to adhere to such Program.

l) The Developer Owner (or its designated builders) shall provide water use education materials to Development residents and highlight the role of residents in the protection of the ground and surface water resources. The program shall be coordinated with the Florida-Friendly Landscaping Program.

m) The Developer Owner shall require/install low volume laundry machines and dishwashers where hook-ups are provided in individual units, and in all common laundry rooms.

3.11 Wastewater. HCUD shall provide wastewater service to the Development as required in Section 4 below, subject to the following terms and conditions:

3.11.1. The Developer Owner's obligations regarding wastewater will be contained in the standard W&S Agreement referenced above, which shall be consistent with the terms of this Amended and Restated Development Agreement.

3.11.2. HCUD's commitment for wastewater service capacity for the Development pursuant to Section 4 below is based upon the County's prior, vested commitments to the Development in the DRI DO and the adopted I-75/SR 50 PDD Area Plan. However, to meet its commitments,

the County is required to undertake a capacity expansion for the Water Reclamation Facility ("Ridge Manor WRF") adjacent to the Development. Based on the prior vested commitments to the Development, the County shall program and implement such Ridge Manor WRF capacity expansion and/or other system improvements when and as required to meet the Development demands for such utilities service. To facilitate such planning and expansion process, the Developer Owner shall annually provide to HCUD the 5-year utilities demand projections for wastewater, as also required for projected potable water demand pursuant to Section 3.10.1.b, above.

3.11.3. The Developer Owner shall be liable for all sewer connection fees and other fees and costs in accordance with the standard terms of the W&S Agreement.

3.11.4. The Developer Owner shall disclose the Ridge Manor WRF location in the HOA Documents for the residential portions of the Development, so that future residents are aware of the Ridge Manor WRF location.

3.11.5. The Developer Owner shall provide a twenty (20) foot natural/enhanced buffer with 80% opacity achieved within three (3) years along the north and west boundary line of the Ridge Manor WRF where adjacent to the boundary, when and as each adjacent phase of the Development is developed. At the Developer Owner's option, the Developer Owner may elect to install a buffer wall on the development side of the buffer area, for any segment of the required buffer, in which event any natural vegetation shall remain within the buffer, but the enhancement requirement to 80% opacity shall not apply for such segment where such buffer wall is constructed.

3.12 Fire Suppression and EMS Services.

3.12.1. The Developer Owner shall pay all applicable Fire Protection and Emergency Medical Services Capital Facilities Impact Fees for the Development.

3.12.2. The Developer Owner also shall pay the Public Capital Facilities Impact Fee Surcharge(s) for the Development within the I-75/SR 50 PDD.

3.13 Emergency Management.

3.13.1 Hurricane Preparedness. The Developer Owner shall mitigate potential hurricane preparedness impacts by either (i) providing an on-site or adjacent facility (which may be a portion of a community recreation facility, a public services building, or a public, private or charter school), or (ii) payment to the County public shelter fund in the amount of

$106,638.00. This required hurricane preparedness mitigation payment shall occur prior to the issuance of a building permit for the 601st residential building and shall relieve the Developer Owner of the obligation to construct an on-site facility. In the event the County at any time has a countywide hurricane preparedness impact fee ordinance, the Developer Owner shall receive impact fee credits for the amount of any cash mitigation payment that has been, or is made, pursuant to this Paragraph.

3.13.2 Pursuant to the Florida Building Code, builders in the Development shall equip new homes with impact resistant windows and doors, or hurricane storm shutters that comply with the requirements of the Florida Building Code.

3.13.3 The Development's HOA or CDD shall provide and maintain a public information program for the purpose of educating the Development's residents regarding the potential hurricane threat.

3.13.4 The Development's HOA or CDD shall work with the Hernando County Emergency Management Department to develop and maintain training for a Community Emergency Response Team ("CERT Training") for the Development.

3.14 Affordable Housing.

3.14.1 In the event Hernando County adopts a countywide ordinance providing for contributions to a housing trust fund by residential development projects, the Development shall comply with such countywide ordinance subsequent to the effective date and applicability of such ordinance.

3.14.2 In the event the Developer Owner (or its designated builders) construct multifamily rental units, which include affordable or workforce housing within the Development, the applicable builder shall designate a minimum of 30 multi-family rental units within such multifamily portion for those residents making less than 80% of the area median income for the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area, as identified by the Florida Housing Finance Corporation. Based upon available funding, program requirements and subject to the approvals by associated agencies, the County shall provide up to $150,000.00 in State Housing Initiatives Partnership ("SHIP") financing for construction of these units. Financing shall be provided as a 0% interest loan, forgivable after the 30-year affordability period expires.

3.15 Parks and Recreation.

3.15.1 The Developer Owner shall provide the minimum neighborhood park acreage as required by the County's Land Development Regulations subject to credit for the qualified areas designated in this Amended and Restated Development Agreement.

3.15.2 The above on-site park site requirements are in addition to, and not in lieu of, the payment of Parks Impact Fees. Such Fees shall be paid at the prevailing rate.

3.15.3 The Developer Owner also shall pay the Parks Impact Fee Surcharge(s) required for the Development within the I-75/SR 50 PDD.

3.16 Schools.

3.16.1 School Site Reservation. For the "School Site Reservation Period" set forth below, the Owners have agreed to reserve a school site located on Kettering Road adjacent to the Development, containing approximately 49 gross acres of land, as more particularly described in EXHIBIT D attached hereto (the "School Site").

a) Accept School Site. Should HCSD elect to proceed with the conveyance of the School Site, the School Site will be conveyed at fair market value as mutually agreed by HCSD and the Owners (the "School Site Value"). Pursuant to the Owners and HCSD successfully negotiating and agreeing upon a Purchase and Sale Agreement, except as otherwise provided in Paragraph 3.15.5 below, at Closing the Owners shall accept dollar-for-dollar school impact/surcharge fee credits in the full amount of the School Site Value, which credits shall be fully assignable to any developer/builder for use in any school concurrency service area, in any Hernando County project, pursuant to the Florida Impact Fee Act. Credits issued will be non-refundable. The Purchase and Sale Agreement shall also provide for an expedited third-party dispute process to resolve any disagreement about the School Site Value, based upon independent MAI appraisals. Notwithstanding any other terms or conditions of the Purchase and Sale Agreement, HCSD must close on the School Site on or before December 31, 2026 (the "School Site Reservation Period").

b) Decline School Site. Should HCSD decline to proceed with the conveyance of the School Site, the Developer Owner will make a cash payment, or credit from escrow to the extent credits are available, to HCSD in an amount equal to ten percent (10%) of the total amount of the Educational Impact

Fee Surcharges for the Phase One Conditional Plat, not later than prior to the issuance of the first building permit in the Phase One Conditional Plat in the amount of $102,945.30 (the "Mitigation Payment"). The Mitigation Payment obligation may be satisfied by utilizing Escrowed Impact Fees. The entirety of the Development shall be vested for purposes of school concurrency, subject to the Developer Owner or its respective successors interest paying an amount equal to ten percent (10%) of the total amount of the Educational Impact Fee Surcharges for each subsequent phase of the Development, prior to the issuance of the first (1st) building permit for each approved subsequent conditional plat for the Development. The Developer Owner shall be awarded and will accept dollar-for-dollar school impact/surcharge fee credits in exchange for the cash payment, which credits shall be fully assignable to any developer/builder for use in any school concurrency service area, in any Hernando County project, pursuant to the Florida Impact Fee Act. Credits issued will be non-refundable.

3.16.2 Impact Fee Credit Escrow Account. HCSD will establish an impact fee credit escrow account for all Educational Facilities Impact Fees and Educational Facilities Impact Fee Surcharges paid by the Developer Owner for any of its affiliated or related developments located in Hernando County from December 1, 2024, (the "Escrowed Impact Fees") until such time that HCSD decides whether to accept or reject the School Site. The Developer Owner shall provide written notice to the County and HCSD of any "affiliated or related developments" impact fees which are to be attributed towards the Escrowed Impact Fees. The Escrowed Impact Fees will be held for the benefit of this Development. If HCSD accepts the School Site, at closing HCSD shall utilize the Escrowed Impact Fees to pay the Owners for such portion of the School Site Value in cash, with the remainder to be paid in school impact and surcharge fee credits as set forth above, and subject to the terms and conditions of the Purchase and Sale Agreement between HCSD and the Owners. If HCSD elects to reject the School Site, the Escrowed Impact Fees will be released to HCSD for their use, provided that they have established an Impact Fee Credit account for the benefit of each development in an amount equal to the Escrowed Impact Fees as of the date of the rejection received associated with each development. Any such school fee credits awarded for the School Site Value shall be immediately assignable by the Owners to Developer Owner, pursuant to separate agreement, at the time of closing on the School Site.

3.16.3 Credits. Impact Fee credits issued, regardless of whether HCSD elects to accept or decline the School Site donation, shall be issued by HCSD to the Developer Owner/Owners at a rate of dollar-for-dollar. Impact Fee Credits

will be assignable and transferable pursuant to Section 163.31801(10), Florida Statutes. All credits issued will be non-refundable.

3.16.4 PDD Multiplier. Pursuant to Section 23-157(a)(1)(e) of the Hernando County Code, the Amended and Restated Development Agreement is intended to provide for the full mitigation of impacts as to Schools by the enforcement of this Amended and Restated Development Agreement and the multiplier set forth in Section 23-157 (b) shall not apply.

3.16.5 Capacity Reservation; School Concurrency. The entire Sunrise Development will remain vested as to school concurrency, subject to the payment of school impact fees and school impact fee surcharges and the terms and conditions of this Amended and Restated Development Agreement. The School Board agrees to reserve school students' stations for the Development, subject to the Developer Owner complying with the terms and conditions of this Amended and Restated Development Agreement. Subject to the payment of Impact Fees and the Mitigation Payment, the Developer Owner shall be entitled to rely on the School Concurrency Determination and the capacity reservation for the Development, as set forth in this Amended and Restated Development Agreement, and such right of reliance shall survive the expiration of this Amended and Restated Development Agreement.

3.16.6 Impact Fees and Impact Surcharges. Notwithstanding anything contained herein, the Development shall pay all applicable countywide educational facilities impact fees and educational facilities impact fee surcharges at the then current rate, without offset or exemption, except as provided for in this Amended and Restated Development Agreement.

3.17 Public Services Government Center Site. The Development shall reserve for a period of five (5) years within the mixed-use portion of the Development up to five (5) acres of land for the County potentially to establish an East Side Government Center, or in such acreage and at such location as otherwise mutually agreed by the parties. Once the location is approved by the County, the East Side Government Center site shall be automatically released five (5) years after the Effective Date of this Amended and Restated Development Agreement as an administrative minor modification of the approved C-PDP Rezoning or Master Plan if the County has not elected to acquire and close upon same. If the County elects to acquire such site, the land valuation shall be at fair market value (pursuant to appraisal performed in accordance with Uniform Standards of Professional Appraisal Practice); provided, however, that the parties may negotiate such compensation in the form of cash consideration or impact fee/PDD Area Plan surcharge fee credits applicable against the "buildings" portion of the County's public capital facilities impact fees and public capital facilities impact fee surcharges, or a combination thereof. If the County accepts the land, the County acknowledges that the East Side Government Center shall be deemed a "public facility" and, therefore, not part of the retail, commercial, or office development entitlements authorized for the Development (in other words, the square footage in the public facility shall not be counted against the Development's approved entitlements).

3.18 Trails and Bicycle/Pedestrian Connectivity. The Development shall provide the following:

3.18.1 A 10-foot-wide paved multi-purpose pathway along one side of Sunrise Parkway from the primary entrance to the residential portion of the Development on Sunrise Parkway at Cracker Crossing Boulevard, southward along such primary collector roadway through the residential portion of the Development to its southernmost residential community entrance on Sunrise Parkway. This multi-purpose pathway shall include a sidewalk in accordance with the Hernando County Facility Design Guidelines on the opposite side of the primary collector roadway and shall be constructed in phases as the primary collector roadway (Sunrise Parkway) is extended through the Development to meet the Development's access requirements.

3.18.2 All other streets within the Development shall meet the current Hernando County Facility Design guidelines for sidewalks.

3.18.3 The Developer Owner shall provide a network of trails, sidewalks, and bicycle/pedestrian facilities to interconnect the Oak Hammock Preservation Area, neighborhood parks, commercial areas, the school site (as applicable), buffers, and conservation areas throughout the Development. A conceptual connectivity plan shall be provided with each conditional plat or phase of development, and further defined during the construction plans process. Connectivity may use open/recreation space, upland buffers, and perimeter buffer areas, as permitted by this Amended and Restated Development Agreement, in the Developer Owner's discretion. Trails may be designed to be pervious or impervious, as determined appropriate by the Development's characteristics, and as determined by the Developer Owner.

3.19 Transportation Mitigation Requirements.

3.19.1 Required Right-of-Way Dedications. The Owners or Developer Owner (as applicable) shall convey to the County for public use, by plat or warranty deed (in such form and with such legal description and sketch as approved by the County) those lands within the Development related to the rights-of-way specified below as required by the I-75/SR 50 PDD Road Network and as conceptually depicted on the Master Plan:

a) Sunrise Parkway. The right-of-way (to the extent not previously conveyed to the County) for Sunrise Parkway, at a width of 120 feet, from S.R. 50 south to the southernmost boundary of the Development. The affected portion or portions of this right-of-way shall be donated prior to each

final subdivision plat which covers, abuts or joins the affected portion or portions of Sunrise Parkway.

b) Parallel Collector Road (to SR 50) a/k/a Cracker Crossing Blvd. Extension. The right-of-way for the extension of the Parallel Collector Road (to SR 50) identified in the 1-75/SR 50 PDD, n/k/a Cracker Crossing Blvd., from its existing terminus at Sunrise Parkway, eastward to its intersection with Kettering Road, at a right-of-way width of 80 feet (the "Cracker Crossing Blvd. Extension"). Depending on the proposed uses and access plan for the mixed-use parcel, the foregoing Cracker Crossing Extension may be deemed to satisfy the County's Frontage Road Ordinance and Facility Design Guidelines, as applicable to the portion of the Development's mixed-use area which is bordered by SR 50, Sunrise Parkway, Cracker Crossing Blvd. Extension, and Kettering Road; however, the County reserves the right to require an additional frontage road (in whole or in part) in the discretion of the County Engineer, based upon the functional requirements for the final site plan within said mixed-use area. The Cracker Crossing Blvd. Extension right-of-way shall be donated prior to final subdivision plat (if platted) which covers, abuts, or adjoins the Parallel Collector Road, or prior to issuance of the first non-residential building permit for vertical construction in this mixed-use area, whichever occurs first.

c) Kettering Road. The right-of-way for any portion of Kettering Road contiguous with and adjacent to the Development's eastern boundary, to the extent necessary to provide a right of way width of 80 feet from the existing centerline of Kettering Road adjacent to the Development. This right-of-way shall be donated prior to final subdivision plat (if platted) which covers, abuts, or adjoins the affected portion of Kettering Road, or prior to issuance of the first building permit for vertical construction in this area, whichever occurs first.

d) Dashback Street. A right-of-way for potential future construction (by others) of Dashback Street, along the southern boundary of the Development, as follows: (i) from the southeastern project boundary to a point 500 feet east of the I-75 right-of-way boundary (the "Transition Point"), a width of 80 feet, and from the Transition Point to the 1-75 right-of-way boundary, a width of 160 feet. The affected portion or portions of this right-of-way shall be donated prior to each final subdivision plat which covers, abuts, or adjoins

the affected portion or portions of Dashback Street, or when such right-of-way is required for construction of Dashback Street by others, whichever occurs first.

3.19.2 Terms for Right-of-Way Conveyances. The foregoing rights-of-way conveyances are collectively referred to in this Amended and Restated Development Agreement as the "Right-of-Way Dedications," as identified in Section 3.19.1.a-d above. Where required, the Right-of-Way Dedications also shall include retention/detention areas for any adjacent roadway segment; provided, however, that such roadway drainage may be commingled with Development drainage. Any required roadway drainage for adjacent roadway segments shall be determined not later than the conditional plat, or functional equivalent, approval for the adjacent Development phase. Unless required sooner by the County for roadway improvements to be made by the County or others (for Kettering Road or Dashback Street), the Right-of-Way Dedications shall be made as each adjacent land phase is platted for the Development, or as such roadway segment otherwise is required for access to the Development. Based upon the original terms of the Sunrise DRI/DO and the requirements of the adopted I-75/SR 50 PDD Area Plan, none of the foregoing right-of-way land dedications shall be impact fee creditable; however, the donation of this substantial right-of-way without cash or impact fee/surcharge fee credit compensation constitutes a material part of the transportation mitigation provided by this Development.

3.19.3 I-75/SR 50 PDD Pipeline Improvements; Site-Related Access Improvements; Fee Credits. To the extent not first constructed by others, the Developer Owner shall design, permit and construct the improvements for (i) Sunrise Parkway and (ii) Cracker Crossing Blvd. Extension, in development phases when and as required to provide access to the Development (collectively Sunrise Parkway and Cracker Crossing Blvd. Extension are referred to herein as the "Road Segment Pipeline Improvements"), and (iii) the intersection improvements (Dual NBL, NBT, NBR, and Dual WBL) for Cortez Blvd. and Sherman Hills Blvd. Realignment/Sunrise Blvd. when the Development connects to such intersection (the foregoing intersection improvements are referred to herein as the "Sunrise Parkway/SR 50 Intersection Improvements"). In addition, the Developer Owner shall signalize the Sunrise Blvd./Sherman Hills Blvd Realignment/Cortez Blvd. intersection when the signal warrant requirements are triggered by the Sunrise Development traffic impacts and FDOT approves installation of such signalization, provided such signalization has not previously been provided by others (referred to herein as the "Sunrise Parkway/SR 50 Intersection Signalization". In the event more than one development project has site impacts which trigger such signalization warrants, then the County shall require a fair, proportionate share contribution from each such contributing project. The Sunrise

Parkway/SR 50 Intersection Improvements and the Sunrise Parkway/SR 50 Intersection Signalization both are deemed to be "site-related" transportation mitigation requirements and therefore shall not be eligible for any impact fee credits. However, as provided in the adopted I-75/SR 50 PDD Area Plan, the Developer Owner's design, permitting and construction costs for the Road Segment Pipeline Improvements (Sunrise Parkway and Cracker Crossing Blvd. Extension) are designated as part of the regional roadway network and therefore shall be credited against the applicable roads impact fees and roads impact fee surcharges payable by the Development pursuant to the Impact Fee Surcharge and Planning Overlay Ordinance for the Greater 1-75/SR 50 Planned Development District Area, as adopted on September 12, 2007. To summarize the Development's transportation mitigation requirements: (i) the Development shall pay the roads impact fees and roads impact fee surcharges pursuant to the PDD Area Plan; (ii) the Development shall donate the required rights-of-way as specified in this Amended and Restated Development Agreement, without cash compensation or impact fee credits; (iii) the Development shall provide the Sunrise Parkway/SR 50 Intersection Improvements and Sunrise Parkway/SR 50 Intersection Signalization as "site-related" mitigation which shall not be eligible for impact fee credits; and (iv) the Development shall receive roads impact fee and roads impact fee surcharge credits for the Road Segment Pipeline Improvements (Sunrise Parkway and Cracker Crossing Blvd. Extension),

3.19.4 Transportation Mitigation Fund Account; Use of Impound Funds; Constructing Entity. The Development shall pay all customary Roads Impact Fees pursuant to the countywide impact fee ordinances and the Roads Impact Fee Surcharges pursuant to the I-75/SR 50 PDD Area Plan as each fee schedule may be amended from time to time, including any future countywide mobility fee replacement for roads impact fees and/or roads impact fee surcharges, subject to the fee credits which shall be provided by the County for the Road Segment Pipeline Improvements. The Development's Roads Impact Fees and Roads Impact Fee Surcharges paid from inception of the Development shall be segregated by Hernando County and accrued in a separate sub-account designated as the "Sunrise Roadway Impound Account." Hernando County and the Developer Owner shall be deemed joint beneficiaries of the Sunrise Roadway Impound Account, to the extent permitted by law. The accrued funds in the Sunrise Roadway Impound Account shall be used exclusively to fund the design, permitting, construction, testing and inspection costs for Road Segment Pipeline Improvements, and once they have been fully funded, for any of the "Additional Pipeline Road Improvements" as defined below. At the discretion of the County, the Developer Owner may be designated as the "Constructing Entity" for one or more of the Additional Pipeline Road Improvements. In such event, the Developer Owner shall not receive any management fee, overhead or profit for acting as the Constructing Entity;

however, all third-party contractor/consultant expenses incurred for the design, permitting, construction, testing and inspection costs for the Additional Pipeline Road Improvements shall be paid from the Sunrise Roadway Impound Account. In the event the Developer Owner is not designated as the Constructing Entity, Hernando County shall contract for and manage the Additional Pipeline Road Improvements and shall use the Sunrise Roadway Impound Account to fund the costs for same. Nothing in this Section shall waive any procurement laws, rules and regulations.

3.19.5 Transportation Impact Study & Proportionate Cost Share Approval; Designated Pipeline Road Improvements. The Developer Owner has completed the required Transportation Impact Study ("TIS") which is referenced on EXHIBIT E, and made a part hereof, pursuant to the methodology required by Hernando County, and has provided the proportionate cost share calculations for the Development based upon the County's required proportionate share formula, which TIS and proportionate cost share amount have been approved by the County. The approved proportionate cost share amount for the Development is $1,380,790.00, which is less than the projected Roads Impact Fees for the Development, based upon current rates. Based upon the approved TIS, the County has identified the proportionate share transportation mitigation improvements necessary to vest the Development entitlements, which proportionate share transportation mitigation improvements are set forth on EXHIBIT F, attached hereto and made a part hereof ("Additional Pipeline Road Improvements"). Hernando County reserves the right to (1) budget and allocate additional County funds to expedite the completion of any of the Additional Pipeline Road Improvements set forth on EXHIBIT F; or (2) to add additional projects to be funded by the County from the Sunrise Roadway Impound Account; provided, however, that the Developer Owner's total obligation for all transportation mitigation improvements related to the Development entitlements shall not exceed the Developer Owner's aggregate amount of all Roads Impact Fees and Roads Impact Fee Surcharges to be paid in the normal course of development for the Development, less the fee credits earned by the Developer Owner for the Road Segment Pipeline Improvements (Sunrise Parkway and Cracker Crossing Blvd. Extension) under this Development Agreement. Hernando County reserves the right to alter, modify or otherwise revise the Additional Pipeline Road Improvements from time to time, in its discretion, subject to the following requirements:

a) No designated Additional Pipeline Road Improvement shall be modified or deleted by Hernando County after a contract has been awarded for construction thereof, and any previously incurred design or permitting expenses incurred with respect to such modified or deleted Additional Pipeline

Road Improvement shall be paid or reimbursed, as applicable, from the Sunrise Roadway Impound Account.

b) The designated Additional Pipeline Road Improvements are scheduled to commence as sufficient Development Roads Impact Fees and Roads Impact Fee Surcharges are paid into and accrued in the Sunrise Roadway Impound Account, on a sequential basis for each designated Additional Pipeline Road Improvement set forth on EXHIBIT F, and based upon the estimated project costs for each designated project.

c) EXHIBIT F may be revised by Hernando County administratively to account for any new or replacement Pipeline Road Improvement subsequently identified by Hernando County without formal amendment of this Amended and Restated Development Agreement; provided, however, that such adjustments must conform to the scheduled accrual of paid Roads Impact Fees and Roads Impact Fee Surcharges into the Sunrise Roadway Impound Account to cover the estimated costs for such project (unless the County elects to supplement such Sunrise Roadway Impound Account funds as set forth above). In such event the updated and revised EXHIBIT F shall be deemed incorporated by reference into this Amended and Restated Development Agreement.

d) Notwithstanding EXHIBIT F (including any subsequent amendment of EXHIBIT F by Hernando County), the Development's financial obligation for all transportation mitigation improvements required for the Development shall not exceed the aggregate amount of all Roads Impact Fees (as may be subsequently amended by countywide impact fee ordinance) and Roads Impact Fee Surcharges when and as paid by the Development through buildout of the Development, less the amount of the fee credits awarded to the Developer Owner under this Amended and Restated Development Agreement for the Road Segment Pipeline Improvements constructed by the Developer Owner pursuant to Section 3.19.3 above.

e) The Additional Pipeline Road Improvements shall be commenced not later than the date that sufficient funds have been accrued in the Sunrise Roadway Impound Account for each respective proportionate share transportation mitigation project (subject to discretionary earlier funding by the County) set forth on EXHIBIT F, and thereafter pursued

diligently to conclusion by either Hernando County or the Developer Owner (as Constructing Entity) subject to force majeure, agency permitting delays, availability of contractors, materials and supplies, or other events beyond the reasonable control of the Constructing Entity. The order of the Additional Pipeline Road Improvements shall be subject to revision by Hernando County, in its discretion, or at the request of the Developer Owner, subject to an updated traffic analysis related to the specific Pipeline Road Improvement. However, any modified list and/or timing for Additional Pipeline Road Improvement projects shall follow the pace of accrual of paid Roads Impact Fees into the Sunrise Roadway Impound Account, as the sole source to fund the design, permitting, and construction of said Additional Pipeline Road Improvements, unless the County elects to provide supplemental funding, in its sole discretion.

f) All design and construction plans for the Road Segment Pipeline Improvements (by the Developer Owner) and the Additional Pipeline Road Improvements (by the County or the Developer Owner as Constructing Entity) shall be in accordance with Hernando County standards and requirements and, if/where applicable, FDOT requirements.

3.19.6 The Developer Owner shall provide updated trip generation rates commencing five (5) years from the initial Effective Date of this Amended and Restated Development Agreement, and at subsequent intervals at each additional 600 dwelling units, when requested by the County. The Developer Owner's interim Development traffic generation reports shall include (i) traffic monitoring on Kettering Road and (ii) traffic monitoring for potential signalization at Cortez Blvd./Sherman Hills Blvd. Realignment, based upon monitoring criteria to be provided by the County to the Developer Owner's traffic consultant. The County will use the interim traffic reports to monitor the status of Kettering Road and Cortez Blvd./Sherman Hills Blvd. Realignment signalization as potential Additional Pipeline Road Improvements hereunder.

3.20 Land Use Exchange Matrix ("LUEM").

3.20.1 LUEM Conversions. The Parties agree that this Amended and Restated Development Agreement constitutes final approval for the Developer Owner to develop the Property as described in the approved C-PDP Rezoning and Master Plan. The Parties further agree that the Developer Owner may increase certain land uses, with corresponding reductions in other land uses, pursuant to the LUEM under the C-PDP Rezoning and Master Plan, and subject to the limitations set forth therein, without requiring any amendment to this Amended and Restated Development Agreement.

3.20.2 Allowed Land Use Exchanges. The LUEM attached hereto as EXHIBIT C, and made a part hereof, contains the only land use exchanges recognized under this Amended and Restated Development Agreement.

3.20.3 No Waiver of Zoning or Master Plan Review or Approval. The Parties agree that the land use exchanges identified above do not grant the Developer Owner any Zoning or Master Plan entitlement as a matter of right, but are merely to avoid the amendment of this Amended and Restated Development Agreement where there are no resulting increases in external vehicle trips per the LUEM.

3.21 Historic and Archeological Resources. In the event any archaeological artifacts are discovered during construction, the Developer Owner shall stop construction in that area and immediately notify the County and the Division of Historical Resources of the Florida Department of State. Proper protection measures, under the supervision of a qualified professional, shall be undertaken to the satisfaction of the County and the Division of Historical Resources of the Florida Department of State, and shall be provided by the Developer Owner.

3.22 Street Lighting Alternative and Requirements.

3.22.1 Lighting throughout the Development shall be designed to shield the night sky. Shielding means that fixtures, either directly from the lamp or indirectly from a fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted. All street lighting within the Development shall be owned and maintained by the Developer Owner, or its CDD, HOA, or other designated entity.

3.22.2 Solar street lighting shall be allowed within public or private road rights-of-way areas and shall be privately owned and/or operated by the HOA, CDD, or the Developer Owner, at the Developer Owner's discretion.

3.22.3 Street and parking lot lighting shall be oriented downward with cut-off fixtures. Fifty percent (50%) of all lighting fixtures within parking lots shall be turned off within one hour after closing or between 10:00 p.m. and sunrise, whichever occurs first.

3.22.4 Neighborhood/Retail, Office, Recreation/Clubhouse and public or private recreational facility lighting within any residential development parcel shall not exceed twenty-five (25) feet in height, shall be full cut-off fixtures, and shall only be illuminated while they are in use. The illumination must be extinguished by an automatic shutoff device between the hours of 11:00 p.m. and sunrise, or one hour after the termination of the event and/or use, whichever occurs first. This provision shall not apply to any mixed-use or non-residential use areas within the Development.

3.22.5 Searchlights used for advertising purposes are prohibited.

3.23 Solid Waste Collection. The Development shall be deemed a Universal Collection Service Area, pursuant to Section 14-46(d) of the Code of Ordinances, Hernando County, Florida (as the same may be amended or renumbered from time to time), for purposes of the pick-up and disposal of solid waste and recyclables.

3.24 Transit. The Developer Owner agrees to provide an appropriate transit stop location on Sunrise Parkway or Cracker Crossing Boulevard Extension, adjacent to a mixed-use, amenity, or other non-residential use area within the Development. The transit location shall be mutually agreed by the County and the Developer Owner and shall include a pull-out lane, protective shelter, and such other appurtenances as mutually agreed by the County and the Developer Owner.

SECTION 4 – CONCURRENCY

Based upon the vesting provided in the prior DRI DO, and subject to the terms and conditions of this Amended and Restated Development Agreement, the Development shall remain vested for concurrency as to the following matters:

4.1 Potable Water. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for potable water to serve the Development Entitlements, with an estimated demand of:

a) 1,680,000 GPD for Residential
b) 88,200 GPD for Non-Residential
(*i.e.,* Retail Commercial & Office)

has been satisfied, subject to full compliance with the W&S Agreement and the terms of this Amended and Restated Development Agreement (including the provisions regarding the Water Plant Site), and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.2 Sewage Treatment (Wastewater). Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for sewage treatment (wastewater) for the Development Entitlements, with an estimated demand of:

a) 816,000 GPD for Residential
b) 58,800 GPD for Non-Residential
(*i.e.,* Retail Commercial & Office)

has been satisfied, subject to full compliance with the W&S Agreement and the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.3 Drainage/Stormwater Management Facilities. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for stormwater management to serve the Development Entitlements, together with the proposed construction of the necessary drainage/stormwater management facilities and DRAs, has been satisfied, conditioned upon the Developer Owner obtaining all applicable state and local permits and further subject to full compliance with the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation. Notwithstanding the foregoing, no building permit shall be issued for development unless and until the Developer Owner provides evidence to the satisfaction of the County that adequate drainage/stormwater management facilities shall be available concurrent with the impacts of the Development at the levels of service adopted in the Hernando County Comprehensive Plan and all applicable County codes and regulations.

4.4 Solid Waste. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for solid waste for the Development Entitlements, with an estimated demand of:

a) 54,050 Pounds Per Day – Residential
b) 7,015 Pounds Per Day – Non-Residential
(*i.e.,* Retail Commercial & Office)

has been satisfied, subject to full compliance with the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.5 Parks and Open Space. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for parks and open space for the Development and/or their aggregate equivalent on the Property, with an estimated demand of:

a) 22.76 acres User-Oriented Parks
(2.0 acres/1,000 persons x 2.37 persons/dwelling unit x 4,800 dwelling units)
b) 22.76 acres Open Space
(2.0 acres/1,000 persons x 2.37 persons/dwelling unit x 4,800 dwelling units)

has been satisfied, subject to full compliance with the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.6 Transportation. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for transportation (roads) for the Development is satisfied by the Developer Owner's compliance with this Amended and Restated Development Agreement.

4.7 Substantial Modification. In the event a substantial modification (in accordance with the County's Land Development Regulations) occurs in the course of developing the Development necessitating an amendment to this Amended and Restated Development Agreement (see Section 5 below), then the County reserves the right to reevaluate its concurrency approvals under this Section, and to require additional data, analysis, studies, and mitigation, without limitation, from the Developer Owner, pursuant to applicable laws, ordinances and regulations.

SECTION 5 - FURTHER PROVISIONS

BE IT FURTHER RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

5.1 This Amended and Restated Development Agreement shall run with the land and shall be binding upon all affected persons, including the successors and assigns of the Owners and/or Developer Owner. The prior DRI DO simultaneously has been abandoned, rescinded, terminated, and cancelled by the BOCC, and this Amended and Restated Development Agreement shall supersede in its entirety and replace the prior DRI DO in all respects, and shall govern the future Development.

5.2 The Developer Owner shall record (1) the BOCC Resolution abandoning the DRI and its associated DRI DO; and (2) this Amended and Restated Development Agreement, in the Official Records of Hernando County, Florida, within thirty (30) days after the adoption date hereof by the BOCC, and shall provide a copy of the recorded documents to the County.

5.3 In the event any portion or section of this Amended and Restated Development Agreement is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Amended and Restated Development Agreement, which shall remain in full force and effect.

5.4 Absent the County demonstrating that substantial changes in the conditions underlying the approval of this Amended and Restated Development Agreement have occurred, or that this Amended and Restated Development Agreement was based on substantially inaccurate information provided by the Developer Owner, or that the change is clearly established by the County to be essential to the public health, safety, or welfare, the Development (as approved under this Amended and Restated Development Agreement) shall not be subject to down-zoning, unit density reduction, or intensity reduction from the Effective Date of this Amended and Restated Development Agreement until the development approvals granted hereunder terminate pursuant to this Amended and Restated Development Agreement, or applicable law.

5.5 This Amended and Restated Development Agreement shall expire as provided in Section 2 above.

5.6 The approval of this Amended and Restated Development Agreement shall not exempt any portion or unit of the Development from the payment of all required impact fees or impact fee surcharges at the prevailing rate. Impact fees and impact fee surcharges shall be due in

full without credit or offset, except as expressly provided for in this Amended and Restated Development Agreement.

5.7 The Chairman of the BOCC is authorized to execute this Amended and Restated Development Agreement on behalf of Hernando County, Florida.

5.8 Nothing herein shall be construed as prohibiting the Developer Owner from requesting that the BOCC review the interpretation, implementation or enforcement of this Amended and Restated Development Agreement.

5.9 The Parties may execute this Amended and Restated Development Agreement in duplicate originals, with separate signature pages, all of which shall constitute and comprise the same original Amended and Restated Development Agreement. The fully executed original Amended and Restated Development Agreement shall be recorded in the Official Records of Hernando County, Florida, as provided herein.

[SIGNATURES ON FOLLOWING PAGES]

ADOPTED IN REGULAR SESSION THIS _____ DAY OF _____, 2025.

ACCEPTED AND AGREED TO BY
HERNANDO COUNTY, FLORIDA:

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____ By: _____

Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: _____
County Attorney's Office

ACCEPTED AND AGREED
TO BY THE OWNER/DEVELOPER OWNER:

The Owner/Developer Owner (by and through its Agent and/or Trustee named below) hereby accepts and agrees to all terms, conditions and restrictions contained in the Development Agreement set forth above and further agrees to be bound by the same for itself, and its heirs, successors and/or assigns as long as this Development Agreement remains effective. Notwithstanding anything herein, the terms, conditions and restrictions above shall terminate when this Development Agreement expires, unless the Development Agreement expressly provides for the term, condition or restriction to remain in effect following the expiration of the Development Agreement.

"DEVELOPER OWNER"

HAWK SUNRISE LLC, a Florida limited liability company

By: _____

Print Name: _____

Title: _____

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2025, by _____, as _____ of Hawk Sunrise LLC, a Florida limited liability company, on behalf of the company.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:
_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

"OWNER"

MAK FAMILY PARTNERSHIP, LTD., a Florida limited partnership

By: _____

Print Name: James H. Kimbrough, Jr.

Title: Partner

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2025, by James H. Kimbrough, Jr., as Partner of MAK Family Partnership, LTD., a Florida limited partnership, on behalf of the partnership.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

TBF PARTNERS, LTD., a Texas limited partnership

By: TBF MANAGEMENT, LLC, its General Partner

By: _____

Print Name: _____

Title: _____

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2025, by _____, as _____ of TBF Management, LLC, a Florida limited liability company, General Partner of TBF Partners, LTD., a Texas limited partnership, on behalf of the partnership.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:
_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

TBF PARTNERS II, LLC, a Florida limited liability company

By: _____

Print Name: J. Thomas Bronson

Title: Manager

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2025, by J. Thomas Bronson, as Manager of TBF Partners II, LLC, a Florida limited liability company, on behalf of the company.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

Robert A. Buckner, as Trustee under that certain Trust Agreement dated March 9, 1989

By: _____

Print Name: Robert A. Buckner

Title: Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by Robert A. Buckner, as Trustee under that certain Trust Agreement dated March 9, 1989.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

_____

Robert A. Buckner, individually

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by Robert A. Buckner.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

_____
Sharon P. McKethan, individually

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by Sharon P. McKethan.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:
_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

Haley Dowlen, as Personal Representative of the Estate of John Hale McKethan

By: _____

Print Name: Haley Dowlen

Title: Personal Representative

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by Haley Dowlen, as Personal Representative of the Estate of John Hale McKethan.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

Robert A. Buckner, as Co-Trustee of the
Robert C. Buckner Trust

By: _____

Print Name: Robert A. Buckner

Title: Co-Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by Robert A. Buckner, as Co-Trustee of the Robert C. Buckner Trust.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

William M. Buckner, as Co-Trustee of the Robert C. Buckner Trust

By: _____

Print Name: William M. Buckner

Title: Co-Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by William M. Buckner, as Co-Trustee of the Robert C. Buckner Trust.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

James C. Buckner, as Co-Trustee of the
Robert C. Buckner Trust

By: _____

Print Name: James C. Buckner

Title: Co-Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by James C. Buckner, as Co-Trustee of the Robert C. Buckner Trust.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

_____
James C. Buckner, individually

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by James C. Buckner.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

Robert A. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended

By: _____

Print Name: Robert A. Buckner

Title: Co-Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by Robert A. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

James C. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended

By: _____

Print Name: James C. Buckner

Title: Co-Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by James C. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

William M. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended

By: _____

Print Name: William M. Buckner

Title: Co-Trustee

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by William M. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

J. Thomas Bronson, as Personal Representative of the Estate of T.E. Bronson

By: _____

Print Name: J. Thomas Bronson

Title: Personal Representative

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by J. Thomas Bronson, as Personal Representative of the Estate of T.E. Bronson.

NOTARY PUBLIC:

☐ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: _____

SCHEDULE OF EXHIBITS

EXHIBIT A	Legal Description of the Property/Development
EXHIBIT B	Approved Master Plan per Approved C-PDP Rezoning (BOCC Approved on June 13, 2023)
EXHIBIT C	Land Use Exchange Matrix ("LUEM")
EXHIBIT D	Graphic Depiction for Reserved School Site Location & Points of Connection for Water Service
EXHIBIT E	Approved Transportation Impact Study ("TIS")
EXHIBIT F	Additional Roadway Pipeline Projects/Proportionate Share Improvements

EXHIBIT A

Legal Description

A parcel of land lying within Sections 5, 6, 7 and 8, Township 23 South, Range 21 East, Hernando County, Florida, being more particularly described as follows:

For a POINT OF BEGINNING commence at the Southwest corner of the Southeast 1/4 of said Section 8; thence N89°05'38"W, along the South boundary of the Southwest 1/4 of said Section 8, 2670.54 feet to the Southwest corner of said section 8; thence N89°16'50"W, along the South boundary of the Southeast 1/4 of said Section 7, 2655.16 feet to the Southwest corner of the Southeast 1/4 of said Section 7; thence N89°16'33"W, along the South boundary of the Southwest 1/4 of said Section 7, a distance of 949.57 feet to the Easterly right-of-way of Interstate No. 75; thence along said Easterly right-of-way of Interstate No. 75 the following twenty six (26) courses and distances: (1) N00°04124"E, 100.01 feet; thence (2) S89°16'33"E, 500.84 feet; thence (3) N00°21'45"E, 833.29 feet; thence (4) N36°3015"W, 278.06 feet; thence (5) N04°371 9"w, 266.47 feet; thence (6) N79°47'40"W, 310.01 feet to a non-tangent point of curvature; thence (7) Northerly 1892.11 feet along the arc of a curve to the right, said curve having a radius of 5579.58 feet, a central angle of 19'25'47", and a chord bearing and distance of N17°55'51"E, 1883.06 feet; thence (8) N27°38'44"E, 666.59 feet; thence (9) S62'17'56"E, 39.91 feet; thence (10) N27°42'04"E, 158.00 feet; thence (11) N27°43'58"E, 805.72 feet; thence (12) N74°21'19"E, 490.92 feet; thence (13) N35°47'35"E, 764.07 feet; thence (14) N16°21'19"E, 204.80 feet; thence (15) N57°44'06"W, 343.20 feet; thence (16) N32°15'54"E, 814.49 feet to a point of curvature; thence (17) Northeasterly 794.94 feet along the arc of a curve to the left, said curve having a radius of 9277.00 feet, a central angle of 4°54'35", and a chord bearing and distance of N29°48'37"E, 794.70 feet; thence (18) S65°34'45"E, 219.30 feet; thence (19) N39°04'36"E, 329.47 feet; thence (20) N24°25'15"E, 768.24 feet; thence (21) N19°45'08"E, 546.02 feet; thence (22) N00°24128"E, 358.35 feet; thence (23) N77°16"08"W, 217.28 feet to a non-tangent point of curvature; thence (24) Northeasterly 156.72 feet along the arc of a curve to the left, said curve having a radius of 9277.00 feet, a central angle of 00°58'05", and a chord bearing and distance of N15°00'36"E, 156.72 feet to a point of compound curvature; thence (25) Northeasterly 460.30 feet along the arc of a curve to the left, said curve having a radius of 4693.00 feet, a central angle of 5°3711", and a chord bearing and distance of N11°42'58"E, 460.12 feet to a point of compound curvature; thence (26) Northeasterly 241.78 feet along the arc of a curve to the left, said curve having a radius of 2401.00 feet, a central angle of 5°46'11", and a chord bearing and distance of N06°1 1'37"E, 241.68 feet to the South boundary line of the map or plat of SUNRISE COMMERCIAL PLAZA, per Plat Book 31, Page 11, of the Public Records of Hernando County, Florida; thence along the South boundary of said map or plat of SUNRISE COMMERCIAL PLAZA the following eleven (11) courses and distances: (1) S74°23'51"E, 171.91 feet; thence (2) N15°36121"E, 127.32 feet; thence (3) S89°43'43"E, 490.94 feet to a point of curvature; thence (4) Southeasterly 39.27 feet along the arc of a curve to the right, said curve having a radius of 25.00 feet, a central angle of 89°59'34", and a chord bearing and distance of S44°43'41"E, 35.36 feet; thence (5) S89°43'41"E, 140.45 feet; thence (6) N00°16143"E, 25.00 feet; thence (7) S89°43'46"E, 108.45 feet to a point of curvature; thence (8) Easterly 147.45 feet along the arc of a curve to the left, said curve having a radius of 499.77 feet, a central angle of 16°54'14", and a chord bearing and distance of N81°49'27"E., 146.91 feet; thence (9) N73°22'34"E, 138.62 feet to a point of curvature; thence (10) Easterly 123.85 feet along the arc of a curve to the right, said curve having a radius of 420.11 feet, a central angle of 16°53'30", and a chord bearing and distance of N81°49'27"E, 123.41 feet; thence (11) S89°43'41 "E, 170.00 feet; thence leaving the South line of said plat, run S00°17'12"W, 23.50 feet to the Southwest corner of "Parcel 3.25" as described in Official Records Book 3742, Page 848, of the Public Records of Hernando County; Florida; thence S89°43'41"E, along the South boundary of said "Parcel 3.25", 1739.73 feet; thence N00°16119"E, 103.50 feet to a point of curvature: thence Northerly 365.53 feet along the arc of a

curve to the left, said curve having a radius of 2655.77 feet, a central angle of 7°53'10", and a chord bearing and distance of N04°17152"E, 365.24 feet to a point of reverse curvature; thence Northerly 270.75 feet along the arc of a curve to the right, said curve having a radius of 1883.73 feet. a central angle of 8°14'07", and a chord bearing and distance of N04°07'24"w, 270.52 feet; thence NOO°00120"W, 35.95 feet to the South right-of-way of State Road No. 50; thence along said South right-of-way of State Road No. 50 the following four (4) courses and distances: (1) S89°45'44"E, 634.36 feet; thence (2) S89°49'37"E, 508.97 feet to a point of curvature; thence (3) Easterly 743.51 feet along the arc of a curve to the right, said curve having a radius of 5597.65 feet, a central angle of 07°36'37", and a chord bearing and distance of S86°01'19"E, 742.97 feet; thence (4) S44".55'59"E, a distance of 33.03 feet to the Westerly right-of-way of Kettering Road; thence along said Westerly right-of-way of Kettering Road SOO°26'27"W, 1425.34 feet to the Northeast corner of lands described in Official Records Book 868, Page 602, of the Public Records of Hernando County, Florida; thence along the North, West and South boundaries, respectively, of said lands described in Official Records Book 868, Page 602 the following three (3) courses and distances: (1) N8994'01"W, 285.22 feet; thence (2) S00°25'.59"W, 655.00 feet; thence (3) S89°34'01"E, 285.13 feet to the aforementioned Westerly right-of-way of Kettering Road; thence along said Westerly right-of-way of Kettering Road, SOO°26'27"W, 3231.94 feet to a point on the North boundary of the Northeast 1/4 of said Section 8; thence S89°56'22"W, along said the North boundary of the Northeast 1/4 of said Section 8, a distance of 2588.19 feet to the West boundary of the Northeast 1/4 of said Section 8; thence SOO°00119"W, along said the West boundary of the Northeast 1/4 of Section 8, 2710.84 feet to the Southwest corner of the Northeast 1/4 of said Section 8; thence S00°00118"W, along the West boundary of the Southeast 1/4 of said Section 8, 2702.26 feet to the POINT OF BEGINNING.

Containing 1,312.63 acres more or less.

EXHIBIT B

Approved Master Plan per Approved C-PDP Rezoning
(BOCC Approved on June 13, 2023)

EXHIBIT C

Land Use Exchange Matrix ("LUEM")

EXHIBIT C

SUNRISE
LAND USE EQUIVALENCY MATRIX
4/19/2023

Converion From	Converion To								
	Single Family (DU)	Townhomes (DU)	Multi-Family (DU)	Senior Adult Detached (DU)	Senior Adult Attached (DU)	Motel (RMS)	Retail (KSF)	Office (KSF)	Mini-Warehouse (KSF)
Single Family (DU)	-	1.6491	2.4103	3.1333	3.7600	-	-	-	-
Multi-Family (DU)	0.4149	0.6842	-	1.3000	1.5600	-	-	-	-
Motel (RMS)	-	-	-	-	-	-	0.0953	0.2079	2.5780
Retail (KSF)	-	-	-	-	-	10.4952	-	2.1820	27.0567
Office (KSF)	-	-	-	-	-	4.8099	0.4583	-	12.4000
Mini-Warehouse (KSF)	-	-	-	-	-	0.3879	0.0370	0.0806	-

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Trip Rates

Single Family	0.9400 TE/DU
Multi-Family	0.3900 TE/DU
Motel	0.3867 TE/RM
Retail	4.0585 TE/KSF
Office	1.8600 TE/KSF
Mini-Warehouse	0.1500 TE/KSF
Townhomes	0.5700 TE/DU
Senior Adult Detached	0.3000 TE/DU
Senoir Adult Attached	0.2500 TE/DU

(3) Example: Convert Single-Family to Townhomes
100 DUs = 100 x 1.6491 = 164.91 Townhomes
(4) For land uses not specifically identified a trip equivalency analysis will be required.

EXHIBIT D

Graphic Depiction for Reserved School Site Location & Points of Connection for Water Service

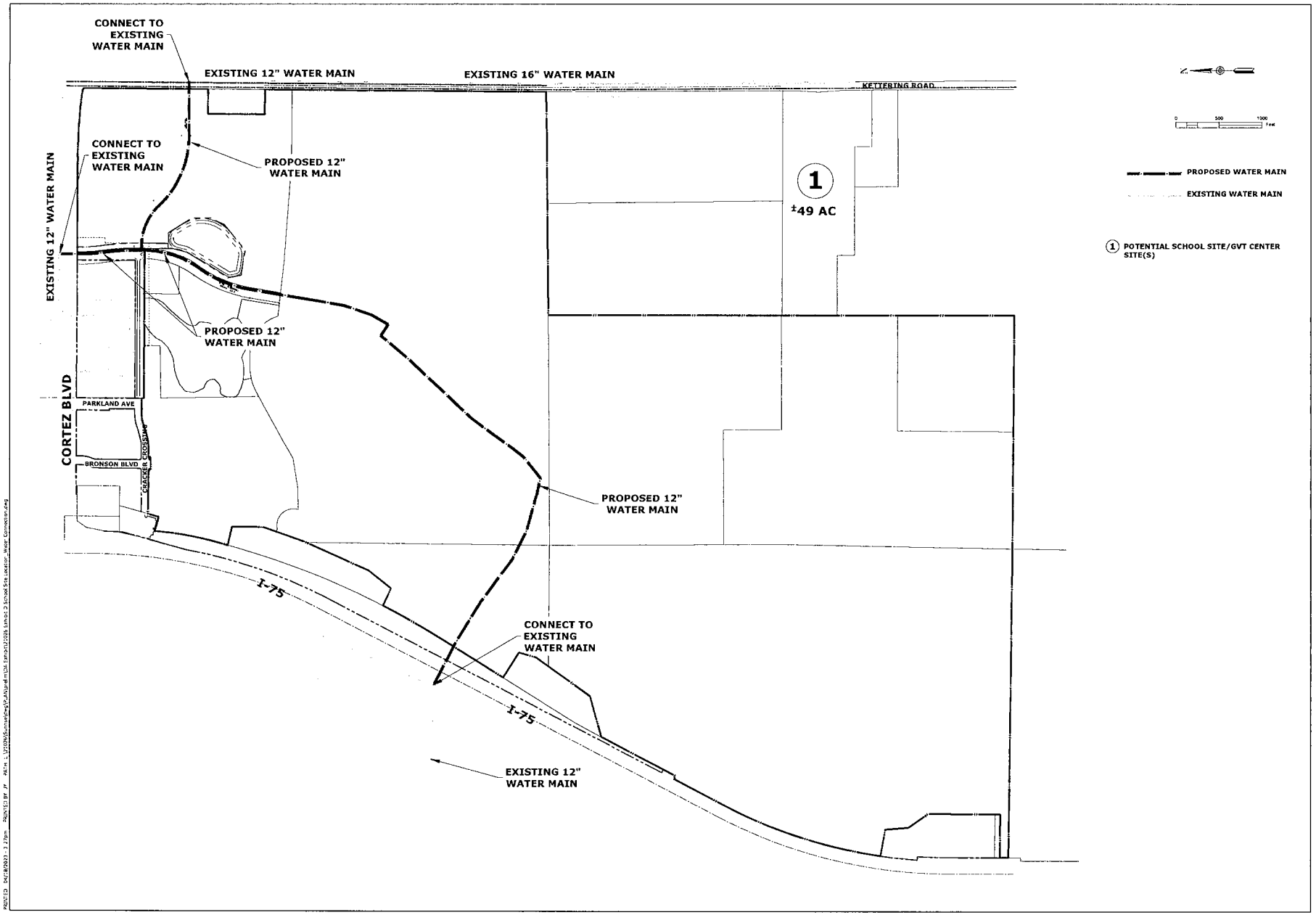

EXHIBIT D

GRAPHIC DEPICTION FOR THREE (3) POC'S FOR POTABLE WATER SERVICE AND RESERVED POTENTIAL SCHOOL/GOVERNMENT CENTER SITE(S)

Coastal
Engineering
Planning
Surveying
Environmental
Transportation
Construction Management
engineering associates, inc
966 Candlelight Boulevard - Brooksville - Florida 34601
(352) 796-0213 - Fax (352) 799-8359
EB-0000142

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DATE	REV BY	REV NO	REVISION

WHEN PRINTED TO SCALE, DRAWING SIZE SHALL BE 22" X 34"

SHEET 1

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EXHIBIT E

Approved Transportation Impact Study ("TIS")

TRANSPORTATION ANALYSIS

SUNRISE

Prepared For

D.R. HORTON, INC.

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

TRANSPORTATION ANALYSIS

SUNRISE

Prepared For

D.R. HORTON, INC.

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised March, 2023
Revised January, 2023
December, 2022

Project No. 21132

ali atefi:A01410D00000017 7CF8D3C2600012EAA

Digitally signed by ali atefi:A01410D00000177CF8D3C2600012EAA
Date: 2023.03.13 12:40:22 -04'00'

Ali Atefi, P.E.
Florida Registration Number 43854
5023 West Laurel Street
Tampa, Florida 33607

This item has been electronically signed and sealed by Ali Altefi, P.E. on the time and date stamp using the digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

TABLE OF CONTENTS

Page

Introduction 1
Estimated AM Peak Hour Project Traffic 5
Estimated PM Peak Hour Project Traffic 5
Project Trip Distribution 6
Adjacent Roadways 6
Study Area 9
Buildout 11
Background Traffic 11
Arterial Analysis 14
Intersection Analysis 23
Conclusion 30
Proportionate Share 31
Appendix

LIST OF TABLES

1 AM Peak Hour Trip Generation 3
2 PM Peak Hour Trip Generation 4
3 Study Network 10
4 Arterial Analysis (PM Peak Hour) Existing and Budgeted geometry 22
5 Estimated Intersection Level of Service Existing and Budgeted Improvements 25
6 Estimated Intersection Level of Service Existing and Budgeted Improvements 26
7 Estimated Intersection Level of Service Required Improvements for Background Traffic 27
8 Estimated Intersection Level of Service Required Improvements for Background Traffic Plus Project Traffic 28
9 Estimated Intersection Level of Service Required Improvements for Project Traffic..29
10 Intersection Proportionate Share Determination 32

LIST OF FIGURES

1 Project Location 2
2 PM Peak Hour Project Traffic 7
2A PM Peak Hour Project Traffic 8
3 PM Peak Hour Existing Traffic 12
3A PM Peak Hour Existing Traffic 13
4 PM Peak Hour Peak Season Traffic 15
4A PM Peak Hour Peak Season Traffic 16
5 PM Peak Hour 2035 Background Traffic 17
5A PM Peak Hour 2035 Background Traffic 18
6 PM Peak Hour 2035 Background Plus Project Traffic 19
6A PM Peak Hour 2035 Background Plus Project Traffic 20

INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the development of the property located south of Cortez Boulevard (SR 50) and east of I-75 in Hernando County, as shown in Figure 1. The subject property is proposed to be developed for the following land uses:

- Single Family Homes – 4, 200 Dwelling Units
- Townhomes – 600 Dwelling Units
- Motel – 75 Rooms
- Retail – 325,000 Square Feet
- Office – 50,000 Square Feet
- Self Storage – 40,000 Square Feet

This analysis was conducted in conformance with the approved Traffic Methodology Statement dated June 9, 2022. A copy of the Methodology Statement is included in the Appendix of this report.

Tables 1 and 2 provide the AM peak hour and PM peak hour trip generation for the proposed project. The analysis was based on ITE land use code 150 instead of 151. Since the net difference in the new external trip ends is 14 less trip ends than utilized in the analysis for the AM peak hour and 13 less for the PM peak hour the analysis was not updated. The trip generation utilized in the analysis is contained in Tables A-1 and A-2 in the Appendix of this report.

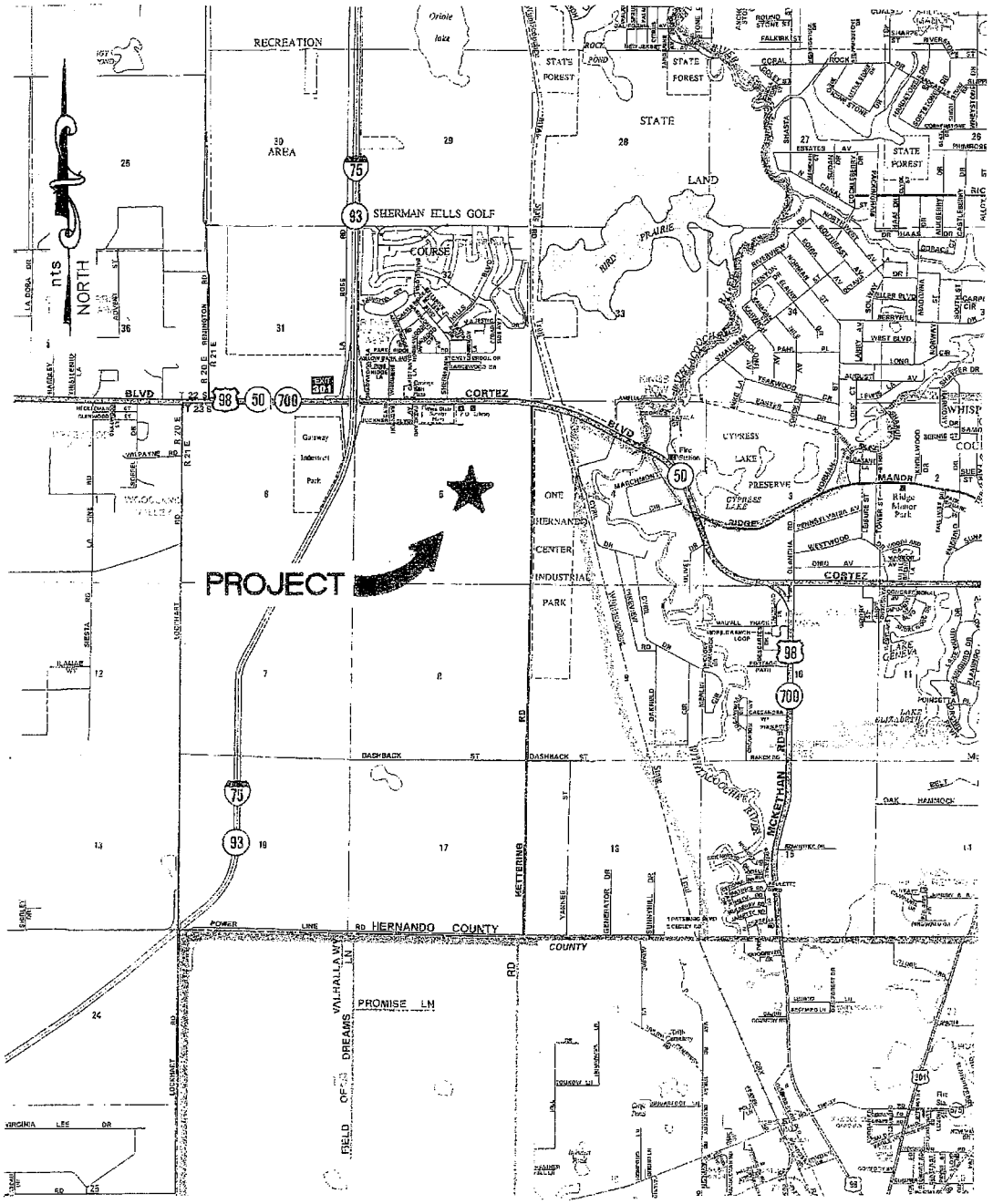

FIGURE 1
PROJECT LOCATION

TABLE 1

AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	764	2,176	2,940	15	23	38	0	0	0	749	2,153	2,902
Multi-Family	221	600 DU's	51	171	222	1	2	3	0	0	0	50	169	219
Motel	320	75 Rooms	10	16	26	0	4	4	0	0	0	10	12	22
Retail	820	325,000 SF	202	123	325	28	19	47	33	20	53	141	84	225
Office	710	50,000 SF	81	11	92	7	3	10	0	0	0	74	8	82
Mini-Warehouse	151	40,000 SF	2	2	4	0	0	0	0	0	0	2	2	4
		Total	1,110	2,499	3,609	51	51	102	33	20	53	1,026	2,428	3,454

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (202-28) x 0.19 = 33
  Out - (123-19) x 0.19 = 20

TABLE 2

PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	2,487	1,461	3,948	170	59	229	0	0	0	2,317	1,402	3,719
Multi-Family	221	600 DU's	143	91	234	10	4	14	0	0	0	133	87	220
Motel	320	75 Rooms	16	13	29	5	2	7	0	0	0	11	11	22
Retail	820	325,000 SF	633	686	1,319	80	186	266	105	95	200	448	405	853
Office	710	50,000 SF	16	77	93	3	17	20	0	0	0	13	60	73
Mini-Warehouse	151	40,000 SF	3	3	6	0	0	0	0	0	0	3	3	6
		Total	3,298	2,331	5,629	268	268	536	105	95	200	2,925	1,968	4,893

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (633-80) x 0.19 = 105
  Out - (686-186) x 0.19 = 95
- Passerby traffic should not exceed 10% of the adjacent street background traffic
  2,625 x 0.10 = 262 > 200
  (a) PM peak hour background traffic at the intersection of Cortez Blvd and Parkland Ave

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

Based on data contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, the land uses are estimated to generate/attract 3,633 trip ends during the AM peak hour with 1,130 inbound and 2,503 outbound, as shown in Table A-1.

Given the development is to consist of residential, office and retail land uses, there is a potential for trips to originate at one land use within the project and have a destination at another use within the project – internal capture. The internal capture was based on the data contained in the ITE Trip Generation Handbook, 3rd Edition (NCHRP 684).

In addition, studies contained in the ITE Trip Generation Manual, 11th Edition, indicate that a percentage of the retail trips already exist on the adjacent roadways – passerby capture. Therefore, the proposed land uses are estimated to generate/attract approximately 3,468 new external AM peak hour trip ends, with 1,041 inbound and 2,427 outbound, as shown in Table A-1.

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

Based on data contained in the ITE Trip Generation Manual, 11th Edition, 2021, the land uses are estimated to generate/attract 5,654 trip ends during the PM peak hour with 3,304 inbound and 2,350 outbound, as shown in Table A-2.

Given the development is to consist of residential, office and retail land uses, there is a potential for trips to originate at one land use within the project and have a destination at

another use within the project – internal capture. The internal capture was based on the data contained in the ITE Trip Generation Handbook, 3rd Edition (NCHRP 684).

In addition, studies contained in the ITE Trip Generation Handbook, 11th Edition, indicate that a percentage of the retail trips already exist on the adjacent roadways – passerby capture. Therefore, the proposed land uses are estimated to generate/attract approximately 4,906 new external PM peak hour trip ends, with 2,925 inbound and 1,981 outbound, as shown in Table A-2.

PROJECT TRIP DISTRIBUTION

The distribution of the project traffic was estimated based on existing traffic and development in the vicinity of the project and the 2045 Tampa Bay Regional Transportation Model (TBRPM) provided in the Appendix of this report.

Figures 2 and 2A illustrates the assignment of the PM peak hour project trip ends on the adjacent transportation network.

ADJACENT ROADWAYS

As stated previously, the project is located south of Cortez Boulevard (SR 50) Road and east of I-75, in Hernando County, Florida. Cortez Boulevard (SR 50) is currently under construction as a six (6)/four (4) lane divided roadway in the vicinity of the project.

In addition, as part of SR 50 widening, Sherman Hills Boulevard will be realigned with a full median opening at SR 50 and aligned with the project access to be located south of

FIGURE 2
PM PEAK HOUR
PROJECT TRAFFIC

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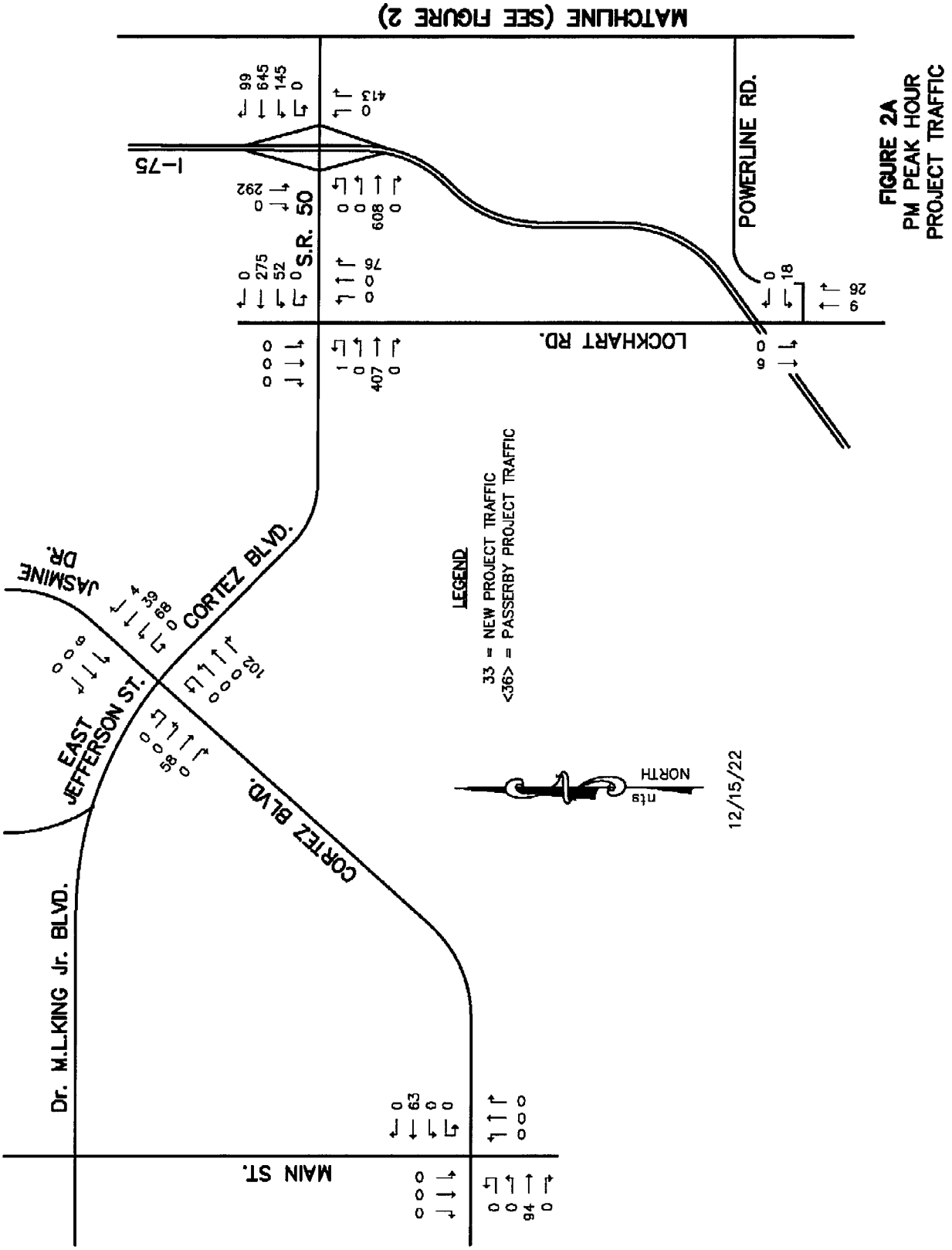


FIGURE 2A
PM PEAK HOUR
PROJECT TRAFFIC

LINCKS & ASSOCIATES, INC.

SR 50. The existing Sherman Hills Boulevard full access to SR 50 will be modified to right-in/right-out.

According to the Hernando County CIP or FDOT work Program, there are no other capacity adding improvements budgeted within the study network.

STUDY AREA

The study network includes those roadways in which the PM peak hour project traffic consumes 5% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project.

Based on the results shown in Table 3, the study network will include the following roadways:

- SR 50/US 98 (Cortez Blvd)
  Jasmine Drive to Treiman Boulevard (US 301)
- SR 50/US 98 (Cortez Blvd)
  Main Street to Jefferson Street
- Kettering Road
  Cortez Boulevard to Powerline Road
- Lockhart Road
  I-75 to Cortez Boulevard
- McKethan Road
  Cortez Boulevard to Pasco County Line

TABLE 3
STUDY NETWORK

Roadway Link	Geomtery	LOS Standard / Area Type	LOS Capacity(1)	% Project Traffic	PM Peak Hour Project Traffic	% LOS Consumed	Study Network
SR 50 / US 98 (Cortez Blvd)							
Jasmine Dr to Spring Lake Hwy	4LD	C/U	3,420	5.8%	284	8.3%	YES
Spring Lake Hwy to Lockhart Rd	4LD	C/U	3,420	13.9%	682	19.9%	YES
Lockhart Rd to I-75 (SR93) Frontage (W)	6LD	C/U	5,250	17.2%	844	16.1%	YES
I-75 (SR93) Frontage (W) to I-75 SB Ramps	6LD	C/U	5,250	20.8%	1,020	19.4%	YES
I-75 NB Ramps to Windmere Rd	6LD	C/U	5,250	44.9%	2,203	42.0%	YES
Windmere Rd to Parkland Ave	6LD	C/U	5,250	55.8%	2,738	52.2%	YES
Parkland Ave to Kettering Rd	6LD	C/U	5,250	14.3%	702	13.4%	YES
Kettering Rd to Ridge Manor Blvd	6LD	C/U	5,250	20.9%	1,025	19.5%	YES
Ridge Manor Blvd to Mckethan Rd (US98/SR700)	4LD	C/U	3,420	20.3%	996	29.1%	YES
Mckethan Rd (US98/SR700) to Treiman Blvd (US301/SR35)	4LD	C/U	3,420	12.3%	603	17.6%	YES
Treiman Blvd (US301/SR35) to Burwell Rd	4LD	C/U	3,420	2.3%	113	3.3%	NO
SR 50 / US 98 (Cortez Blvd)							
West Jefferson St to Broad St (US41/SR45)	4LD	C/U	3,420	0.8%	39	1.1%	NO
Broad St (US41/SR45) to Main St	4LD	C/U	3,420	3.2%	157	4.6%	NO
Main St to East Jefferson St (SR50)	4LD	C/U	3,420	3.5%	172	5.0%	YES
KETTERING RD							
Cortez Blvd (SR50) to Cracker Crossing	2LU	D/U	1,197	11.2%	549	45.9%	YES
Cracker Crossing to Powerline Rd	2LU	D/U	1,197	12.4%	608	50.8%	YES
Lockhart Rd							
I-75 (SR93) to Cortez Blvd (SR50)	2LU	D/U	2,180	2.6%	128	5.9%	YES
McKethan Rd (US98/SR700)							
Pasco County Line to Cortez Blvd (SR50)	2LU	C/U	1,620	6.9%	338	20.9%	YES
Treiman Blvd (US301/SR35)							
Pasco County Line to Cortez Blvd(SR 50)	2 LU	C/U	1,620	0.8%	39	2.4%	NO
Cortez Blvd(SR 50) to Ridge Manor Blvd	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Ridge Manor Blvd to Sumter County Line	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Jefferson St (SR 50A)							
Cortez Blvd to MLK	2 LU	C/U	1,510	2.0%	98	6.5%	YES
MLK to N. Broad St	2 LU	C/U	1,510	1.5%	74	4.9%	NO
N. Broad St to Main St	2 O	C/U	786	0.6%	29	3.7%	NO
Powerline Rd							
Kettering Rd to Lockhart Rd	2LU	C/U	1,620	2.5%	123	7.6%	YES
MLK							
Jefferson St to Main St	2LU	C/U	594	0.4%	20	3.4%	NO
Main St							
Cortez Blvd to MLK	2LU	D/U	1,197	0.0%	0	0.0%	NO
MLK to Broad St	2LU	D/U	1,197	0.3%	15	1.2%	NO

(1) Based on FDOT 202 Generalized Capacity Tables.

- Jefferson Street (SR 50A)

  Cortez Boulevard to Martin Luther King Jr.

- Powerline Road

  Kettering Road to Lockhart Road

BUILDOUT

Buildout of the project is anticipated to be 2035.

BACKGROUND TRAFFIC

The 2035 background traffic utilized in this analysis were calculated as follows:

1) PM (4:00 to 6:00) peak hour turning movement counts were conducted at the intersections within the study network which are as follows:

   - SR 50 (Cortez Boulevard) and East Jefferson Street
   - SR 50 (Cortez Boulevard) and Lockhart Road
   - SR 50 (Cortez Boulevard) and I-75 Ramps
   - SR 50 (Cortez Boulevard) and Windmere Road
   - SR 50 (Cortez Boulevard) and Parkland Avenue
   - SR 50 (Cortez Boulevard) and Kettering Road
   - SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
   - SR 50 (Cortez Boulevard) and McKethan Road
   - SR 50 (Cortez Boulevard) and US 301
   - SR 50 (Cortez Boulevard) and Main Street
   - Kettering Road and Powerline Road
   - Powerline Road and Lockhart Road

FIGURE 3
PM PEAK HOUR
EXISTING TRAFFIC

LINCKS & ASSOCIATES, INC.

FIGURE 3A
PM PEAK HOUR
EXISTING TRAFFIC

LINCKS & ASSOCIATES, INC.

Figures 3 and 3A illustrates the existing traffic.

1) The existing counts were adjusted to the peak season based on the 2021 FDOT Peak Season Adjustment Factors for Hernando County.

Figures 4 and 4A illustrates the peak season traffic.

2) The peak season traffic was increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet.

3) The traffic generated by the following proposed developments along Kettering Road was added to #3:

   a. Statewide Logistics Center
   b. Benton Hill Estates
   c. Kettering Industrial

4) The traffic volume at the intersection of realigned Sherman Hills Boulevard and SR 50 were estimated based on existing and future development in the vicinity of the project and added to #3.

Figure 5 and 5A illustrates the 2035 background traffic and Figures 6 and 6A illustrates the 2035 background plus project traffic.

ARTERIAL ANALYSIS

An arterial analysis was conducted for the roadways within the study network for the following scenarios:

FIGURE 4
PM PEAK HOUR
PEAK SEASON TRAFFIC

LINCKS & ASSOCIATES, INC.

FIGURE 4A
PM PEAK HOUR
PEAK SEASON TRAFFIC

FIGURE 5
PM PEAK HOUR
2035 BACKGROUND TRAFFIC

LINCKS & ASSOCIATES, INC.

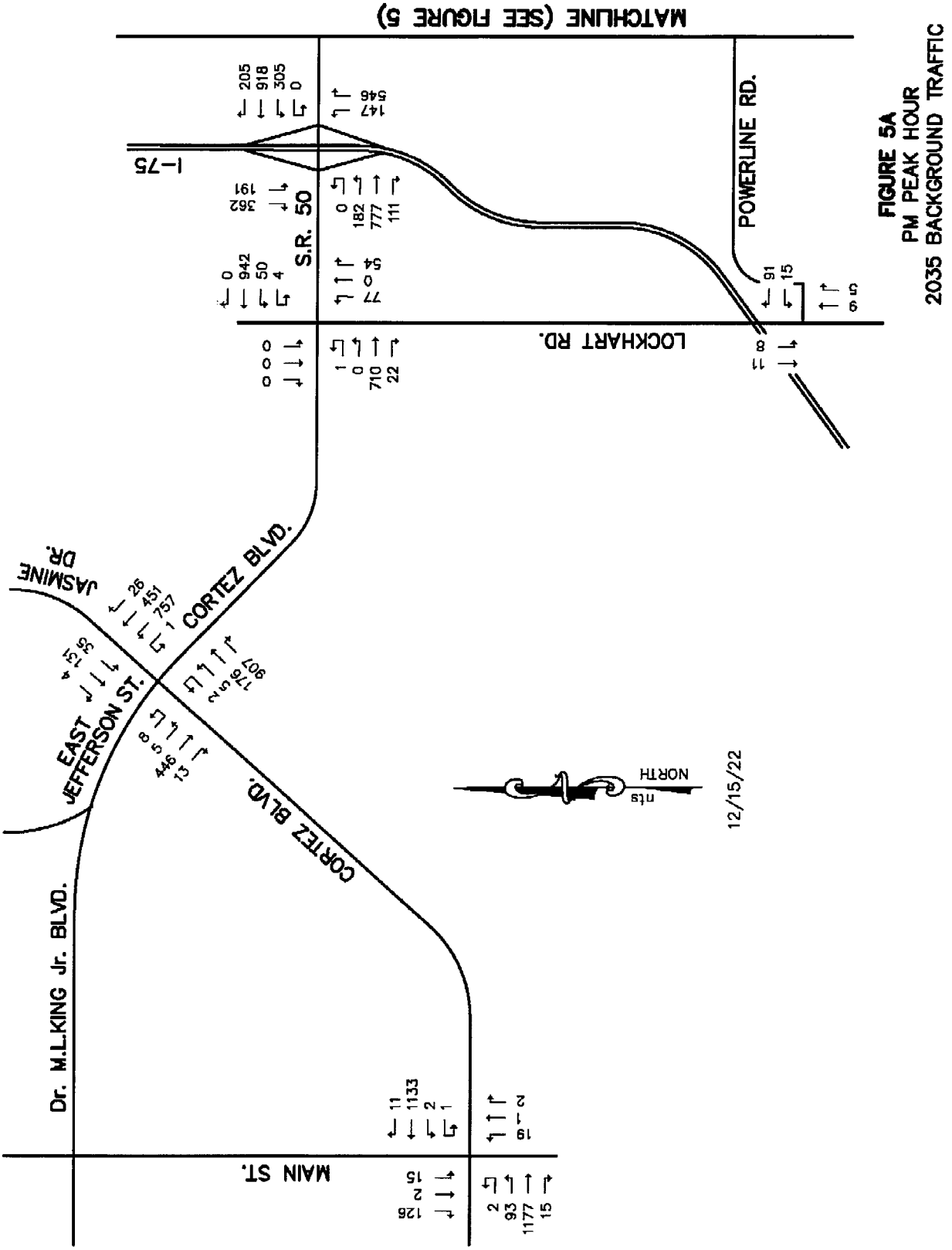


FIGURE 5A
PM PEAK HOUR
2035 BACKGROUND TRAFFIC

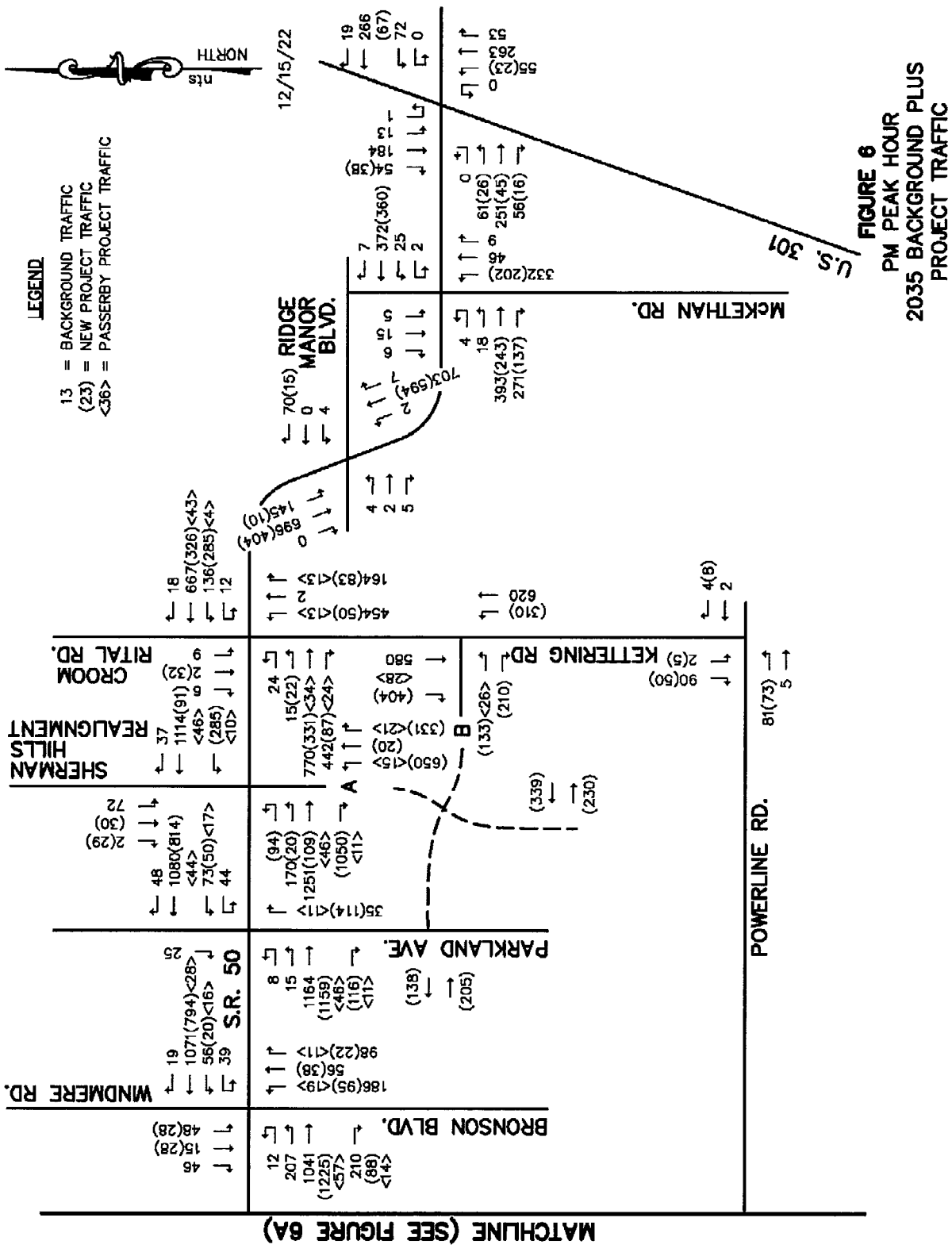


FIGURE 6
PM PEAK HOUR
2035 BACKGROUND PLUS
PROJECT TRAFFIC
12/15/22
NORTH
nts
LEGEND
13 = BACKGROUND TRAFFIC
(23) = NEW PROJECT TRAFFIC
<36> = PASSERBY PROJECT TRAFFIC
U.S. 301
McKETHAN RD.
RIDGE MANOR BLVD.
KETTERING RD.
POWERLINE RD.
PARKLAND AVE.
BRONSON BLVD.
WINDMERE RD.
S.R. 50
SHERMAN HILLS REALIGNMENT
CROOM RITAL RD.
A
B
MATCHLINE (SEE FIGURE 6A)

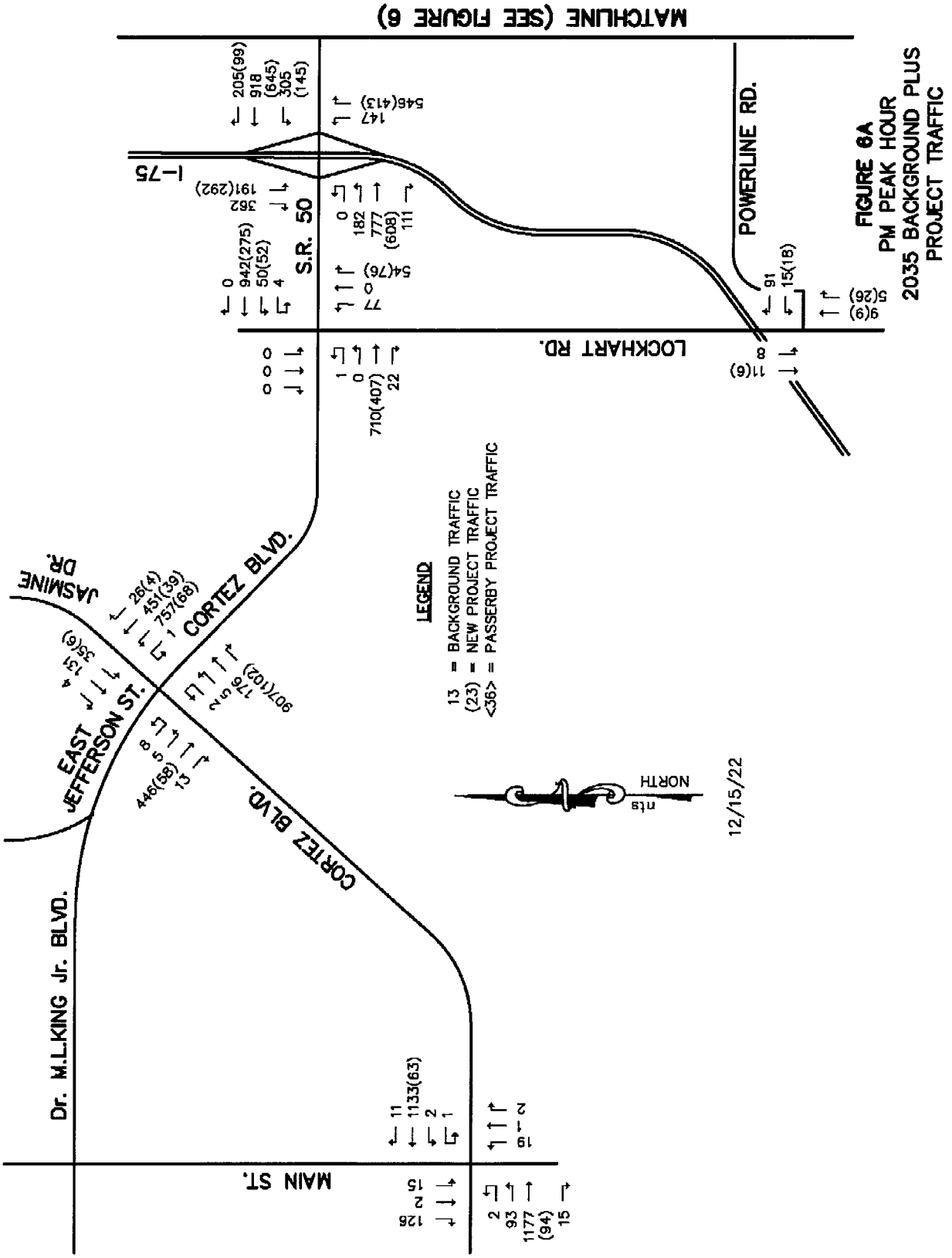


FIGURE 6A
PM PEAK HOUR
2035 BACKGROUND PLUS
PROJECT TRAFFIC

- Peak season traffic
- 2035 Background traffic with existing/budgeted improvements
- 2035 Background traffic with the required improvements
- 2035 Background plus project traffic with background improvements
- 2035 Background plus project traffic with additional improvements required beyond the background improvements

Peak Season Traffic Condition

Table 4 provides the arterial analysis with the peak season traffic and with the existing/budgeted improvements. Based on the results, all roadway segments within the study area should operate within the acceptable level of service with peak season traffic, as shown in Table 4.

Background Traffic Condition

Table 4 provides the results of the arterial analysis with the 2035 background traffic and with existing/budgeted improvements. Based on the results, all roadway segments within the study area should operate within the acceptable level of service with the 2035 background traffic, except for the segment of Kettering Road from project access to SR 50, as shown in Table 4.

Background Traffic with Required Improvements

Table 4 provides arterial analysis with the background traffic and with improvements required for background traffic. Based on the results, all roadway segments within the study area should operate within the acceptable level of service with background traffic, as shown in Table 4.

TABLE 4

ARTERIAL ANALYSIS (PM PEAK HOUR)
EXISTING AND BUDGETED GEOMETRY

Segment	From	To	No of Lanes	LOS STD	Capacity(1)	Peak Season Traffic (2)	Remaining Capacity	2035 Background Traffic (2)	Remaining Capacity	Required Improvements	Capacity(1)	Remaing Capacity	2035 Background Plus Project Traffic (2)	Remaining Capacity
SR 50	Main St	Jasmine Dr	4LD	C	3,420	1,777	1,643	2,237	1,183	None	3,420	1,183	2,402	1,018
	Jasmine Dr	Lockhart Rd	4LD	C	3,420	1,763	1,657	1,968	1,452	None	3,420	1,452	2,486	934
	Lockhart Rd	I-75	6LD	C	5,250	1,560	3,690	2,066	3,184	None	5,250	3,184	3,001	2,249
	I75	Windmere Rd	6LD	C	5,250	1,684	3,566	2,955	2,295	None	5,250	2,295	5,091	159
	Windmere Rd	Parkland Ave	6LD	C	5,250	1,388	3,862	2,504	2,746	None	5,250	2,746	4,469	781
	Parkland Ave	Sherman Hills Realignment/Access	6LD	C	5,250	1,451	3,799	2,753	2,497	None	5,250	2,497	4,921	329
	Sherman Hills Realignment/Access	Kettering Rd	6LD	C	5,250	1,451	3,799	2,489	2,761	None	5,250	2,761	3,332	1,918
	Kettering Rd	Ridge Manor Blvd	6LD	C	5,250	1,285	3,965	1,721	3,529	None	5,250	3,529	2,746	2,504
	Ridge Manor Blvd	Mckeatan Rd	4LD	C	3,420	1,129	2,291	1,398	2,022	None	3,420	2,022	2,372	1,048
	Mckeaton Rd	US 301	4LD	C	3,420	631	2,789	774	2,646	None	3,420	2,646	1,221	2,199
Kettering Rd	Powerline Rd	Project Access	2LU	D	1,197	120	1,077	712	485	None	1,197	485	1,077	120
	Project Access	SR 50	2LU	D	1,197	120	1,077	1,200	-3	4LD	3,222	2,022	1,791	1,431
Lockhart Rd	Powerline Rd	SR 50	2LU	D	2,180	119	2,061	150	2,030	None	2,180	2,030	232	1,948
McKeaton Rd	Pasco Co Line	SR 50	2LU	C	1,620	583	1,037	700	920	None	1,620	920	1,039	581
E.Jefferson St	SR 50	MLK Blvd	2LU	C	1,510	785	725	932	578	None	1,510	578	1,029	481
Powerline Rd	Kettering Rd	Lockhart Rd	2LU	C	1,620	115	1,505	192	1,428	None	1,620	1,428	283	1,337

1) Based on FDOT Capacity Tables and Tier Spreadsheet
2) Based on Figures 2, 2A , 5,5A , 6, 6A , of this Report

Background Plus Project Traffic Condition

Table 4 provides the results of the arterial analysis with the 2035 background plus project traffic and required improvements for background traffic. Based on the results of the analysis, all roadway segments should operate within acceptable level of service with the 2035 background plus project traffic, as shown in Table 4.

INTERSECTION ANALYSIS

A capacity analysis was conducted for the PM peak hours at the following intersections:

- SR 50 (Cortez Boulevard) and East Jefferson Street
- SR 50 (Cortez Boulevard) and Lockhart Road
- SR 50 (Cortez Boulevard) and I-75 Ramps
- SR 50 (Cortez Boulevard) and Windmere Road
- SR 50 (Cortez Boulevard) and Parkland Avenue
- SR 50 (Cortez Boulevard) and Sherman Hills Boulevard Realignment/Project Access
- SR 50 (Cortez Boulevard) and Kettering Road
- SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
- SR 50 (Cortez Boulevard) and McKethan Road
- SR 50 (Cortez Boulevard) and US 301
- SR 50 (Cortez Boulevard) and Main Street
- Kettering Road and Powerline Road
- Powerline Road and Lockhart Road

These calculations were performed utilizing the methodology described in Chapter 18 and 19, Signalized and Unsignalized Intersections of Transportation Research Board

(TRB) Special Report, the 2010 Highway Capacity Manual, for unsignalized intersections and SYNCHRO for signalized intersections.

This section describes the intersection analysis with the three analysis scenarios; existing peak season, background, and background plus project traffic.

Existing Peak Season Traffic Condition

Table 5 provides the results of the intersection analysis with peak season traffic. As shown in Table 5, all intersections are expected to meet the level of service and V/C criteria during the PM peak hour with the existing peak season traffic and the budgeted improvements.

Background Traffic

Table 6 provides the results of the intersection analysis with 2035 background traffic and with budgeted improvements. In addition, Table 6 provides the required improvements for each intersection that exceeds level of service or V/C ratio of 1.0.

Table 7 provides a summary of the analysis with the required improvements due to the background traffic.

Background Plus Project Traffic

Table 8 provides a summary of the intersection analysis with the 2035 background plus project traffic with the improvements required for the background traffic. In addition, the Table 8 provides the additional improvements required due to the project traffic.

TABLE 5

ESTIMATED INTERSECTION LEVEL OF SERVICE
EXISTING AND BUDGETED IMPROVEMENTS

Intersection	Intersection Control	Overall LOS (1)	Direction	PM Peak Hour Peak Season Traffic (V/C) Left	Through	Right
Cortez Blvd and Jefferson St	Signalized	B	EB	0.08	0.23	0.01
			WB	0.77	0.16	0.02
			NB	0.04	0.57	0.47
			SB	0.22	0.43	0.43
Cortez Blvd and Lockhart Rd	Unsignalized	-	EB	0.0	*	*
			WB	0.05	*	*
			NB	0.24	0.07	0.07
Cortez Blvd and I-75 Ramps	Signalized	C	EB	0.43	0.55	0.18
			WB	0.43	0.55	0.23
			NB	0.21	-	0.54
			SB	0.20	-	0.51
Cortez Blvd and Windermere Rd	Signalized	B	EB	0.40	0.33	0.27
			WB	0.19	0.33	0.33
			NB	0.55	0.31	0.31
			SB	0.15	0.14	0.14
Cortez Blvd and Parkland Avenue	Unsignalized	-	EB	0.03	*	*
			WB	0.17	*	*
			NB	-	-	0.05
			SB	-	-	0.04
Cortez Blvd and Sherman Hills Blvd Realignment	Unsignalized	-	EB			
			WB			
			NB			
			SB			
Cortez Blvd and Kettering Rd	Signalized	B	EB	0.16	0.22	0.05
			WB	0.15	0.20	0.02
			NB	0.31	0.31	0.13
			SB	0.06	0.06	0.06
Cortez Blvd and Ridge Manor Blvd	Unsignalized	-	EB	0.03	0.03	0.03
			WB	0.11	0.11	0.11
			NB	0.0	*	*
			SB	0.20	*	*
Cortez Blvd and McKethan Rd	Signalized	C	EB	0.04	0.18	0.32
			WB	0.07	0.25	0.01
			NB	0.28	0.27	0.01
			SB	0.01	0.06	0.06
Cortez Blvd and US 301	Signalized	C	EB	0.10	0.17	0.08
			WB	0.12	0.20	0.20
			NB	0.14	0.52	0.06
			SB	0.04	0.51	0.08
Cortez Blvd and Main St	Signalized	A	EB	0.16	0.37	0.01
			WB	0.01	0.40	0.01
			NB	0.11	0.02	0.02
			SB	0.08	0.39	0.39
Kettering Rd and Powerline Rd	Unsignalized	-	EB	0.03	0.03	-
			SB	0.03	-	0.03
Powerline Rd and Lockhart Rd	Unsignalized	-	WB	0.17	-	0.17
			SB	0.01	0.01	-

(1) Not calculated for unsignalized intersections.
(2) *Free flow, V/C not calculated.

TABLE 6

ESTIMATED INTERSECTION LEVEL OF SERVICE
EXISTING AND BUDGETED IMPROVEMENTS

Intersection	Intersection Control	Overall LOS (1)	Direction	PM Peak Hour 2035 Background Traffic (V/C) Left	Through	Right	Required Improvements
Cortez Blvd and Jefferson St	Signalized	B	EB	0.11	0.31	0.02	
			WB	0.79	0.18	0.02	-
			NB	0.04	0.63	0.60	
			SB	0.29	0.48	0.48	
Cortez Blvd and Lockhart Rd	Unsignalized	-	EB	0.0	*	*	
			WB	0.07	*	*	
			NB	0.36	0.09	0.09	-
Cortez Blvd and I-75 Ramps	Signalized	C	EB	0.58	0.72	0.20	
			WB	0.68	0.72	0.33	-
			NB	0.30	-	0.76	
			SB	0.39	-	0.57	
Cortez Blvd and Windermere Rd	Signalized	C	EB	0.59	0.54	0.29	
			WB	0.32	0.54	0.54	-
			NB	0.64	0.36	0.36	
			SB	0.18	0.15	0.15	
Cortez Blvd and Parkland Avenue	Unsignalized	-	EB	0.07	*	*	
			WB	0.40	*	*	
			NB	-	-	0.10	-
			SB	-	-	0.07	
Cortez Blvd and Sherman Hills Blvd Realignment	Unsignalized	-	EB	0.62	*	*	
			WB	0.00	*	*	Signalize
			SB	1.16	-	0.01	
Cortez Blvd and Kettering Rd	Signalized	C	EB	0.35	0.52	0.56	
			WB	0.92	0.36	0.02	
			NB	1.05	1.05	0.26	Dual NBL and Dual WBL
			SB	0.04	0.04	0.04	
Cortez Blvd and Ridge Manor Blvd	Unsignalized	-	EB	0.06	0.06	0.06	
			WB	0.16	0.16	0.16	
			NB	0.00	*	*	-
			SB	0.29	*	*	
Cortez Blvd and McKethan Rd	Signalized	C	EB	0.05	0.22	0.37	
			WB	0.08	0.29	0.01	
			NB	0.35	0.33	0.01	-
			SB	0.02	0.07	0.07	
Cortez Blvd and US 301	Signalized	C	EB	0.14	0.23	0.10	
			WB	0.16	0.26	0.26	
			NB	0.16	0.57	0.08	-
			SB	0.05	0.54	0.09	
Cortez Blvd and Main St	Signalized	A	EB	0.26	0.47	0.01	
			WB	0.01	0.53	0.01	
			NB	0.14	0.02	0.02	-
			SB	0.10	0.45	0.45	
Kettering Rd and Powerline Rd	Unsignalized	-	EB	0.10	0.10	-	
			SB	0.17	-	0.17	-
Powerline Rd and Lockhart Rd	Unsignalized	-	WB	0.21	-	0.21	
			SB	0.01	0.01	-	-

(1) Not calculated for unsignalized intersections.
(2) *Free flow, V/C not calculated.

TABLE 7

ESTIMATED INTERSECTION LEVEL OF SERVICE
REQUIRED IMPROVEMENTS FOR BACKGROUND TRAFFIC

Intersection	Intersection Control	Overall LOS	Direction	PM Peak Hour 2035 Background Traffic (V/C) Left	Through	Right
Cortez Blvd and Sherman Hills Blvd Realignment	Signalized	B	EB	0.53	0.40	-
			WB	-	0.64	0.06
			SB	0.34	-	0.01
Cortez Blvd and Kettering Rd	Signalized	C	EB	0.30	0.45	0.53
			WB	0.50	0.32	0.02
			NB	0.74	0.0	0.32
			SB	0.09	-	0.09

TABLE 8

ESTIMATED INTERSECTION LEVEL OF SERVICE
REQUIRED IMPROVEMENTS FOR BACKGROUND TRAFFIC PLUS PROJECT TRAFFIC

Intersection	Intersection Control	Overall LOS (1)	Direction	PM Peak Hour 2035 Background Plus Project Traffic (V/C) Left	Through	Right	Required Improvements
Cortez Blvd and Jefferson St	Signalized	B	EB	0.11	0.37	0.02	-
			WB	0.80	0.20	0.03	
			NB	0.04	0.63	0.66	
			SB	0.34	0.48	0.48	
Cortez Blvd and Lockhart Rd	Unsignalized	-	EB	0.00	*	*	-
			WB	0.21	*	*	
			NB	0.70	0.30	0.30	
Cortez Blvd and I-75 Ramps	Signalized	F	EB	0.85	1.13	0.18	Additional EB shared through/right, WB through/right and NBR
			WB	1.46	1.14	0.48	
			NB	0.33	-	1.33	
			SB	1.08	-	0.47	
Cortez Blvd and Windermere Rd	Signalized	D	EB	0.78	0.98	0.36	-
			WB	0.77	0.63	0.63	
			NB	0.97	0.50	0.50	
			SB	0.34	0.20	0.20	
Cortez Blvd and Parkland Avenue	Unsignalized	-	EB	0.19	*	*	-
			WB	(1)	*	*	
			NB	-	-	1.24	
			SB	-	-	0.14	
Cortez Blvd and Sherman Hills Blvd Realignment/ Project Access A	Signalized	-	EB	-	-	-	Dual NBL, NBT, NBR and Dual WBL
			WB	-	-	-	
			NB	-	-	-	
			SB	-	-	-	
Cortez Blvd and Kettering Rd	Signalized	C	EB	0.45	0.76	0.65	-
			WB	0.80	0.50	0.02	
			NB	0.84	0.0	0.40	
			SB	0.36	0.36	0.36	
Cortez Blvd and Ridge Manor Blvd	Unsignalized	-	EB	0.20	0.20	0.20	-
			WB	0.32	0.32	0.32	
			NB	0.01	*	*	
			SB	0.61	*	*	
Cortez Blvd and McKethan Rd	Signalized	C	EB	0.08	0.35	0.50	-
			WB	0.10	0.53	0.01	
			NB	0.53	0.52	0.01	
			SB	0.02	0.07	0.07	
Cortez Blvd and US 301	Signalized	C	EB	0.19	0.23	0.11	-
			WB	0.15	0.28	0.28	
			NB	0.27	0.63	0.09	
			SB	0.06	0.62	0.17	
Cortez Blvd and Main St	Signalized	A	EB	0.27	0.51	0.01	-
			WB	0.01	0.56	0.01	
			NB	0.14	0.02	0.02	
			SB	0.10	0.45	0.45	
Kettering Rd and Powerline Rd	Unsignalized	-	EB	0.20	0.20	-	-
			SB	0.30	-	0.30	
Powerline Rd and Lockhart Rd	Unsignalized	-	WB	0.27	-	0.27	-
			SB	0.01	0.01	-	

(1) Not calculated for unsignalized intersections.
(2) *Free flow, V/C not calculated.

TABLE 9

ESTIMATED INTERSECTION LEVEL OF SERVICE
REQUIRED IMPROVEMENTS FOR PROJECT TRAFFIC

Intersection	Intersection Control	Overall LOS	Direction	PM Peak Hour 2035 Background Plus Project Traffic (V/C) Left	Through	Right
Cortez Blvd and I-75 Ramps	Signalized	D	EB	0.70	0.94	0.94
			WB	0.81	0.88	0.88
			NB	0.33	-	0.92
			SB	0.35	-	0.63
Cortez Blvd and Sherman Hills Blvd Realignment/Project Access A	Signalized	D	EB	0.95	0.87	0.71
			WB	0.82	0.97	0.07
			NB	0.92	0.03	0.47
			SB	0.56	0.33	0.33

Table 9 provides the summary of the intersection analysis with the additional improvements required due to the project traffic.

CONCLUSION

Based on the results of the analysis, all roadway segments within the study area should operate within acceptable level of service with 2035 background traffic plus the addition of project traffic and required improvements for the background traffic, as shown in Table 4.

Based on the results of the intersection analysis the improvements required due to background traffic were identified in Table 6. Table 7 illustrates that all intersections should operate within acceptable level of service and V/C criteria with the background traffic and with the improvements identified due to background traffic. Consistent with Chapter 2011 – 139, Laws of Florida and Chapter 163.3180 of the Florida Statue as amend by HB 319 improvements required to mitigate backlogged facilities is the responsibility of the local government.

Based on the results of the intersection analysis the improvements required due to project traffic and beyond the improvements required for background traffic were identified in Table 8. Table 9 illustrates the level of service and V/C criteria with the addition of project traffic and with the improvements identified due to project traffic.

PROPORTIONATE SHARE

The following methodology was utilized to determine the project's proportionate share cost of the required improvements for the intersection of Cortez Boulevard and I-75 Ramps. Access improvements were not included in the proportionate share calculations.

1. The following formula was utilized to determine the proportionate share of the required improvements:

   Proportionate share = (New Project Traffic/LOS D capacity) x (Improvement Cost)

Table 10 summarizes the proportionate share cost of the project which totals $1,380,790.

TABLE 10

INTERSECTION PROPORTIONATE SHARE DETERMINATION

Intersection	Improvement	Improvement Cost (1)	Percentage of LOS D Capacity Consumed by Project Traffic (2)	Proportionate Share
Cortez Blvd and I-75 Ramps	Add EBT/R, WBT/R, NBR	$4,256,443	32.44%	$1,380,790

(1) Source: FDOT Roadway Cost Per Centerline Mile, Revised June, 2022 - See Table A-2 in the Appendix.
(2) % Capacity Consumed -See Table A-1 In the Appendix

APPENDIX

APPROVED METHODOLOGY STATEMENT

DEPARTMENT OF PUBLIC WORKS

1525 EAST JEFFERSON STREET · BROOKSVILLE, FLORIDA 34601
P 352.754.4060 F 352.754.4423 W www.HernandoCounty.us

October 21, 2022

Mr. Steven J. Henry, PE
LINCKS & Associates, Inc.
5023 West Laurel Street
Tampa, Florida 33607

SUBJECT: Sunrise Development
Transportation Analysis Methodology Statement

Dear Mr. Henry:

Staff has reviewed your revised Methodology Statement (dated October 19, 2022) for the Sunrise Development project. The methodology statement is in the format shown in the Hernando County guidelines. Staff can accept the methodology with a couple of items that can be done with Analysis.

Distribution – Provide a legible copy of the 2021 FDOT Regional Model.

Analysis Scenario – Add AM Peak Hour to study timeframe.

These comments are not intended to be inclusive of any or all errors or omissions within the subject analysis. It remains the responsibility of the consulting engineer to thoroughly check the analysis and make necessary corrections.

Please provide the Synchro files with the Analysis submittal.

Please contact me with any questions or comments.

Sincerely,

D. Todd Crosby, P.E.
Assistant County Engineer

EL:DTC

Attachments: Hernando County Facility Design Guideline's sheet IV-18.

cc: Laura A. Borgesi P.E., Traffic Engineer
Kandi McCorkel, Engineering Development Coordinator
File

Engineers
Planners

LINCKS & ASSOCIATES, INC.

October 19, 2022

Todd Crosby, P.E.
Hernando County Department of Public Works
1525 E. Jefferson Street
Brooksville, FL 34601

Re: Project Name: Sunrise Development
Lincks Project No: 21132

Dear Mr. Crosby,

The purpose of this letter is to provide a response to your comments for the above referenced project. The comments and our responses are as follows:

1. Distribution -Add "current" in front of "FDOT Regional Model".
   Response:
   Comment noted. Methodology is revised to add "current" in front of FDOT Regional Model.

2. Table 2 PM Peak Hour Trip Generation -Why was the "Fitted Curve Equation" not used?
   Response:
   The Fitted Curve Equation was not used because the proposed number of dwelling units are not within the range of the sample data size used for developing the Fitted Curve Equations. In addition, utilization of the Fitted Curve Equation will yield lower or equal number of trip ends compared to trip ends generated utilizing average rates. The trip ends generated utilizing Fitted Curve Equation are attached to this letter.

3. Background Traffic - Provide the proposed growth rate that will be used.
   Response:
   The Methodology is revised to include Table 4 illustrating proposed growth rates for each segment with the study area.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

4. Site Access- Include the possible signalization for the intersection of Sunrise Boulevard at Cortez Boulevard.
   Response:
   Comment noted. Intersection analysis at Sunrise Boulevard and Cortez Boulevard, will be provided.

5. Project Distribution - This page can not be read, provide a cleaner sheet. Verify the next page and show it's relevance for this document.
   Response:
   An electronic copy of the model distribution is included with the Methodology.

6. These comments are not intended to be inclusive of any or all errors or omissions within the subject analysis. Itremains the responsibility of the consulting engineer to thoroughly check the analysis and make necessary corrections.
   Response:
   Comment noted.

7. Please provide the Synchro files with the Analysis submittal.
   Response:
   Comment noted.

If you have any questions regarding the responses to these comments, please do not hesitate to contact me at shenry@lincks.com or 813-559-9589.

LINCKS & ASSOCIATES, INC.

Steven Henry, PE
President

PM PEAK HOUR TRIPS – FITTED CURVE EQUATION

PERIOD SETTING

Analysis Name :	New Analysis	**No :**	
Project Name :	Sunrise-Test	**City:**	
Date:	10/17/2022	**Zip/Postal Code:**	
State/Province:		**Client Name:**	
Country:		**Edition:**	Trip Generation Manual, 11th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	4200(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.94Ln(X) +0.27	2101 63%	1234 37%	3335
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	800(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	143 61%	91 39%	234

(0) indicates size out of range

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	2101	0 %	1234
221 - Multifamily Housing (Mid-Rise)	0 %	143	0 %	91

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 1234 Demand Exit: 0 % (0)

Entry 2101 Demand Entry: 0 % (0)

Balanced: 0

Balanced: 0

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) **Entry** 143

Demand Exit: 0 % (0) **Exit** 91

210 - Single-Family Detached Housing

	Total Trips	Internal Trips: 221 - Multifamily Housing (Mid-Rise)	Total	External Trips
Entry	2101 (100%)	0 (0%)	0 (0%)	2101 (100%)

Engineers
Planners

LINCKS & ASSOCIATES, INC.

Revised October 19, 2022
June 9, 2022

Mr. Ernie Lane
Hernando County
1400 North Boulevard
Tampa, FL 33607

Re: Sunrise
Lincks Project No. 21132

Dear Mr. Lane,

The purpose of this letter is to establish the methodology to be utilized for the Transportation Analysis for the proposed development located south of SR 50 and east of I-75 in Hernando County, as shown in Figure 1.

The subject property is proposed to be developed for the following land uses:

- Single Family Homes – 4,200 Dwelling Units
- Townhomes – 600 Dwelling Units
- Motel – 75 Rooms
- Retail – 325,000 Square Feet
- Office – 50,000 Square Feet
- Self Storage – 40,000 Square Feet

The access to serve the project is proposed to be via the following roadways:

- Branson Boulevard
- Parkland Ave
- Sunrise Boulevard
- Kettering Road

The site plan for the project is included in the appendix of this letter.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

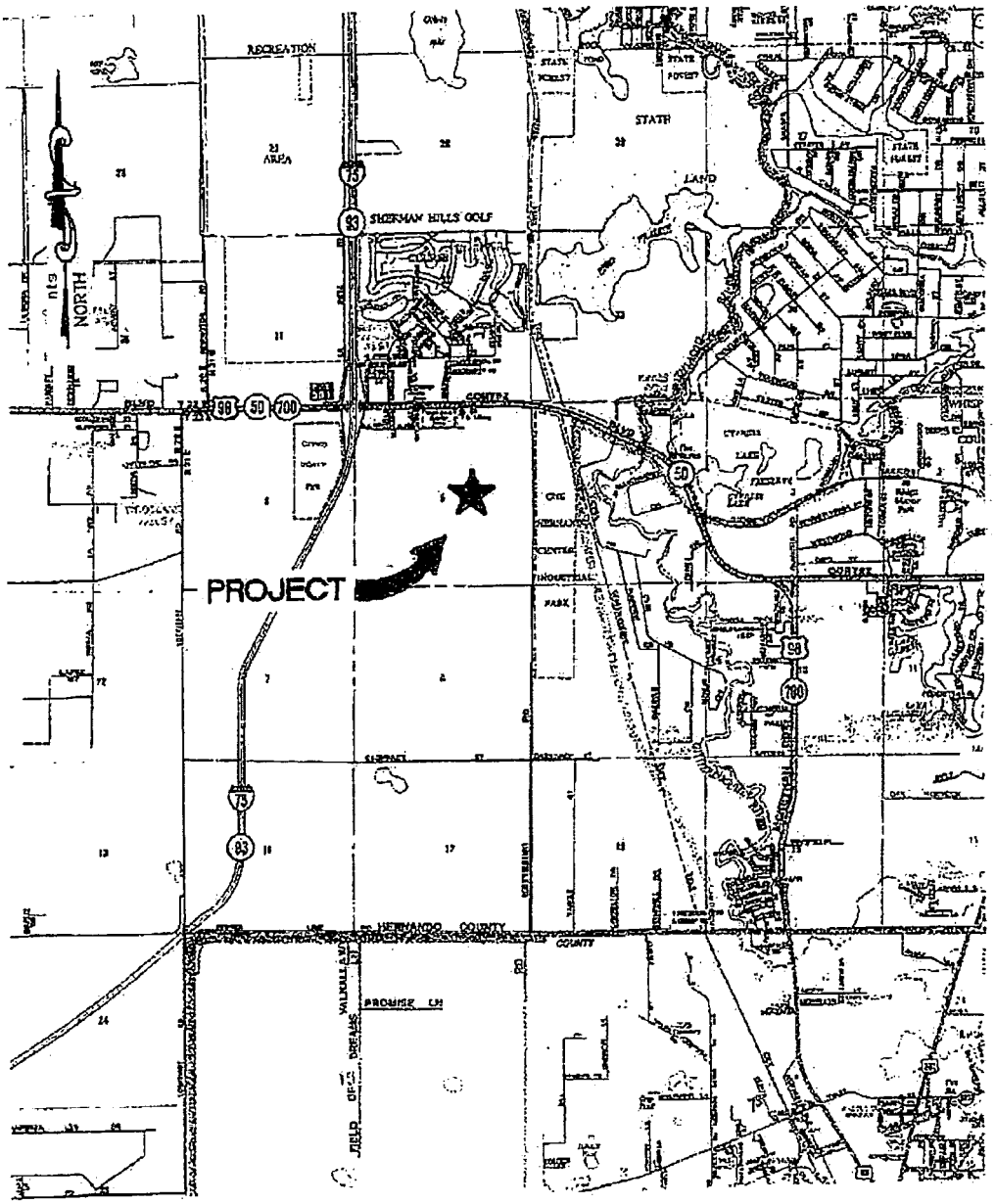


FIGURE 1
PROJECT LOCATION

Trip Generation

The trip rates to be utilized in the analysis will be based on the data contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Internal Capture

The internal capture between the land uses within the project will be calculated based on the methodology outlined in ITE Trip Generation Handbook, 3rd Edition (NCHRP 694).

Passerby Capture

The passerby capture will be calculated based on the methodology outlined in ITE Trip Generation Manual, 11th Edition, 2021.

Tables 1 and 2 provide the AM and PM peak hour trip generation for the project.

Distribution

The distribution will be based on the current FDOT Regional Model. A copy of the model plot is included in the appendix of the letter.

Study Network

The study network will include those roadways in which the PM peak hour project traffic consumes 5.0% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project. The roadway capacities were based on 2020 FDOT generalized capacity tables.

Based on the results shown in Table 3, the study network will include the following roadways:

- SR 50/US 98 (Cortez Blvd)
  Jasmine Drive to Treiman Boulevard (US 301)

- SR 50/US 98 (Cortez Blvd)
  Main Street to Jefferson Street

- Kettering Road
  Cortez Boulevard to Powerline Road

- Lockhart Road
  Cortez Boulevard to Powerline Road

TABLE 1

AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	764	2,176	2,940	15	24	39	0	0	0	749	2,152	2,901
Multi-Family	221	600 DU's	51	171	222	1	2	3	0	0	0	50	169	219
Motel	320	75 Rooms	10	16	26	0	5	5	0	0	0	10	11	21
Retail	820	325,000 SF	202	123	325	30	20	50	33	20	53	139	83	222
Office	710	50,000 SF	81	11	92	8	3	11	0	0	0	73	8	81
Warehouse	150	40,000 SF	22	6	28	2	2	4	0	0	0	20	4	24
		Total	1,130	2,503	3,633	56	56	112	33	20	53	1,041	2,427	3,468

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (202-30) x 0.19 = 33
  Out - (123-20) x 0.19 = 20

TABLE 2

PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	2,487	1,461	3,948	170	58	228	0	0	0	2,317	1,403	3,720
Multi-Family	221	600 DU's	143	91	234	10	4	14	0	0	0	133	87	220
Motel	320	75 Rooms	16	13	29	5	2	7	0	0	0	11	11	22
Retail	820	325,000 SF	633	686	1,319	85	189	274	104	94	198	444	403	847
Office	710	50,000 SF	16	77	93	3	17	20	0	0	0	13	60	73
Warehouse	150	40,000 SF	9	22	31	2	5	7	0	0	0	7	17	24
		Total	3,304	2,350	5,654	275	275	550	104	94	198	2,925	1,981	4,906

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (633-85) x 0.19 = 104
  Out - (686-189) x 0.19 = 94

TABLE 3
STUDY NETWORK

Roadway Link	Geometry	LOS Standard / Area Type	LOS Capacity(1)	% Project Traffic	PM Peak Hour Project Traffic	% LOS Consumed	Study Network
SR 50 / US 98 (Cortez Blvd)							
Jasmine Dr to Spring Lake Hwy	4LD	C/U	3,420	5.8%	284	8.3%	YES
Spring Lake Hwy to Lockhart Rd	4LD	C/U	3,420	13.9%	882	19.9%	YES
Lockhart Rd to I-75 (SR93) Frontage (W)	6LD	C/U	5,250	17.2%	844	16.1%	YES
I-75 (SR93) Frontage (W) to I-75 SB Ramps	6LD	C/U	5,250	20.8%	1020	19.4%	YES
I-75 NB Ramps to Windmere Rd	6LD	C/U	5,250	44.9%	2203	42.0%	YES
Windmere Rd to Parkland Ave	6LD	C/U	5,250	56.8%	2738	52.2%	YES
Parkland Ave to Kettering Rd	6LD	C/U	5,250	14.3%	702	13.4%	YES
Kettering Rd to Ridge Manor Blvd	6LD	C/U	5,250	20.9%	1,025	19.5%	YES
Ridge Manor Blvd to Mckethan Rd (US98/SR700)	4LD	C/U	3,420	20.3%	996	29.1%	YES
Mckethan Rd (US98/SR700) to Treiman Blvd (US301/SR35)	4LD	C/U	3,420	12.3%	603	17.6%	YES
Treiman Blvd (US301/SR35) to Burwell Rd	4LD	C/U	3,420	2.3%	113	3.3%	NO
SR 50 / US 98 (Cortez Blvd)							
West Jefferson St to Broad St (US41/SR45)	4LD	C/U	3,420	0.8%	39	1.1%	NO
Broad St (US41/SR45) to Main St	4LD	C/U	3,420	3.2%	157	4.6%	NO
Main St to East Jefferson St (SR50)	4LD	C/U	3,420	3.5%	172	5.0%	YES
KETTERING RD							
Cortez Blvd (SR50) to Cracker Crossing	2LU	D/U	1,197	11.2%	549	45.9%	YES
Cracker Crossing to Powerline Rd	2LU	D/U	1,197	12.4%	608	50.8%	YES
Lockhart Rd							
I-75 (SR93) to Cortez Blvd (SR50)	2LU	D/U	2,180	2.6%	128	5.9%	YES
McKethan Rd (US98/SR700)							
Pasco County Line to Cortez Blvd (SR50)	2LU	C/U	1,620	6.9%	338	20.1%	YES
Treiman Blvd (US301/SR35)							
Pasco County Line to Cortez Blvd(SR 50)	2 LU	C/U	1,620	0.8%	39	2.4%	NO
Cortez Blvd(SR 50) to Ridge Manor Blvd	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Ridge Manor Blvd to Sumter County Line	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Jefferson St (SR 50A)							
Cortez Blvd to MLK	2 LU	C/U	1,510	2.0%	98	6.5%	YES
MLK to N. Broad St	2 LU	C/U	1,510	1.5%	74	4.9%	NO
N. Broad St to Main St	2 O	C/U	786	0.6%	29	3.7%	NO
Powerline Rd							
Kettering Rd to Lockhart Rd	2LU	C/U	1,620	2.5%	123	7.6%	YES
MLK							
Jefferson St to Main St	2LU	C/U	594	0.4%	20	3.4%	NO
Main St							
Cortez Blvd to MLK	2LU	D/U	1,197	0.0%	0	0.0%	NO
MLK to Broad St	2LU	D/U	1,197	0.3%	15	1.2%	NO

- McKethan Road
  Cortez Boulevard to Pasco County Line

- Jefferson Street (SR 50A)
  Cortez Boulevard to Martin Luther King Jr.

- Powerline Road
  Kettering Road to Lockhart Road

Figure 2 illustrates the study network.

Background Traffic

The buildout of the project is anticipated to be 2035. Therefore the 2035 background traffic utilized in this analysis will be calculated as follows:

1. PM peak hour turning movements counts will be obtained at the following intersections:
   - SR 50 (Cortez Boulevard) and East Jefferson Street
   - SR 50 (Cortez Boulevard) and Lockhart Road
   - SR 50 (Cortez Boulevard) and I-75 Ramps
   - SR 50 (Cortez Boulevard) and Windmere Road
   - SR 50 (Cortez Boulevard) and Parkland Avenue
   - SR 50 (Cortez Boulevard) and Kettering Road
   - SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
   - SR 50 (Cortez Boulevard) and McKethan Road
   - SR 50 (Cortez Boulevard) and US 301
   - SR 50 (Cortez Boulevard) and Main Street
   - Jefferson Street (SR 50A) and Main Street
   - Kettering Road and Powerline Road
   - Powerline Road and Lockhart Road

2. The existing counts will be factored to peak season based on the FDOT Peak Season Adjustment Factors for Hernando County.

3. An annual growth rate for each segment contained in the Hernando County Tier 1 spreadsheet will be utilized to factor the peak season traffic to 2035. The annual growth rates are provided in Table 4.

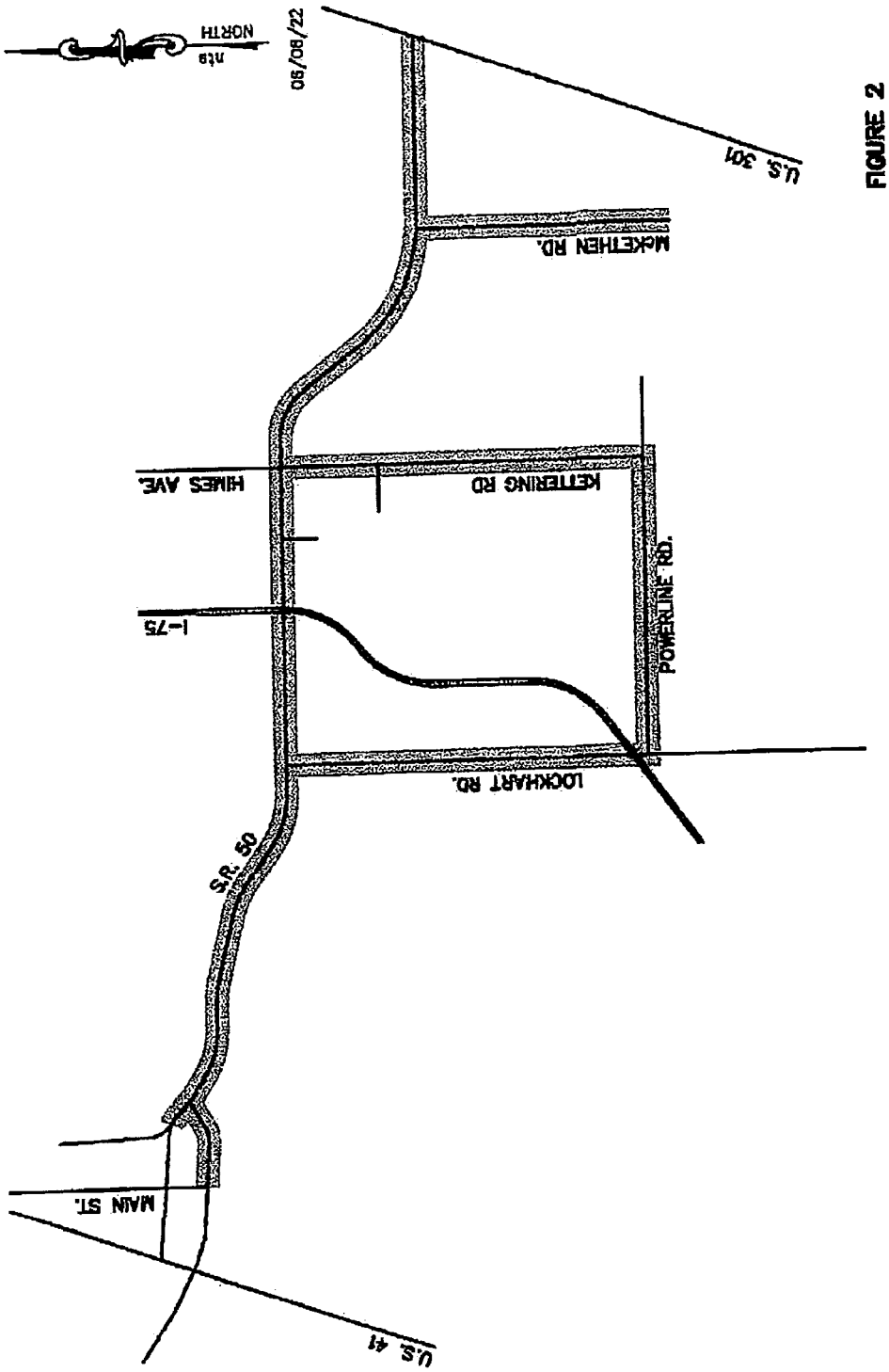


FIGURE 2
STUDY NETWORK

Table 4

Proposed Annual Growth Rates

Segment	From	To	Growth Rate
SR 50	West of Mains St	Main St	2.00%
	Main St	Jasmine Dr	2.00%
	Jasmine Dr	Lockhart Rd	0.90%
	Lockhart Rd	I 75	1.56%
	I 75	Windmere Rd	1.93%
	Windmere Rd	Parkland Ave	1.93%
	Parkland Ave	Sherman Hills Realignment/Access	1.93%
	Sherman Hills Realignment/Access	Kettering Rd	1.93%
	Kettering Rd	Ridge Manor Blvd	1.93%
	Ridge Manor Blvd	Mckeaton Rd	1.84%
	Mckeaton Rd	US 301	1.76%
Kettering Rd	Powerline Rd	Project Access	2.00%
	Project Access	SR 50	2.00%
Lockhart Rd	Powerline Rd	SR 50	2.00%
McKeaton Rd	Pasco Co Line	SR 50	1.36%
E.Jefferson St	SR 50	MLK Blvd	2.00%
Powerline Rd	Kettering Rd	Lockhart Rd	2.00%

1) Based on Tier One Spreadsheet

Analysis Scenario

A roadway segment analysis for the PM peak hour shall be performed for roadway segments within the study network. The analysis shall be based on the capacities contained in the 2020 FDOT generalized capacity tables.

In addition, intersection analysis shall be conducted for the following intersections:

- SR 50 (Cortez Boulevard) and Jefferson Street
- SR 50 (Cortez Boulevard) and Lockhart Road
- SR 50 (Cortez Boulevard) and I-75 Ramps
- SR 50 (Cortez Boulevard) and Windmere Road
- SR 50 (Cortez Boulevard) and Parkland Avenue
- SR 50 (Cortez Boulevard) and Kettering Road
- SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
- SR 50 (Cortez Boulevard) and McKethan Road
- SR 50 (Cortez Boulevard) and US 301
- SR 50 (Cortez Boulevard) and Main Street
- Jeferson Street (SR 50A) and Main Street
- Kettering Road and Cracker Crossing
- Kettering Road and Powerline Road
- Powerline Road and Lockhart Road

The following scenarios shall be considered in the analysis:

1) Existing peak season traffic with budgeted improvements
2) Year 2035 background traffic with budgeted improvements
3) Year 2035 background traffic with improvements required to maintain the adopted Level of Service
4) Year 2035 background plus project traffic with background improvements
5) Year 2035 background plus project traffic with background improvements and any additional improvements required due to project traffic

Intersection Level of Service Criteria

The Level of Service for the intersections shall be as follows:

- The overall intersection should operate at the adopted Level of Service
- All movements within the intersection should operate with a V/C ratio of 1.0 or less.

Site Access

The access for the project will be evaluated to determine if right and left turn lanes are warranted based on AM and PM peak hour volumes.

Please indicate your acceptance of the proposed methodology for the project by signing on the line provided below.

Sincerely,

LINCKS & ASSOCIATES, INC.

Steven J. Henry, P.E.
President

SJH/TSF/EJG

Enclosures

I concur:

Mr. Ernie Lane Date

APPENDIX

ITE – TRIP GENERATION

PERIOD SETTING

Analysis Name :	New Analysis	**No :**	
Project Name :	Sunrise - DRH	**City:**	
Date:	12/9/2021	**Zip/Postal Code:**	
State/Province:		**Client Name:**	
Country:		**Edition:**	Trip Generation Manual, 11th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	4200(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.7	764 26%	2176 74%	2940
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	600(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.37	51 23%	171 77%	222
320 - Motel (General Urban/Suburban)	Rooms	75	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.35	10 38%	16 62%	26
820 - Shopping Center (>150k) (General Urban/Suburban)	1000 Sq. Ft. GLA	325	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.59 (X)+133.55	202 62%	123 38%	325
710 - General Office Building (General Urban/Suburban)	1000 Sq. Ft. GFA	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.86Ln(X) +1.16	81 88%	11 12%	92
150 - Warehousing (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.12 (X)+23.62	22 79%	6 21%	28

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	764	0 %	2176
221 - Multifamily Housing (Mid-Rise)	0 %	51	0 %	171

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
320 - Motel	0 %	10	0 %	16
820 - Shopping Center (>150k)	0 %	202	0 %	123
710 - General Office Building	0 %	81	0 %	11
150 - Warehousing	0 %	22	0 %	6

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0)

Entry 764 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0)

Entry 764 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0)

Entry 764 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0)

Entry 764 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0)

Entry 764 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0)

Entry 51 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0)

Entry 51 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0)

Entry 51 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Balanced: 0 Demand Entry: 0 % (0) Entry 51

Balanced: 0 Demand Exit: 0 % (0) Exit 171

320 - Motel

Balanced: 0 Demand Entry: 0 % (0) Entry 10

Balanced: 0 Demand Exit: 0 % (0) Exit 16

820 - Shopping Center (>150k)

Balanced: 0 Demand Entry: 0 % (0) Entry 202

Balanced: 0 Demand Exit: 0 % (0) Exit 123

710 - General Office Building

Balanced: 0 Demand Entry: 0 % (0) Entry 81

Balanced: 0 Demand Exit: 0 % (0) Exit 11

150 - Warehousing

Balanced: 0 Demand Entry: 0 % (0) Entry 22

Balanced: 0 Demand Exit: 0 % (0) Exit 6

320 - Motel

Balanced: 0 Demand Entry: 0 % (0) Entry 10

Balanced: 0 Demand Exit: 0 % (0) Exit 16

820 - Shopping Center (>150k)

Balanced: 0 Demand Entry: 0 % (0) Entry 202

Balanced: 0 Demand Exit: 0 % (0) Exit 123

710 - General Office Building

Balanced: 0 Demand Entry: 0 % (0) Entry 81

Balanced: 0 Demand Exit: 0 % (0) Exit 11

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 22

Entry 51 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 6

320 - Motel

Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 202

Entry 10 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 123

320 - Motel

Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 81

Entry 10 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 11

320 - Motel

Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 22

Entry 10 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 6

820 - Shopping Center (>150k)

Exit 123 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 81

Entry 202 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 11

820 - Shopping Center (>150k)

Exit 123 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 22

Entry 202 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 6

710 - General Office Building

Exit 11 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 22

Entry 81 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 6

210 - Single-Family Detached Housing

		Internal Trips						
	Total Trips	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	764 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	764 (100%)
Exit	2176 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2176 (100%)
Total	2940 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2940 (100%)

221 - Multifamily Housing (Mid-Rise)

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	51 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	51 (100%)

Exit	171 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	171 (100%)
Total	222 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	222 (100%)

320 - Motel

	Total Trips	Internal Trips					Total	External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing		
Entry	10 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	10 (100%)
Exit	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Total	26 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	26 (100%)

820 - Shopping Center (>150k)

	Total Trips	Internal Trips					Total	External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	710 - General Office Building	150 - Warehousing		
Entry	202 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	202 (100%)
Exit	123 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	123 (100%)
Total	325 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	325 (100%)

710 - General Office Building

	Total Trips	Internal Trips					Total	External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	150 - Warehousing		
Entry	81 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	81 (100%)
Exit	11 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	11 (100%)
Total	92 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	92 (100%)

150 - Warehousing

	Total Trips	Internal Trips					Total	External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building		
Entry	22 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	22 (100%)
Exit	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)
Total	28 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	28 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	2940	0	0	2940
221 - Multifamily Housing (Mid-Rise)	222	0	0	222
320 - Motel	26	0	0	26
820 - Shopping Center (>150k)	325	0	0	325
710 - General Office Building	92	0	0	92
150 - Warehousing	28	0	0	28

ITE DEVIATION DETAILS

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

Landuse: No deviations from ITE.

Methods: No deviations from ITE.

External Trips:

210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

320 - Motel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

710 - General Office Building (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

150 - Warehousing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	1130
Total Exiting	2503
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	1130
Total Exiting Non-Pass-by Trips	2503

PERIOD SETTING

Analysis Name :	New Analysis	**No :**	
Project Name :	Sunrise - DRH	**City:**	
Date:	12/9/2021	**Zip/Postal Code:**	
State/Province:		**Client Name:**	
Country:		**Edition:**	Trip Generation Manual, 11th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	4200(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.94	2487 63%	1461 37%	3948
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	600(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.39	143 61%	91 39%	234
320 - Motel (General Urban/Suburban)	Rooms	75	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.24 (X)+11.16	16 55%	13 45%	29
820 - Shopping Center (>150k) (General Urban/Suburban)	1000 Sq. Ft. GLA	325	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.72Ln(X) +3.02	633 48%	686 52%	1319
710 - General Office Building (General Urban/Suburban)	1000 Sq. Ft. GFA	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.83Ln(X) +1.29	16 17%	77 83%	93
150 - Warehousing (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.12 (X)+26.48	9 29%	22 71%	31

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	2487	0 %	1461
221 - Multifamily Housing (Mid-Rise)	0 %	143	0 %	91

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
320 - Motel	0 %	16	0 %	13
820 - Shopping Center (>150k)	0 %	633	0 %	686
710 - General Office Building	0 %	16	0 %	77
150 - Warehousing	0 %	9	0 %	22

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 1461 Demand Exit: 0 % (0)

Entry 2487 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 1461 Demand Exit: 0 % (0)

Entry 2487 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 1461 Demand Exit: 0 % (0)

Entry 2487 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 1461 Demand Exit: 0 % (0)

Entry 2487 Demand Entry: 0 % (0)

210 - Single-Family Detached Housing

Exit 1461 Demand Exit: 0 % (0)

Entry 2487 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Exit 91 Demand Exit: 0 % (0)

Entry 143 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Exit 91 Demand Exit: 0 % (0)

Entry 143 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Exit 91 Demand Exit: 0 % (0)

Entry 143 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Balanced: 0 Demand Entry: 0 % (0) Entry 143

Balanced: 0 Demand Exit: 0 % (0) Exit 91

320 - Motel

Balanced: 0 Demand Entry: 0 % (0) Entry 16

Balanced: 0 Demand Exit: 0 % (0) Exit 13

820 - Shopping Center (>150k)

Balanced: 0 Demand Entry: 0 % (0) Entry 633

Balanced: 0 Demand Exit: 0 % (0) Exit 686

710 - General Office Building

Balanced: 0 Demand Entry: 0 % (0) Entry 16

Balanced: 0 Demand Exit: 0 % (0) Exit 77

150 - Warehousing

Balanced: 0 Demand Entry: 0 % (0) Entry 9

Balanced: 0 Demand Exit: 0 % (0) Exit 22

320 - Motel

Balanced: 0 Demand Entry: 0 % (0) Entry 16

Balanced: 0 Demand Exit: 0 % (0) Exit 13

820 - Shopping Center (>150k)

Balanced: 0 Demand Entry: 0 % (0) Entry 633

Balanced: 0 Demand Exit: 0 % (0) Exit 686

710 - General Office Building

Balanced: 0 Demand Entry: 0 % (0) Entry 16

Balanced: 0 Demand Exit: 0 % (0) Exit 77

221 - Multifamily Housing (Mid-Rise)

Exit	91	Demand Exit:	0 % (0)
Entry	143	Demand Entry:	0 % (0)

320 - Motel

Exit	13	Demand Exit:	0 % (0)
Entry	16	Demand Entry:	0 % (0)

320 - Motel

Exit	13	Demand Exit:	0 % (0)
Entry	16	Demand Entry:	0 % (0)

320 - Motel

Exit	13	Demand Exit:	0 % (0)
Entry	16	Demand Entry:	0 % (0)

820 - Shopping Center (>150k)

Exit	686	Demand Exit:	0 % (0)
Entry	633	Demand Entry:	0 % (0)

820 - Shopping Center (>150k)

Exit	686	Demand Exit:	0 % (0)
Entry	633	Demand Entry:	0 % (0)

710 - General Office Building

Exit	77	Demand Exit:	0 % (0)
Entry	16	Demand Entry:	0 % (0)

150 - Warehousing

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

820 - Shopping Center (>150k)

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

710 - General Office Building

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

150 - Warehousing

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

710 - General Office Building

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

150 - Warehousing

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

150 - Warehousing

Balanced: 0		Demand Entry:	0 % (0)
Balanced: 0		Demand Exit:	0 % (0)

210 - Single-Family Detached Housing

	Total Trips	Internal Trips					Total	External Trips
		221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing		
Entry	2487 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2487 (100%)
Exit	1461 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1461 (100%)
Total	3948 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3948 (100%)

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips					Total	External Trips
		210 - Single-Family Detached Housing	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing		
Entry	143 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	143 (100%)

Exit	91 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	91 (100%)
Total	234 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	234 (100%)

320 - Motel

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Exit	13 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	13 (100%)
Total	29 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	29 (100%)

820 - Shopping Center (>150k)

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	633 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	633 (100%)
Exit	686 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	686 (100%)
Total	1319 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1319 (100%)

710 - General Office Building

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	150 - Warehousing	Total	External Trips
Entry	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Exit	77 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	77 (100%)
Total	93 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	93 (100%)

150 - Warehousing

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	Total	External Trips
Entry	9 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	9 (100%)
Exit	22 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	22 (100%)
Total	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	31 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	3948	0	0	3948
221 - Multifamily Housing (Mid-Rise)	234	0	0	234
320 - Motel	29	0	0	29
820 - Shopping Center (>150k)	1319	0	0	1319
710 - General Office Building	93	0	0	93
150 - Warehousing	31	0	0	31

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips — 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

320 - Motel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

710 - General Office Building (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

150 - Warehousing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3304
Total Exiting	2350
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3304
Total Exiting Non-Pass-by Trips	2350

INTERNAL CAPTURE

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sunrise	Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 150	90.000	SF	120	103	17
Retail	820	325.000	SF	325	202	123
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 221	4,800	DU's	3,162	815	2,347
Hotel	320	75	RM	26	10	16
All Other Land Uses[2]				0		
				3,633	1,130	2,503

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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		5	0	0	0	0
Retail	4		0	0	16	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	23	0	0		0
Hotel	3	2	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	3,633	1,130	2,503
Internal Capture Percentage	3%	5%	2%
External Vehicle-Trips[5]	3,521	1,074	2,447
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	29%
Retail	15%	16%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	31%

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sunrise
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	103	103	1.00	17	17
Retail	1.00	202	202	1.00	123	123
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	815	815	1.00	2347	2347
Hotel	1.00	10	10	1.00	16	16

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	11	0	0	0
Retail	36		16	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	47	23	469	0		0
Hotel	12	2	1	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		65	0	0	0	0
Retail	2		0	0	16	0
Restaurant	14	16		0	41	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	34	0	0		0
Hotel	3	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	10	93	103	93	0	0
Retail	30	172	202	172	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	799	815	799	0	0
Hotel	0	10	10	10	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	12	17	12	0	0
Retail	20	103	123	103	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	26	2321	2347	2321	0	0
Hotel	5	11	16	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sunrise	Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 150	90,000	SF	124	25	99
Retail	820	325,000	SF	1,319	633	686
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 221	4,800	DU	4,182	2,630	1,552
Hotel	320	75	RM	29	16	13
All Other Land Uses[2]				0		
				5,654	3,304	2,350

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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		20	0	0	2	0
Retail	8		0	0	178	3
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	14	63	0	0		2
Hotel	0	12	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	5,654	3,304	2,350
Internal Capture Percentage	10%	9%	12%
External Vehicle-Trips[5]	5,070	3,012	2,058
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	88%	22%
Retail	13%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	5%
Hotel	31%	15%

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sunrise
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	25	25	1.00	99	99
Retail	1.00	633	633	1.00	686	686
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2630	2630	1.00	1552	1552
Hotel	1.00	16	16	1.00	13	13

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		20	4	0	2	0
Retail	14		199	27	176	34
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	62	652	326	0		47
Hotel	0	3	9	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		51	0	0	105	0
Retail	8		0	0	1210	3
Restaurant	8	317		0	421	11
Cinema/Entertainment	2	25	0		105	0
Residential	14	63	0	0		2
Hotel	0	13	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	22 5	3	25	3	0	0
Retail	85	548	633	546	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	190	2450	2630	2450	0	0
Hotel	5	11	16	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	22	77	99	77	0	0
Retail	189	497	686	497	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	79 62	1473	1552	1473	0	0
Hotel	2	11	13	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person Trips

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

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

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

PASSERBY PERCENT

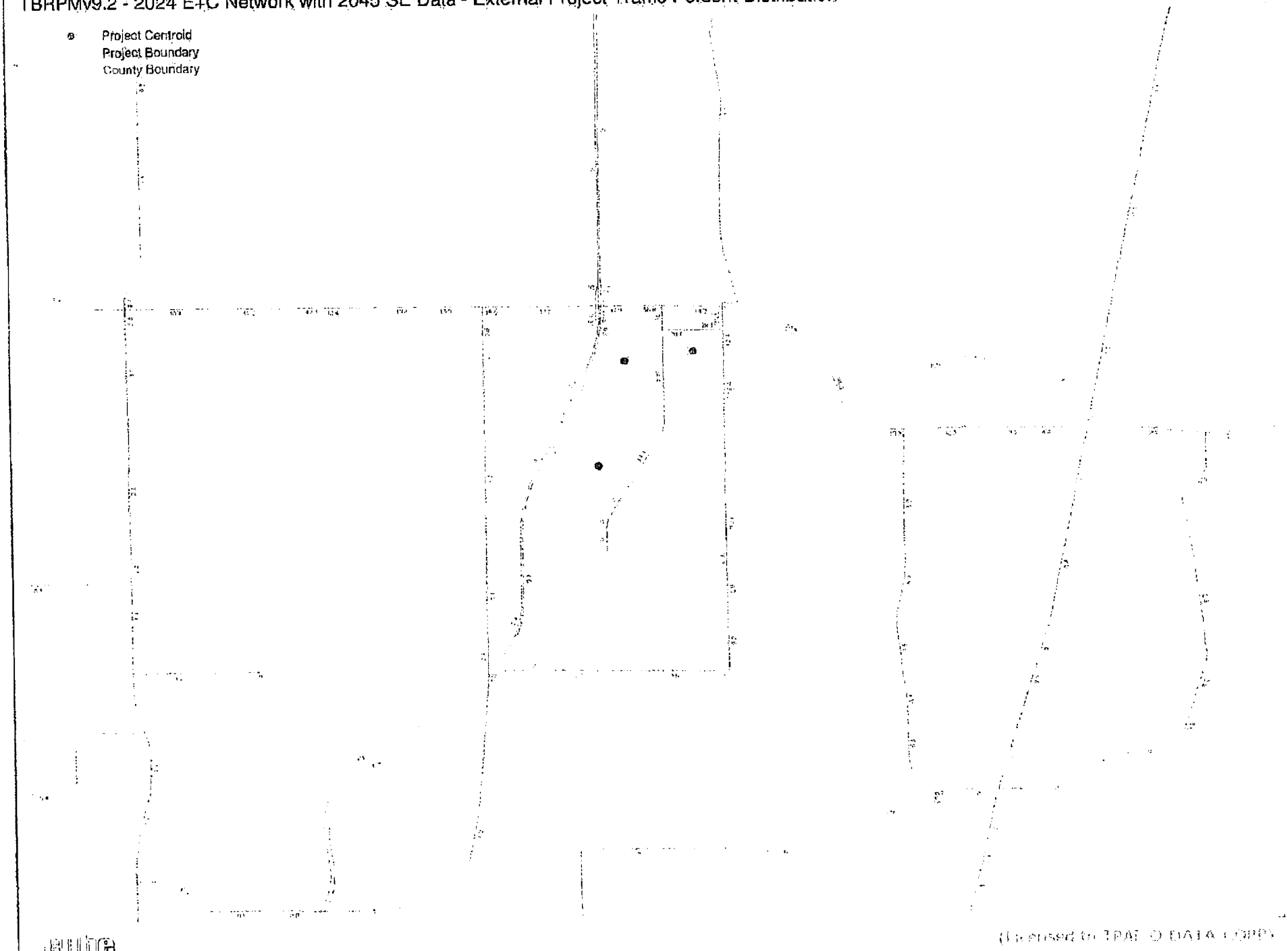
Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820									
Land Use	Shopping Center (> 150k)									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k					
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k					
	Pass-By Characteristics for Individual Sites									
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source	
					Primary (%)	Diverted (%)	Total (%)			
213	Florida	1990	312	28	31	41	72	—	33	
225	Illinois	1994	264	35	32	33	65	1970	24	
227.9	Kentucky	1993	—	34	35	31	66	—	34	
235	Kentucky	1993	211	35	29	36	65	2593	2	
255	Iowa	1994	222	23	38	39	77	3706	24	
256	Connecticut	1994	208	27	51	22	73	3422	24	
293	Illinois	1994	282	24	70	6	76	4606	13	
294	Pennsylvania	1994	213	24	48	18	76	4055	24	
350	Massachusetts	1994	224	18	45	37	82	2112	24	
361	Virginia	1994	315	17	54	29	83	2034	24	
375	North Carolina	1994	214	29	48	23	71	2053	24	
413	Texas	1994	228	28	51	21	72	589	24	
418	Maryland	1994	281	20	50	30	80	5610	24	
450	California	1994	321	23	49	28	77	2787	24	
476	Washington	1994	234	25	53	22	75	3427	24	
488	Texas	1994	257	12	75	13	88	1094	13	
560	Virginia	1994	437	19	49	32	81	3051	24	
581	Colorado	1994	296	18	53	29	82	2939	24	
598	Colorado	1994	205	17	55	28	83	3840	24	
633	Texas	1994	257	10	64	26	90	—	24	
667	Illinois	1994	200	16	53	31	84	2770	24	
738	New Jersey	1994	283	13	75	12	87	8059	24	
800	California	1994	205	21	51	28	79	7474	24	
808	California	1994	240	13	73	14	87	4035	24	

PROJECT TRAFFIC DISTRIBUTION

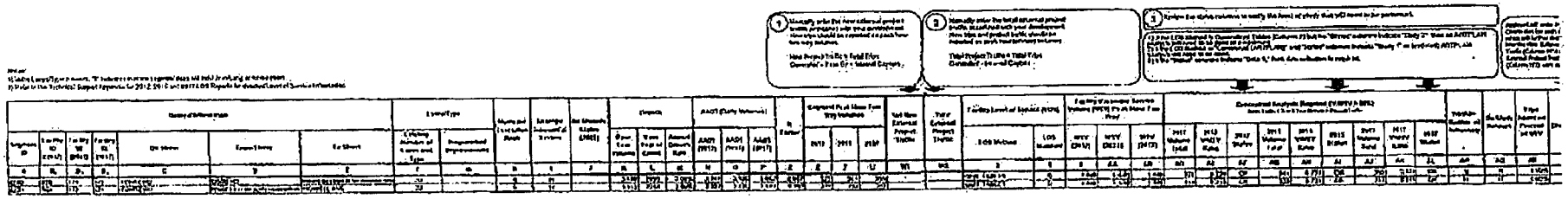
TBRPMv9.2 - 2024 E+C Network with 2045 SE Data - External Project Traffic Percent Distribution



HERNANDO CO.
CONCURRENCY MANAGEMENT SYSTEM
TIER 1 TEST SPREADSHEETS

Hernando County Concurrency Management System

Tier I Test: To Determine Concurrency or Need for Additional Analysis



FDOT GENERALIZED CAPACITY TABLES

TABLE 4 Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from *which this table is derived should* be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										n, 50%, y
Sidewalk (n, y)										t
Sidewalk/roadway separation(a, t, w)										n
Sidewalk protective barrier (n, y)										

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ars	Class II ats	Score	Score	Buses/hr
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,830	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,420	5,780	6,890	7,110
6	6,400	8,490	10,200	10,670
8	8,420	11,220	13,530	14,240
10	9,960	13,290	15,870	17,820

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,020	1,560	2,110	2,840
4	Divided	3,110	4,490	5,670	6,450
6	Divided	4,650	6,730	8,510	9,670

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	+25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
http://www.fdot.gov/planning/systems

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (n, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,650	5,040	5,950	6,640
6	5,130	7,250	8,670	9,950
8	6,600	9,490	11,380	13,270

Freeway Adjustments

Auxiliary Lanes Present in Both Directions

+ 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	820	1,330	2,710
4	Divided	2,960	4,270	5,290	5,960
6	Divided	4,450	6,420	7,930	8,950

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	980	1,490	2,020	2,710
4	Divided	2,780	4,020	5,130	5,850
6	Divided	4,180	6,040	7,710	8,780

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length in the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(n, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways -10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2]Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3]Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
http://www.fdot.gov/planning/systems

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, fwli, n, nf, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										n, 50%, y
Sidewalk (n, y)										t
Sidewalk/roadway separation(a, t, w)										n
Sidewalk protective barrier (n, y)										

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	≤ 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,430	3,180	3,790	3,910
3	3,520	4,670	5,610	5,870
4	4,630	6,170	7,440	7,830
5	5,480	7,310	8,730	9,800

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	560	860	1,160	1,560
2	Divided	1,710	2,470	3,120	3,550
3	Divided	2,560	3,700	4,680	5,320

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
http://www.fdot.gov/planning/systems

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, f, u)								f	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,010	2,770	3,270	3,650
3	2,820	3,990	4,770	5,470
4	3,630	5,220	6,260	7,300

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	450	730	1,490
2	Divided	1,630	2,350	2,910	3,280
3	Divided	2,450	3,530	4,360	4,920

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	540	820	1,110	1,490
2	Divided	1,530	2,210	2,820	3,220
3	Divided	2,300	3,320	4,240	4,830

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdotsiso.planning.systems

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

ITE TRIP GENERATION WITH THE MINI-WAREHOUSE

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Sunrise Alt	**No :**	
Date:	1/18/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual 11.1 Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.09	2 50%	2 50%	4

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	2	0 %	2

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	4	0	0	4

ITE DEVIATION DETAILS

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

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips — 151 - Mini-Warehouse (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	2
Total Exiting	2
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	2
Total Exiting Non-Pass-by Trips	2

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Sunrise Alt	**No :**	
Date:	1/18/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual 11.1 Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.15	3 50%	3 50%	6

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	3	0 %	3

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	6	0	0	6

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips — 151 - Mini-Warehouse (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3
Total Exiting	3
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3
Total Exiting Non-Pass-by Trips	3

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[1]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	50,000		92	81	11
Retail	820	325,000		325	202	123
Restaurant						
Cinema/Entertainment						
Residential	210,221	4,800		3,162	815	2,347
Hotel	320	75		26	10	16
All Other Land Uses[2]				0		
				3,605	1,108	2,497

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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[3]						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	3		0	0	16	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	0	0		0
Hotel	2	2	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	3,605	1,108	2,497
Internal Capture Percentage	3%	5%	2%
External Vehicle-Trips[5]	3,503	1,057	2,446
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	9%	27%
Retail	14%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	25%

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

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

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 6-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6] Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	0
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	81	81	1.00	11	11
Retail	1.00	202	202	1.00	123	123
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	815	815	1.00	2347	2347
Hotel	1.00	10	10	1.00	16	16

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	7	0	0	0
Retail	36		16	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	47	23	469	0		0
Hotel	12	2		0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		65	0	0	0	0
Retail	3		0	0	16	0
Restaurant	11	16		0	41	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	34	0	0		0
Hotel	2	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	7	74	81	74	0	0
Retail	28	174	202	174	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	799	815	799	0	0
Hotel	0	10	10	10	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	8	11	8	0	0
Retail	19	104	123	104	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	2322	2347	2322	0	0
Hotel	4	12	16	12	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	50,000		93	16	77
Retail	820	325,000		1,319	633	686
Restaurant						
Cinema/Entertainment				0		
Residential	210,221	4,800		4,182	2,630	1,552
Hotel	320	75		29	16	13
All Other Land Uses[2]				0		
				5,623	3,295	2,328

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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		15	0	0	2	0
Retail	5		0	0	178	3
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	63	0	0		2
Hotel	0	2	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	5,623	3,295	2,328
Internal Capture Percentage	10%	6%	12%
External Vehicle-Trips[5]	5,065	3,016	2,049
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	88%	22%
Retail	13%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	5%
Hotel	31%	15%

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	0
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	16	16	1.00	77	77
Retail	1.00	633	633	1.00	686	686
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2630	2630	1.00	1552	1552
Hotel	1.00	16	16	1.00	13	13

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		15	3	0	2	0
Retail	14		199	27	178	34
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	62	652	326	0		47
Hotel	0	2	9	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		51	0	0	105	0
Retail	5		0	0	1210	3
Restaurant	5	317		0	421	11
Cinema/Entertainment	1	25	0		105	0
Residential	9	63	0	0		2
Hotel	0	13	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3 14	2	16	2	0	0
Retail	80	553	633	553	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	180	2450	2630	2450	0	0
Hotel	5	11	16	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	17	60	77	60	0	0
Retail	186	500	686	500	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10 74	1478	1552	1478	0	0
Hotel	2	11	13	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computec using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

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

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

ITE TRIP GENERATION TABLE
WITH WAREHOUSE
(TABLES A-1 AND A-2)

LINCKS & ASSOCIATES, INC.

TABLE A-1

AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	764	2,176	2,940	15	24	39	0	0	0	749	2,152	2,901
Multi-Family	221	600 DU's	51	171	222	1	2	3	0	0	0	50	169	219
Motel	320	75 Rooms	10	16	26	0	5	5	0	0	0	10	11	21
Retail	820	325,000 SF	202	123	325	30	20	50	33	20	53	139	83	222
Office	710	50,000 SF	81	11	92	8	3	11	0	0	0	73	8	81
Warehouse	150	40,000 SF	22	6	28	2	2	4	0	0	0	20	4	24
		Total	1,130	2,503	3,633	56	56	112	33	20	53	1,041	2,427	3,468

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (202-30) x 0.19 = 33
  Out - (123-20) x 0.19 = 20

TABLE A-2

PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	2,487	1,461	3,948	170	58	228	0	0	0	2,317	1,403	3,720
Multi-Family	221	600 DU's	143	91	234	10	4	14	0	0	0	133	87	220
Motel	320	75 Rooms	16	13	29	5	2	7	0	0	0	11	11	22
Retail	820	325,000 SF	633	686	1,319	85	189	274	104	94	198	444	403	847
Office	710	50,000 SF	16	77	93	3	17	20	0	0	0	13	60	73
Warehouse	150	40,000 SF	9	22	31	2	5	7	0	0	0	7	17	24
		Total	3,304	2,350	5,654	275	275	550	104	94	198	2,925	1,981	4,906

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.

- Passerby Trips

  Retail - 19%

  In - (633-85) x 0.19 = 104

  Out - (686-189) x 0.19 = 94

- Passerby traffic should not exceed 10% of the adjacent street background traffic

  2,625 x 0.10 = 262 > 198

  (a) PM peak hour background traffic at the intersection of Cortez Blvd and Parkland Ave

TRAFFIC COUNTS

National Data & Surveying Services

N/S Street: **SR 50/Cortez Blvd/Jasmine Dr** | Speed: **35 MPH**

E/W Street: **U 98/SR 50/E Jefferson St/Cortez Blvd** | Speed: **45 MPH**

Site Code: **22-120304-001**

Date: **6/21/2022**

Weather: **Sunny**

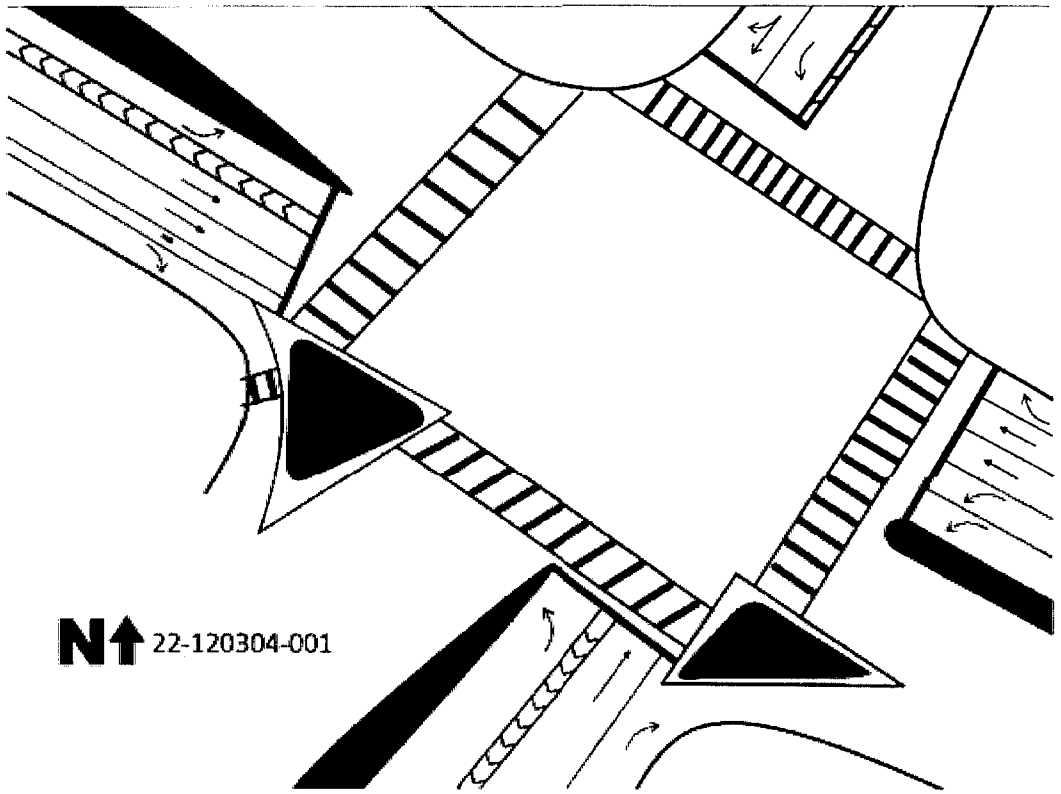
City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

Control: **Signalized**

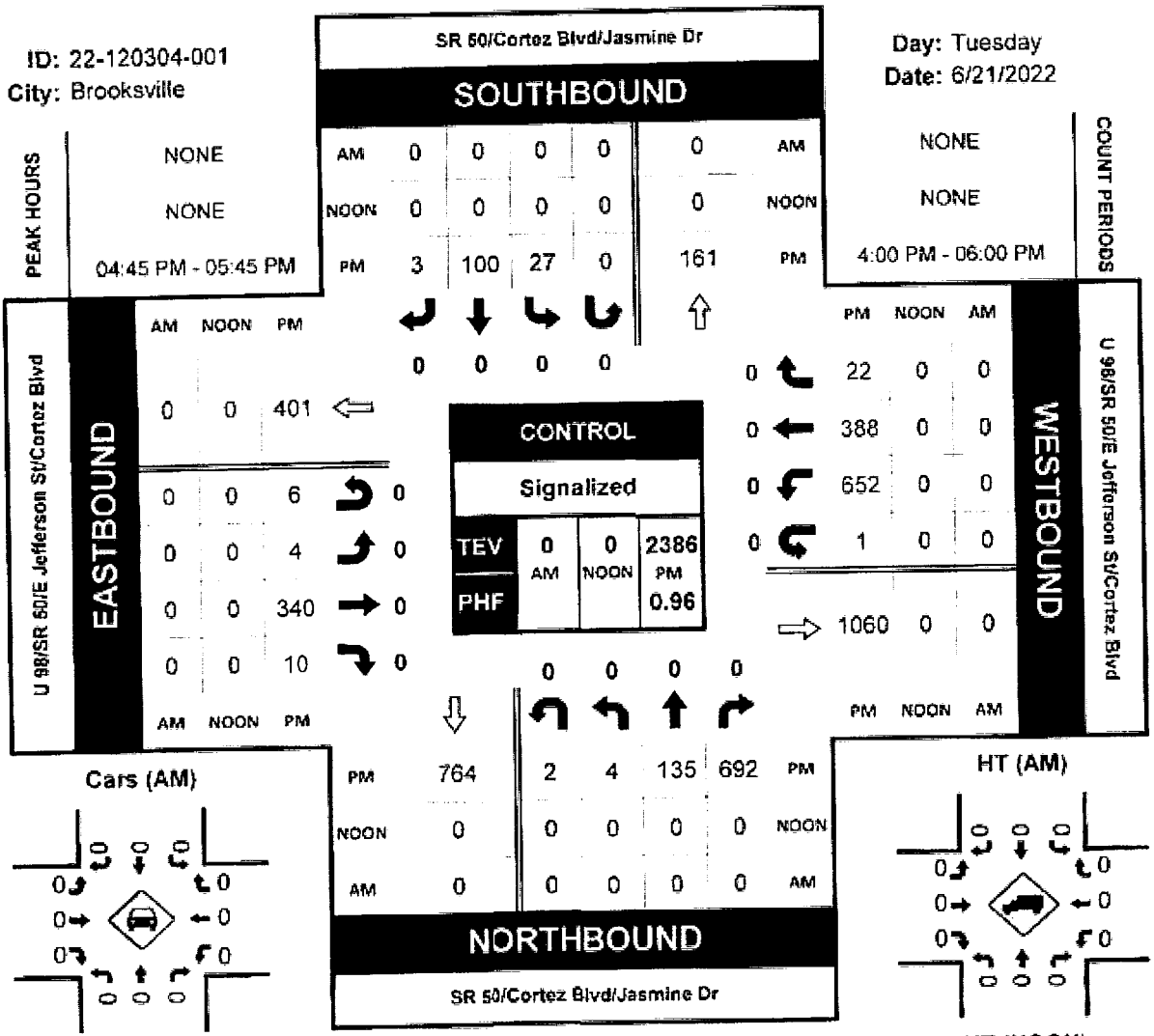
Phase	1	2	3
NT/ST	00:28	00:27	00:25
WL	00:17	-	-
WT/WL	00:25	00:44	00:36
WT/ET	00:23	00:20	00:23



Prepared by National Data & Surveying Services

SR 50/Cortez Blvd/Jasmine Dr & U 98/SR 50/E Jefferson St/Cortez Blvd

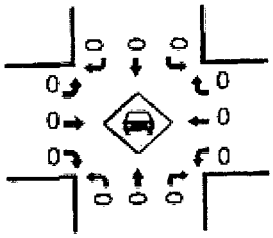
Peak Hour Turning Movement Count



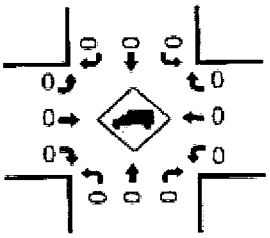
Cars (AM)

HT (AM)

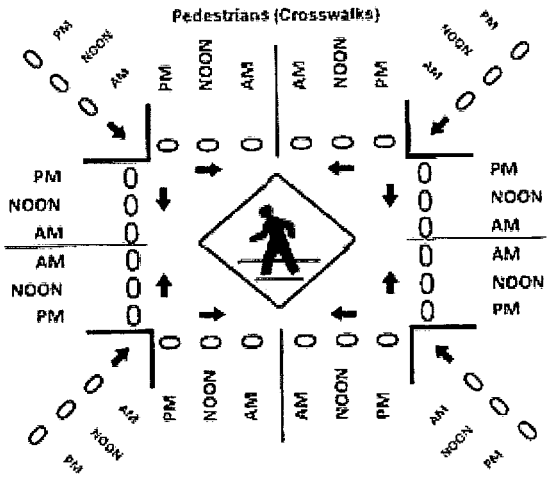
Cars (NOON)



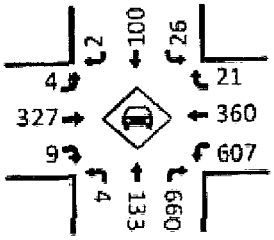
HT (NOON)



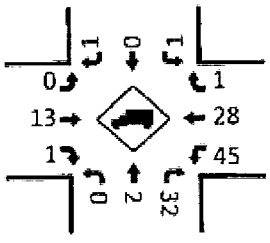
Pedestrians (Crosswalks)



Cars (PM)



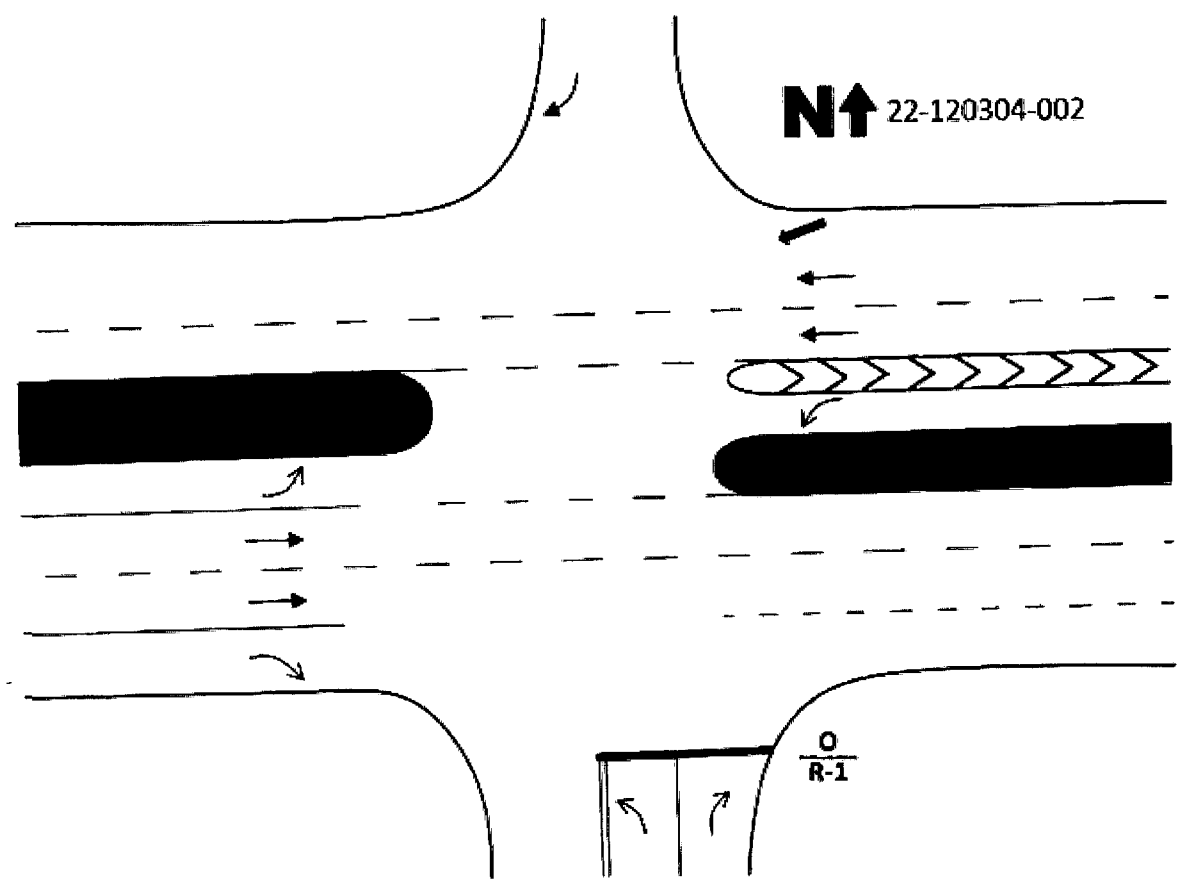
HT (PM)



National Data & Surveying Services

Site Code:	22-120304-002
Date:	6/21/2022
Weather:	Sunny
City:	Brooksville
County:	Hernando
Count Times:	16:00 – 18:00
Control:	1-Way Stop(NB)

N↑ N/S Street: Lockhart Rd — Speed: 55 MPH

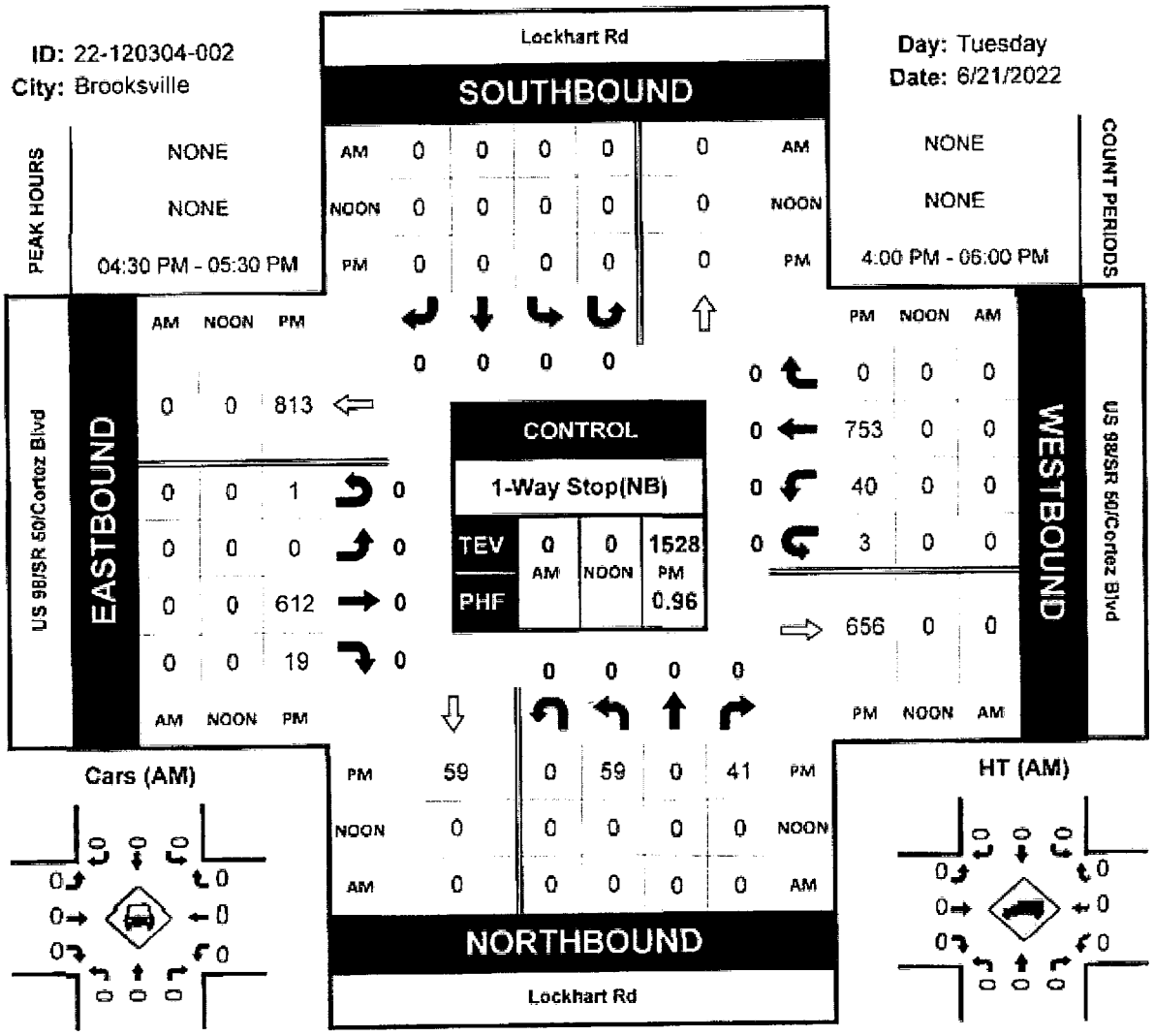


E/W Street: US 98/SR 50/Cortez Blvd — Speed: 60 MPH

Prepared by National Data & Surveying Services

Lockhart Rd & US 98/SR 50/Cortez Blvd

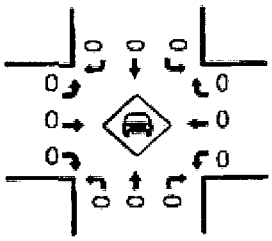
Peak Hour Turning Movement Count



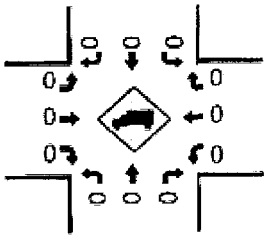
Cars (AM)

HT (AM)

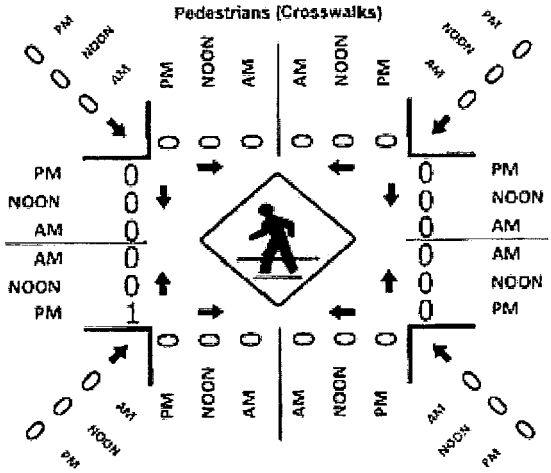
Cars (NOON)



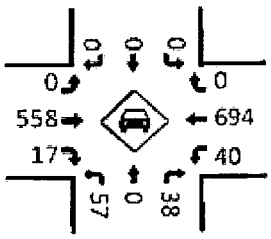
HT (NOON)



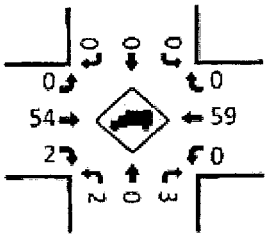
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

N↑ | N/S Street: I-75/SR 93 NB & SB Ramps | Speed: 45 MPH

E/W Street: US 98/SR 50/Cortez Blvd | Speed: 60 MPH

Site Code: 22-120304-003

Date: 6/21/2022

Weather: Sunny

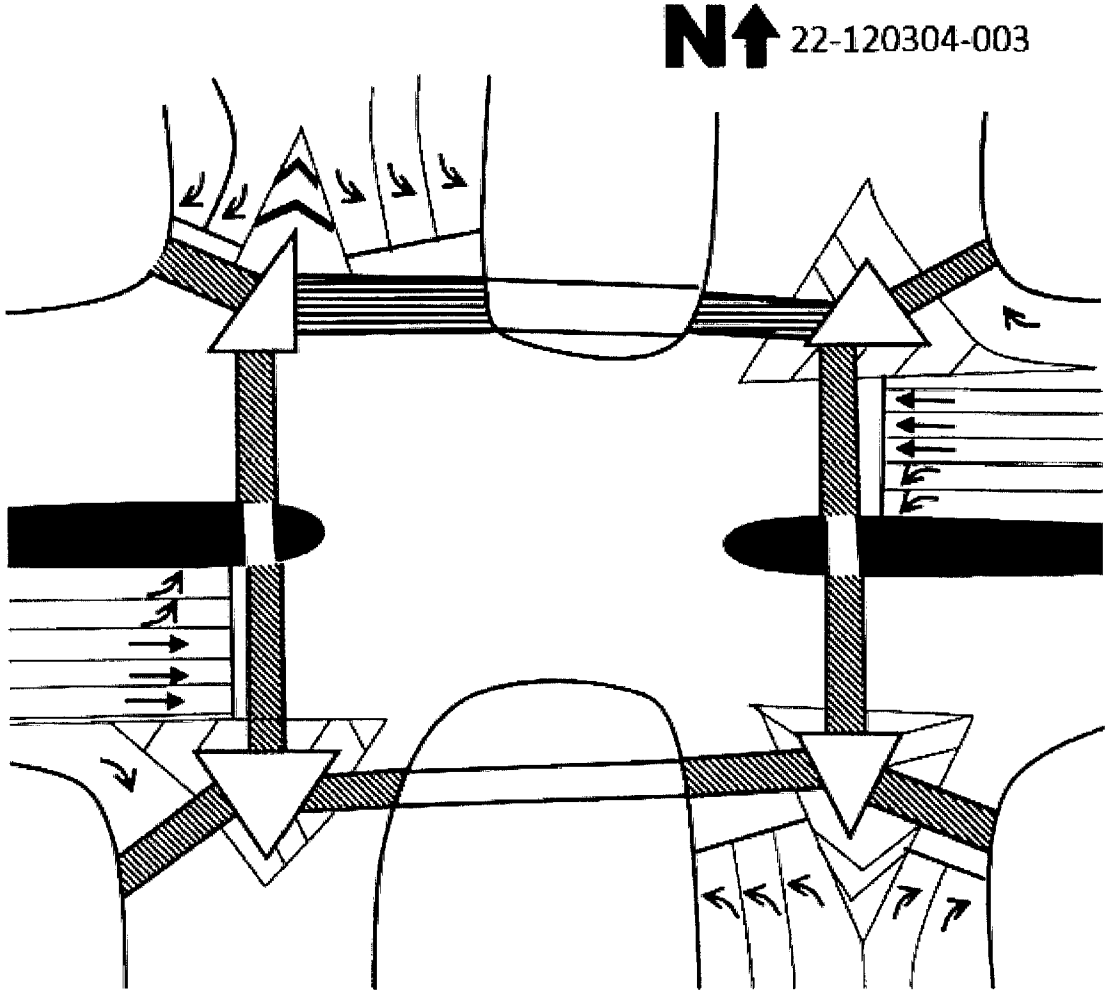
City: Brooksville

County: Hernando

Count Times: 16:00 – 18:00

Control: Signalized

Phase	1	2	3
NL/NR	00:21	00:25	00:28
SL/SR	00:28	00:30	00:38
EL/WL	00:24	00:34	00:24
ET/WT	00:50	00:40	00:47



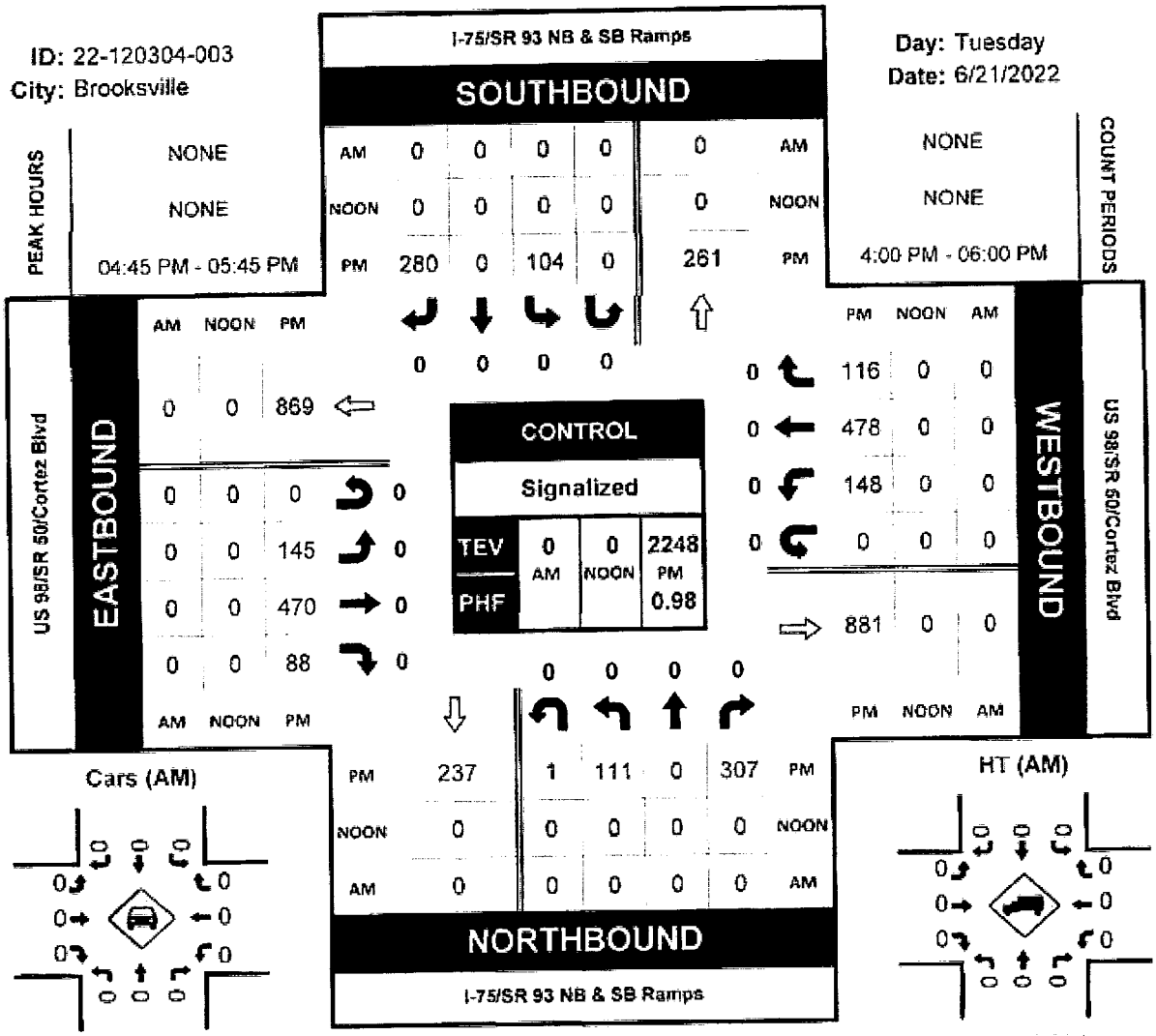
Prepared by National Data & Surveying Services

I-75/SR 93 NB & SB Ramps & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-003
City: Brooksville

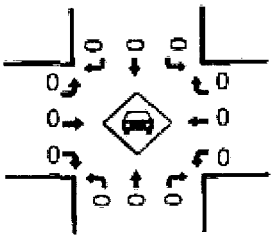
Day: Tuesday
Date: 6/21/2022



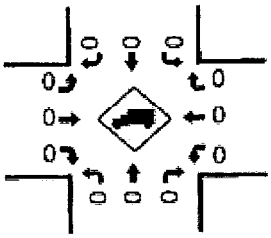
Cars (AM)

HT (AM)

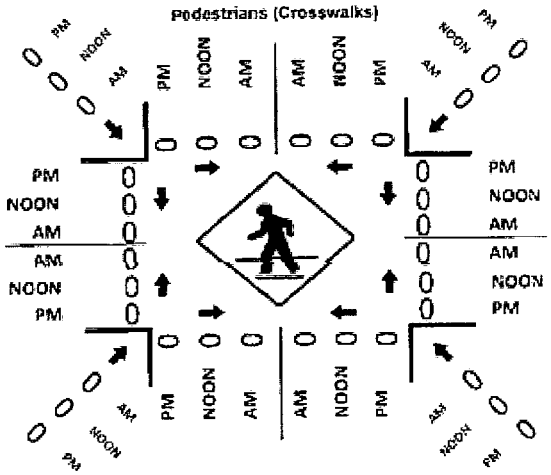
Cars (NOON)



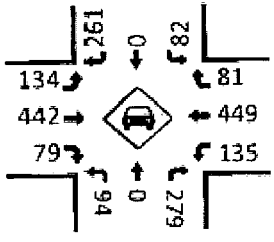
HT (NOON)



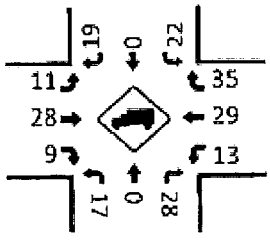
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

N↑ | N/S Street: **Bronson Blvd/Windmere Rd** | Speed: **N/A**

Site Code: **22-120304-004**

Date: **6/21/2022**

Weather: **Sunny**

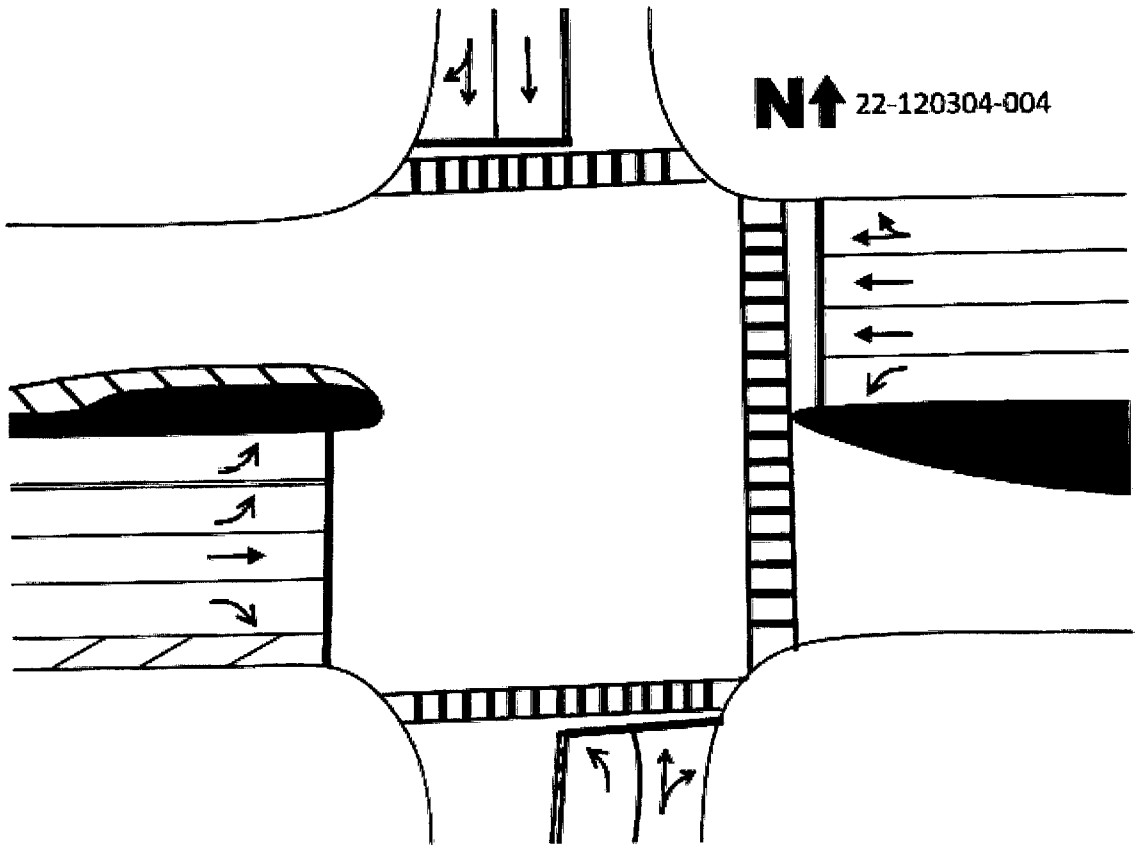
City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

Control: **Signalized**

Phase	1	2	3
NT/NL	00:38	-	-
NL/SL	-	00:25	00:24
ET/EL	00:22	-	-
ET/WT	00:53	00:40	00:41



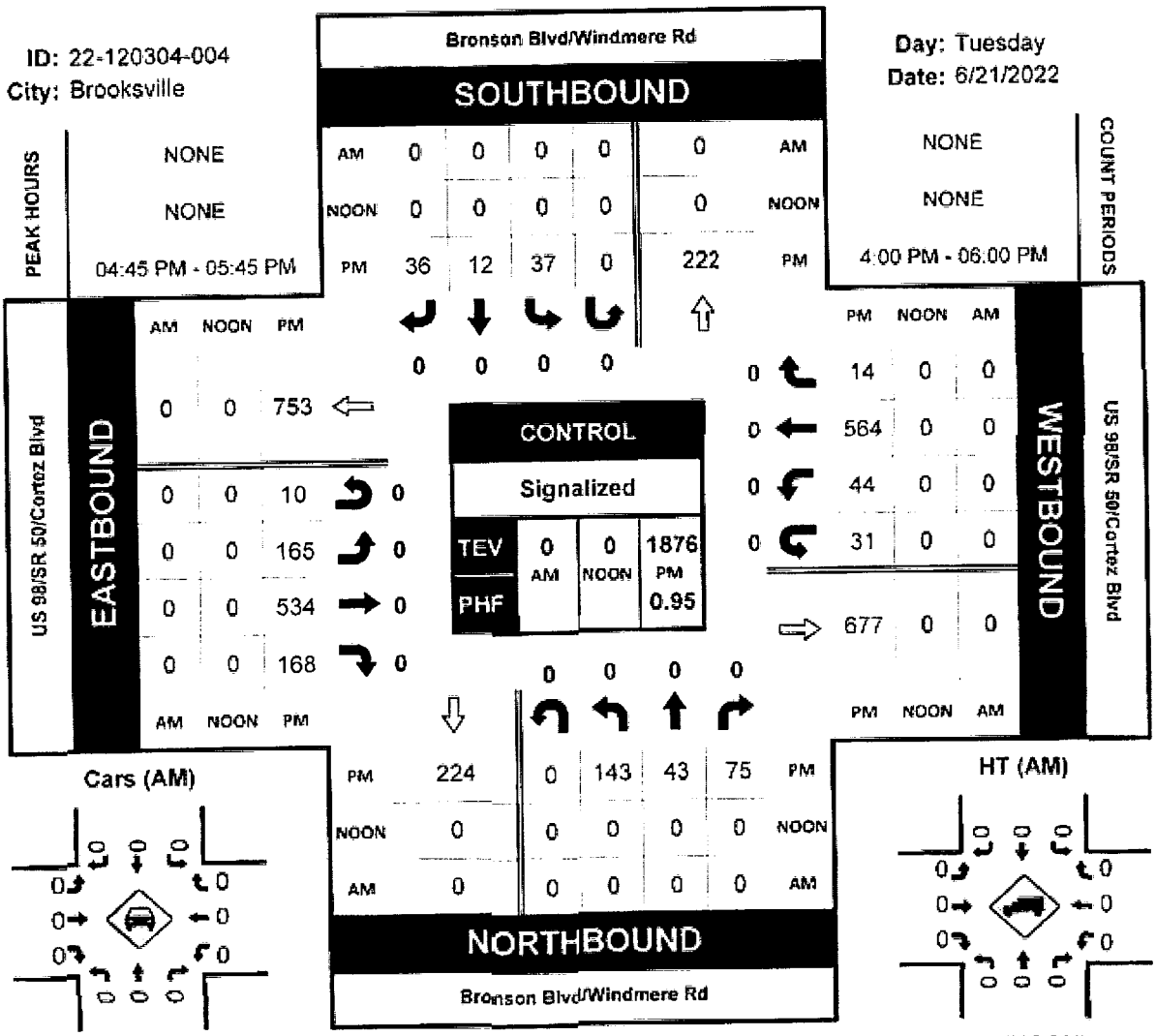
E/W Street: **US 98/SR 50/Cortez Blvd**

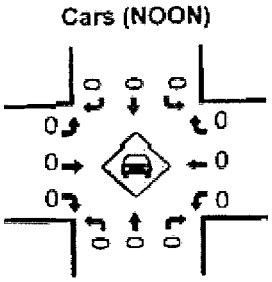
Speed: **45 MPH**

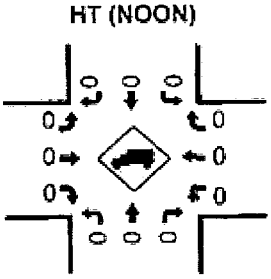
Prepared by National Data & Surveying Services

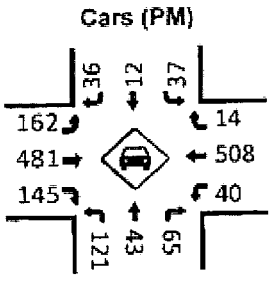
Bronson Blvd/Windmere Rd & US 98/SR 50/Cortez Blvd

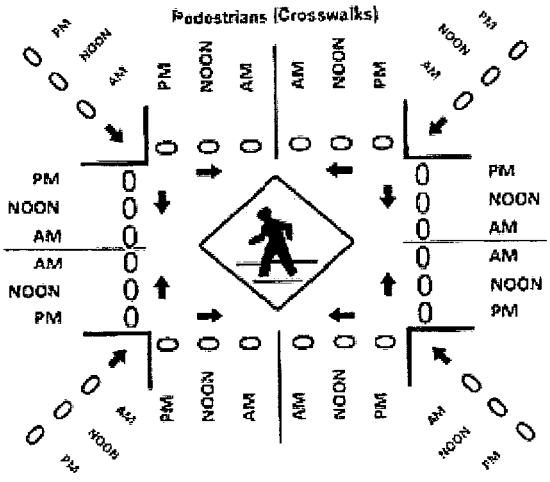
Peak Hour Turning Movement Count

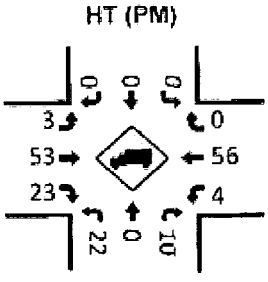












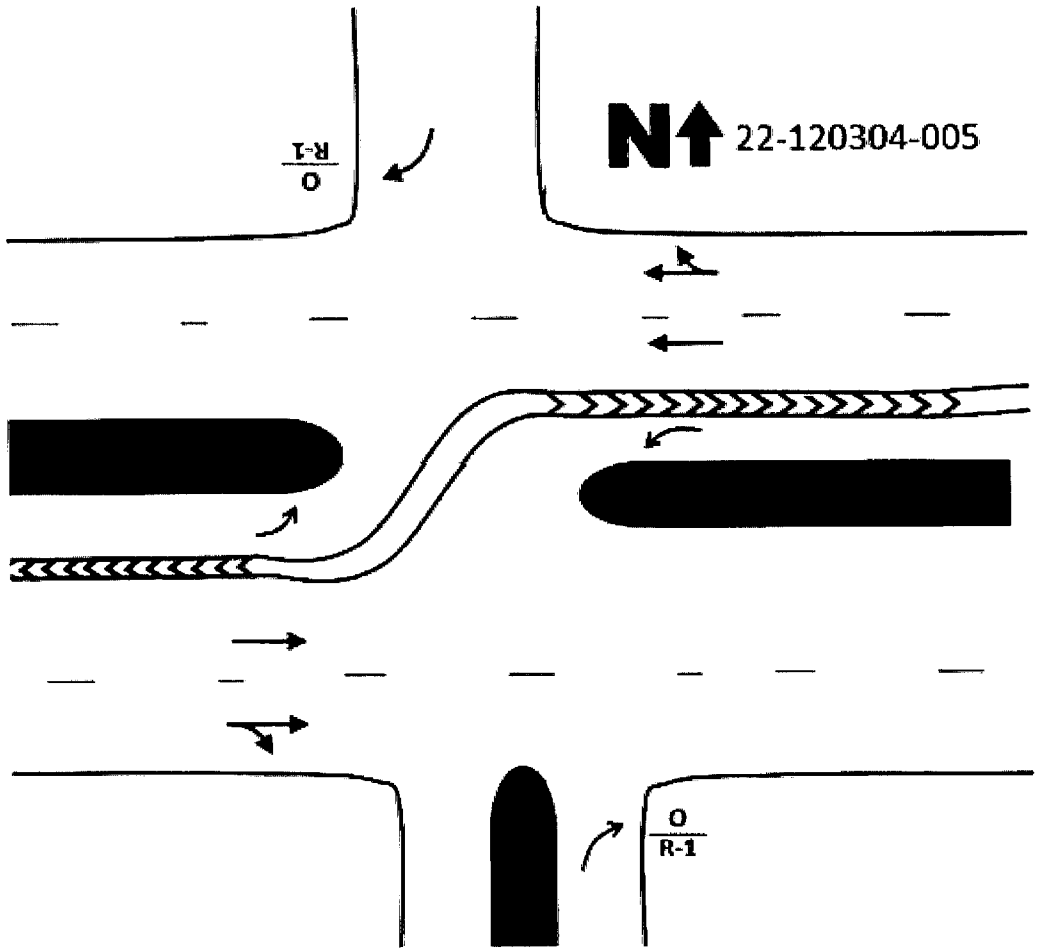
National Data & Surveying Services

Site Code:	22-120304-005
Date:	6/21/2022
Weather:	Sunny
City:	Brooksville
County:	Hernando
Count Times:	16:00 – 18:00
Control:	2-Way Stop(NB/SB)

N

N/S Street: Parkland Ave

Speed: 30 MPH



E/W Street: US 98/SR 50/Cortez Blvd/Parkland Ave

Speed: 45 MPH

Prepared by National Data & Surveying Services

Parkland Ave & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-005
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS: NONE / NONE / 04:45 PM - 05:45 PM

COUNT PERIODS: NONE / NONE / 4:00 PM - 06:00 PM

SOUTHBOUND (Parkland Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	19	0	0	0	49	PM

EASTBOUND (US 98/SR 50/Cortez Blvd)

AM	NOON	PM	
0	0	599	⇦
0	0	6	↶ 0
0	0	12	↱ 0
0	0	628	→ 0
0	0	36	↴ 0
AM	NOON	PM	

WESTBOUND (US 98/SR 50/Cortez Blvd)

PM	NOON	AM	
0	37	0	0 ↶
0	574	0	0 ←
0	56	0	0 ↰
0	34	0	0 ↴
	689	0	0 ⇨
PM	NOON	AM	

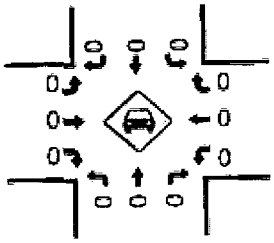
CONTROL: 2-Way Stop(NB)

TEV	0 AM	0 NOON	1429 PM
PHF			0.94

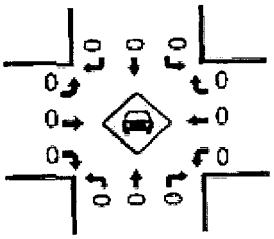
NORTHBOUND (Parkland Ave)

PM	92	0	0	0	27	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

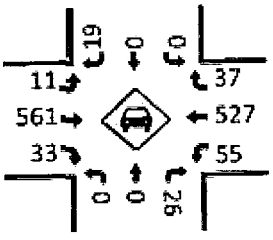
Cars (AM)



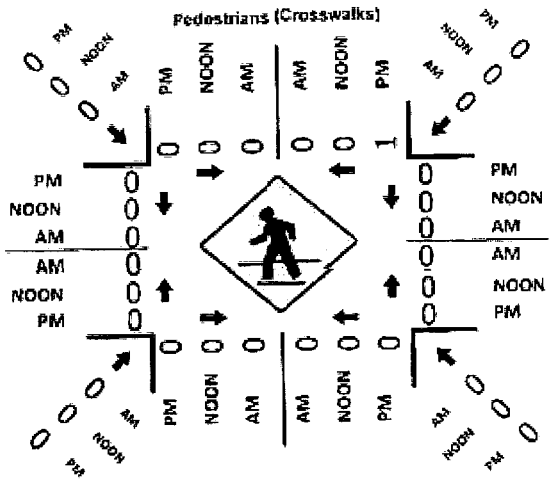
Cars (NOON)



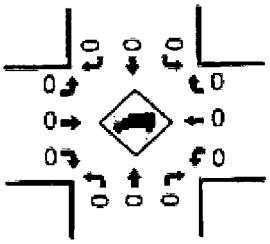
Cars (PM)



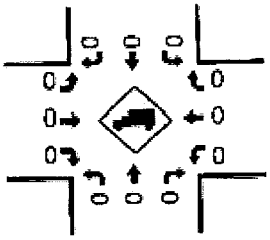
Pedestrians (Crosswalks)



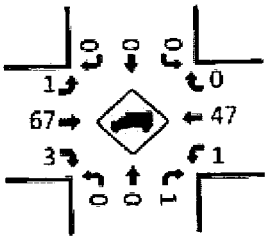
HT (AM)



HT (NOON)

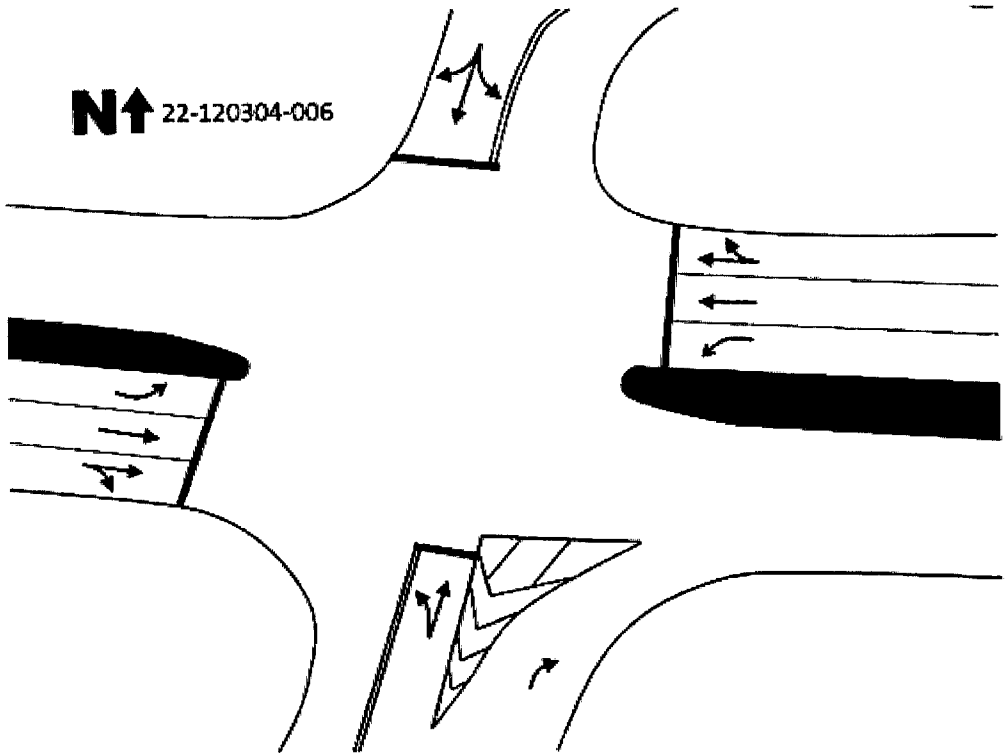


HT (PM)



National Data & Surveying Services

N↑ | N/S Street: **Kettering Rd/Croom Rital Rd** | Speed: **55 MPH**



E/W Street: **US 98/SR 50/Cortez Blvd** | Speed: **50 MPH**

Site Code: **22-120304-006**

Date: **6/21/2022**

Weather: **Sunny**

City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

Control: **Signalized**

Phase	1	2	3
NL	00:33	00:19	00:45
ET/WT	01:13	01:17	00:56

Prepared by National Data & Surveying Services

Kettering Rd/Croom Rital Rd & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-006
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS: NONE / NONE / 04:15 PM - 05:15 PM

COUNT PERIODS: NONE / NONE / 4:00 PM - 06:00 PM

SOUTHBOUND — Kettering Rd/Croom Rital Rd

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	5	2	7	0	27	PM

EASTBOUND — US 98/SR 50/Cortez Blvd

AM	NOON	PM	
0	0	629	⇦
0	0	18	↶ 0
0	0	12	↱ 0
0	0	623	→ 0
0	0	42	↴ 0
AM	NOON	PM	

CONTROL: Signalized

TEV	0 AM	0 NOON	1400 PM
PHF			0.96

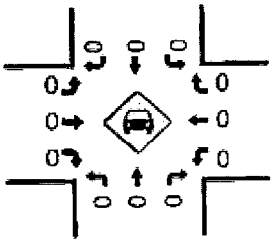
WESTBOUND — US 98/SR 50/Cortez Blvd

PM	NOON	AM	
0	13	0	0 ↰
0	549	0	0 ←
0	17	0	0 ↰
0	10	0	0 ↶
	683	0	0 ⇨
PM	NOON	AM	

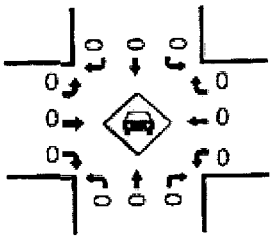
NORTHBOUND — Kettering Rd/Croom Rital Rd

PM	61	0	57	2	43	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

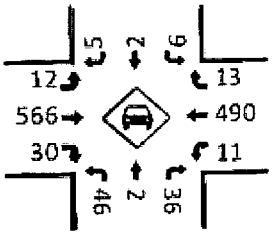
Cars (AM)



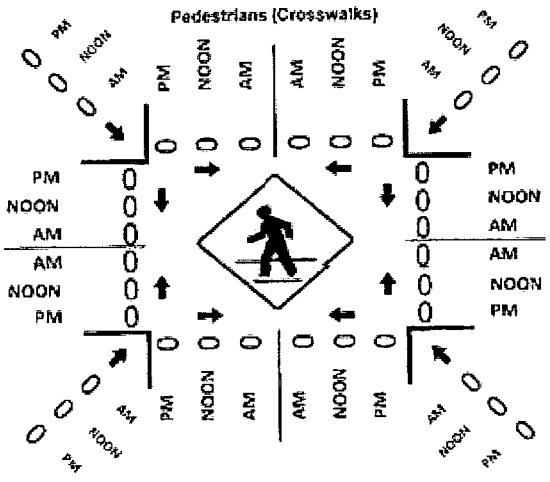
Cars (NOON)



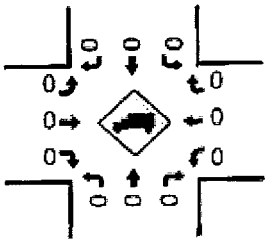
Cars (PM)



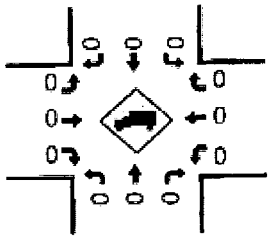
Pedestrians (Crosswalks)



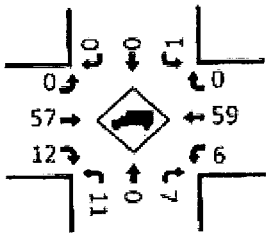
HT (AM)



HT (NOON)



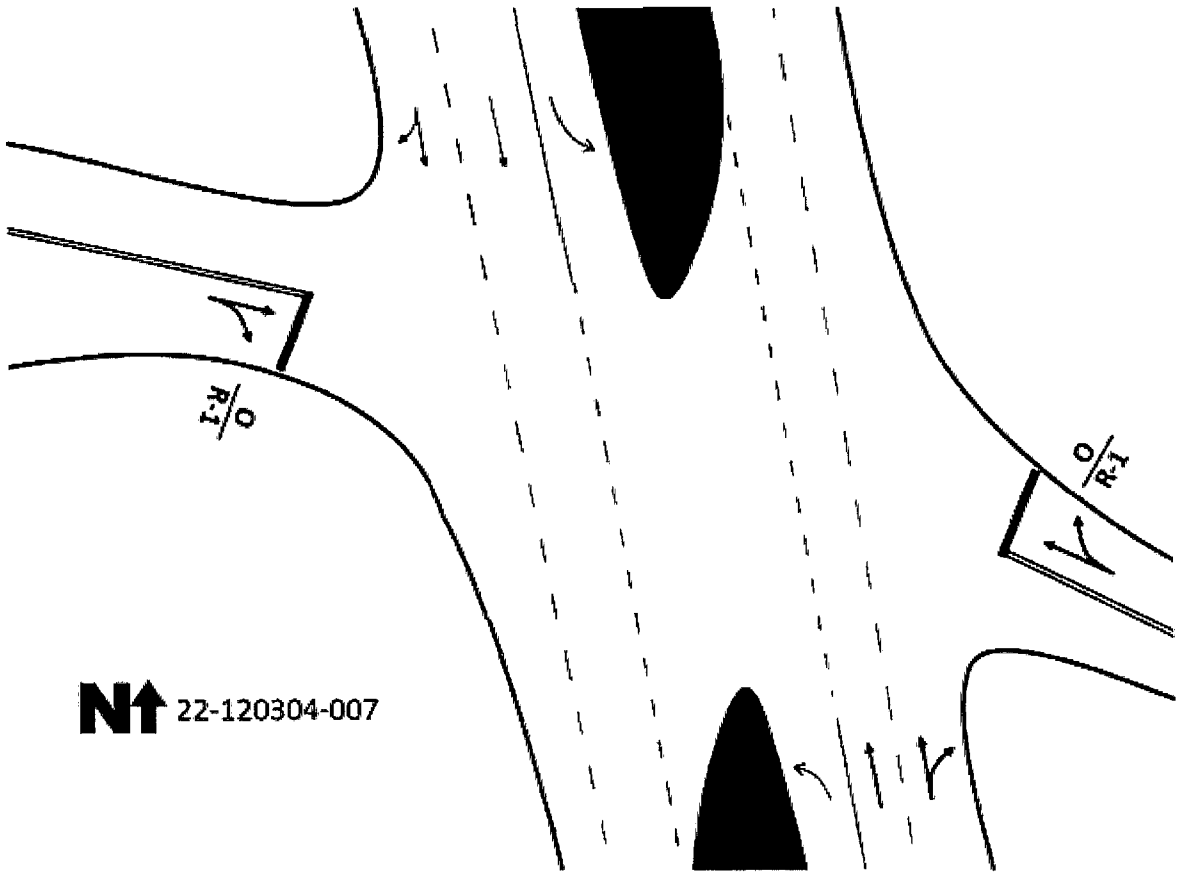
HT (PM)



National Data & Surveying Services

Site Code:	22-120304-007
Date:	6/21/2022
Weather:	Sunny
City:	Brooksville
County:	Hernando
Count Times:	16:00 – 18:00
Control:	2-Way Stop(EB/WB)

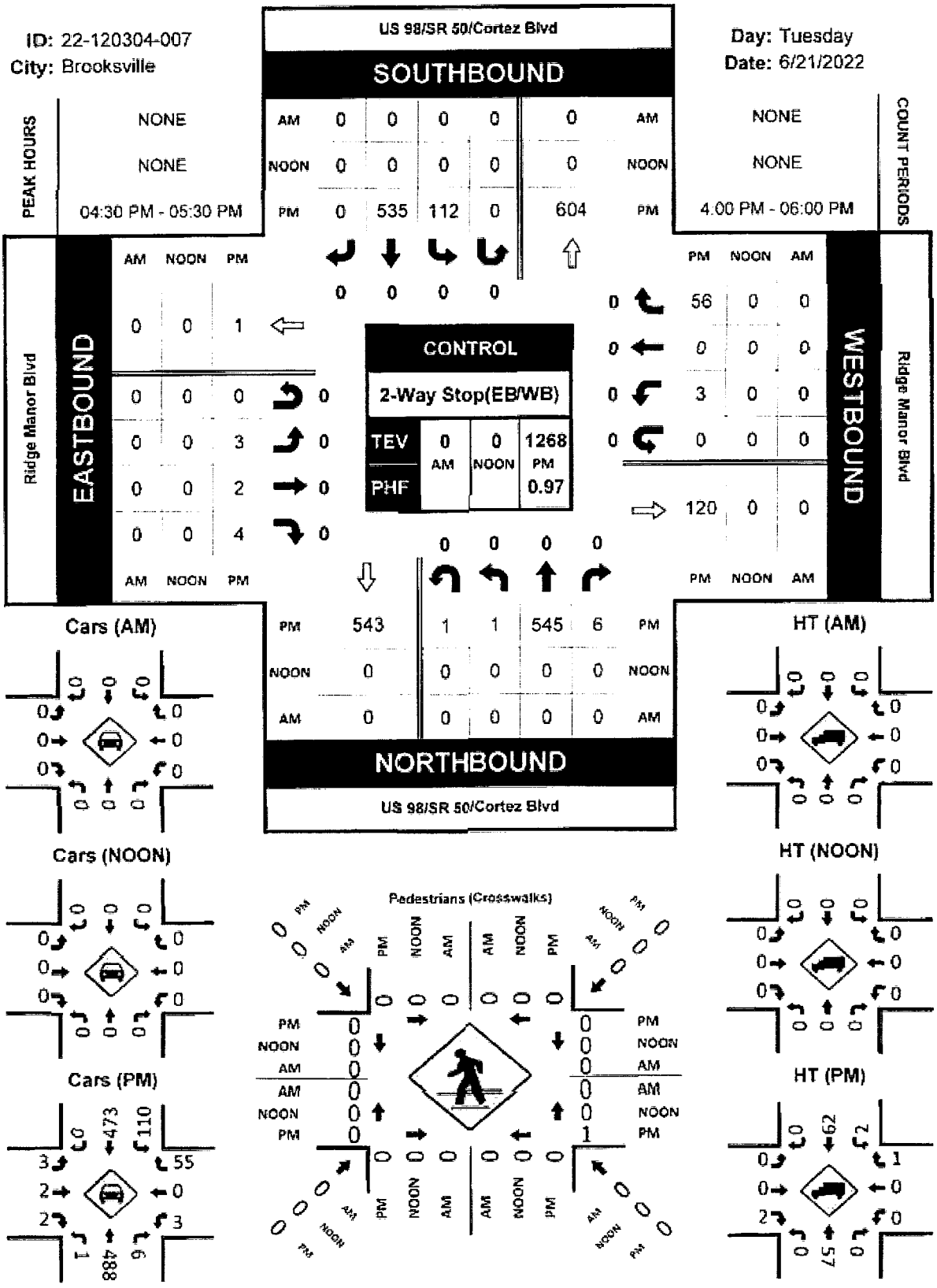
N/S Street: US 98/SR 50/Cortez Blvd | Speed: 50 MPH



Prepared by National Data & Surveying Services

US 98/SR 50/Cortez Blvd & Ridge Manor Blvd

Peak Hour Turning Movement Count



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

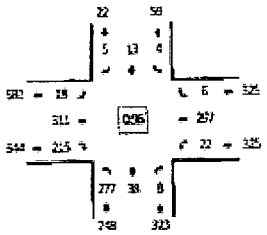
LOCATION: McKethan Road/Olancha Road -- Cortez Boulevard

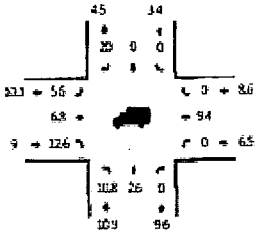
QC JOB #: 15729306

CITY/STATE: Ridge Manor, FL

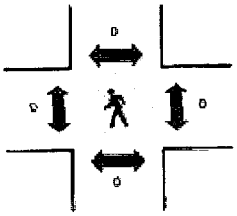
DATE: Tue, Mar 8 2022

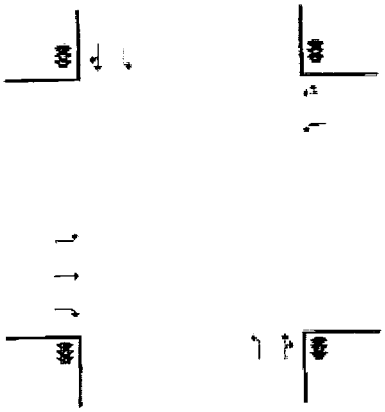
Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 4:45 PM – 5:00 PM

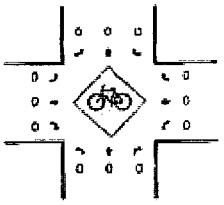


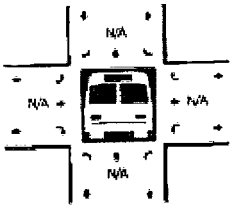


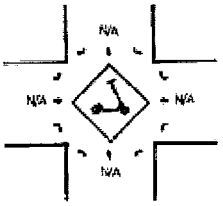
Quality Counts











15-Min Count Period Beginning At	McKethan Road/Olancha Road (Northbound)				McKethan Road/Olancha Road (Southbound)				Cortez Boulevard (Eastbound)				Cortez Boulevard (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	62	6	1	0	0	4	1	0	5	77	57	1	2	68	2	0	286	
4:15 PM	55	14	3	0	1	9	0	0	5	88	64	1	0	63	1	0	304	
4:30 PM	69	12	4	0	1	6	1	0	4	58	56	1	6	64	1	0	283	
4:45 PM	72	12	1	0	0	3	1	0	6	81	52	0	3	84	2	0	317	1190
5:00 PM	60	6	2	0	1	1	2	0	2	83	54	1	5	77	3	1	298	1202
5:15 PM	76	8	1	0	2	3	1	0	3	89	53	1	6	72	0	1	316	1214
5:30 PM	53	9	0	0	0	4	0	0	3	80	58	0	4	69	1	0	281	1211
5:45 PM	54	5	8	0	0	6	1	0	1	77	40	0	3	56	2	0	253	1148

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	288	48	4	0	0	12	4	0	24	324	208	0	12	336	8	0	1268
Heavy Trucks	56	4	0		0	0	0		4	20	24		0	48	0		156
Buses										0				0			0
Pedestrians		0				0											0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		
Scooters																	

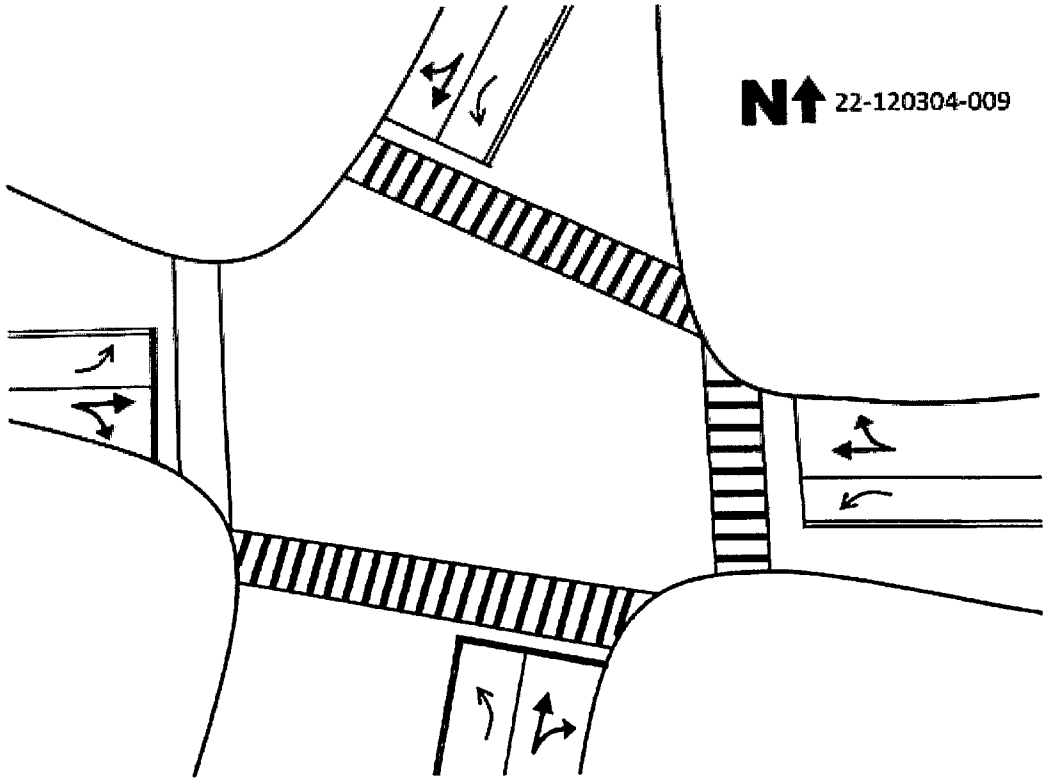
Report generated on 3/14/2022 1:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

National Data & Surveying Services

N↑ | N/S Street: **US 301/SR 35/Treiman Blvd** | Speed: **N/A**

E/W Street: **SR 50/Cortez Blvd** | Speed: **60 MPH**



Site Code: **22-120304-009**

Date: **6/21/2022**

Weather: **Sunny**

City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

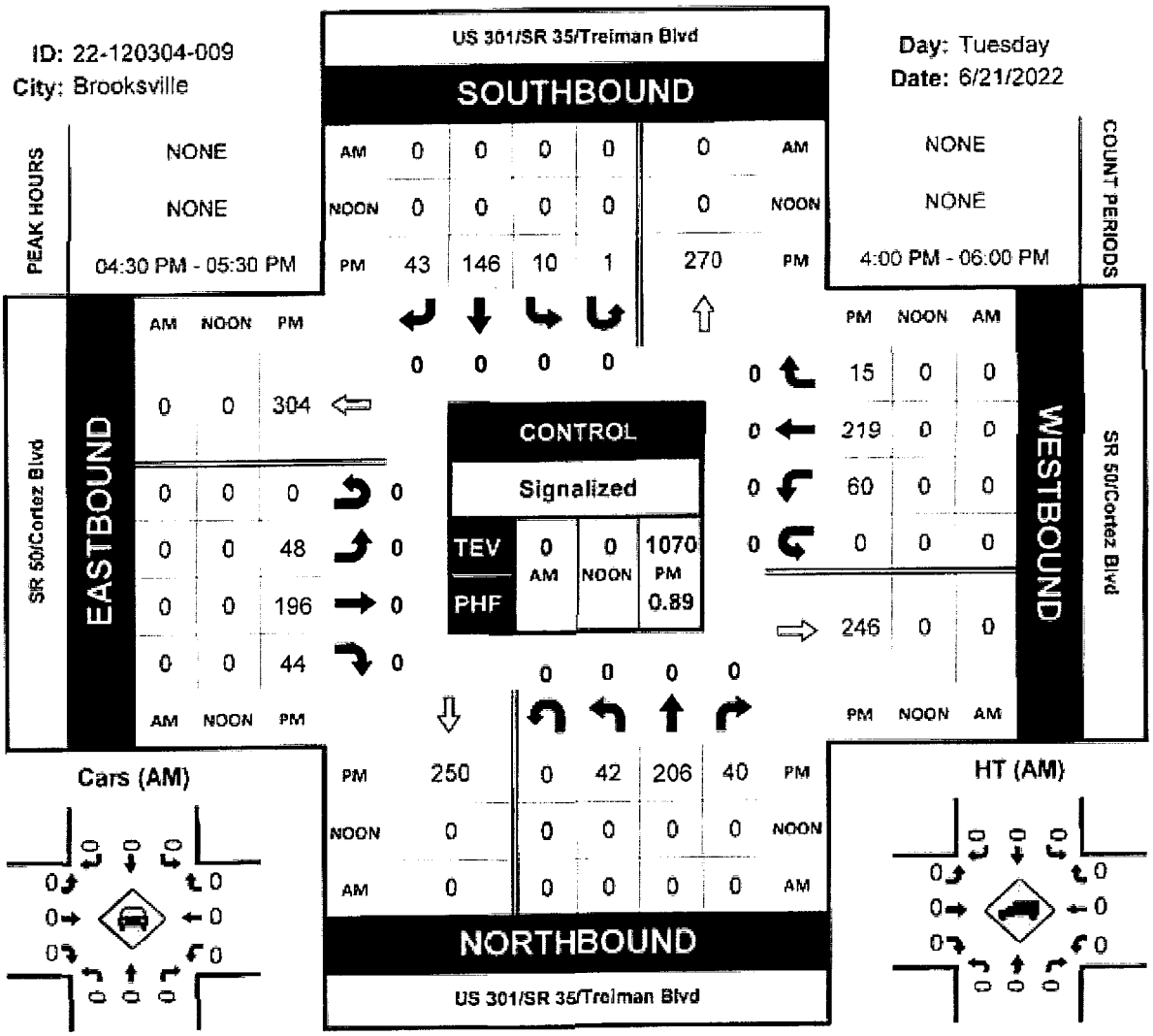
Control: **Signalized**

Phase	1	2	3
ST/NT	00:34	01:03	00:41
NT/NL	00:16	-	00:23
ET/WT	01:03	00:28	00:33
ET/EL	-	00:13	00:27
WL/WT	-	00:40	00:18

Prepared by National Data & Surveying Services

US 301/SR 35/Treiman Blvd & SR 50/Cortez Blvd

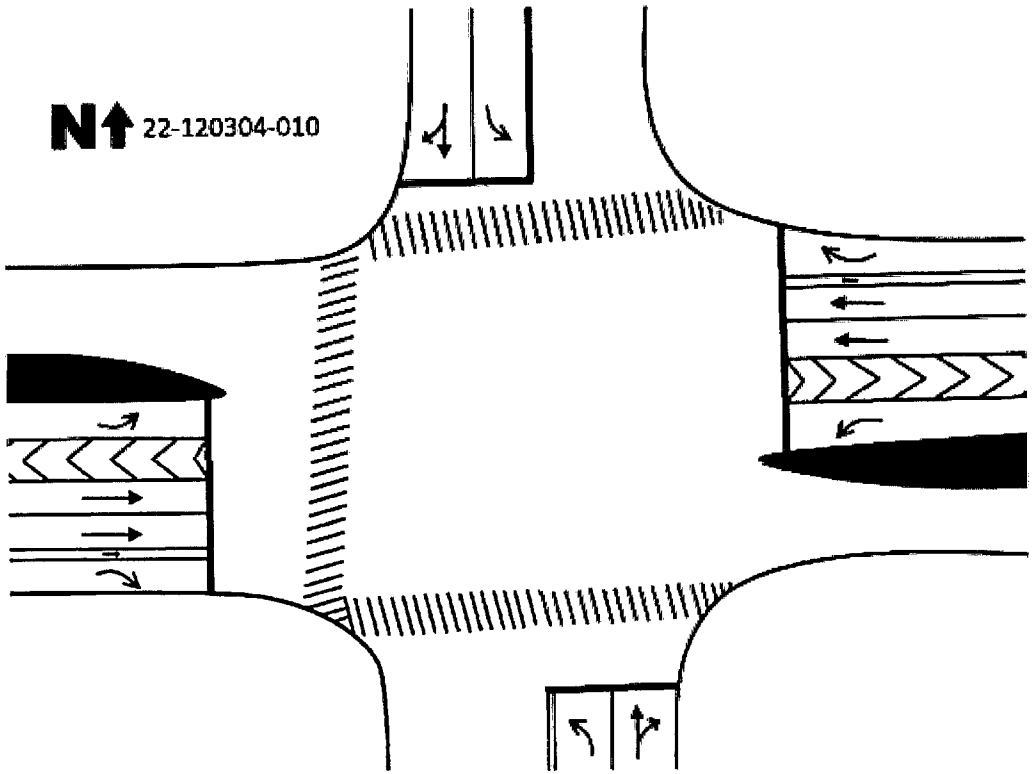
Peak Hour Turning Movement Count



National Data & Surveying Services

N↑ | N/S Street: SR 581/S Main St/Mitchell Rd | Speed: 35 MPH

E/W Street: SR 50/Cortez Blvd/Melendez Rd | Speed: 50 MPH



Site Code: 22-120304-010

Date: 6/21/2022

Weather: Sunny

City: Brooksville

County: Hernando

Count Times: 16:00 – 18:00

Control: Signalized

Phase	1	2	3
ST	00:15	-	-
ET/WT	02:47	01:46	00:47
NL	-	00:11	00:14

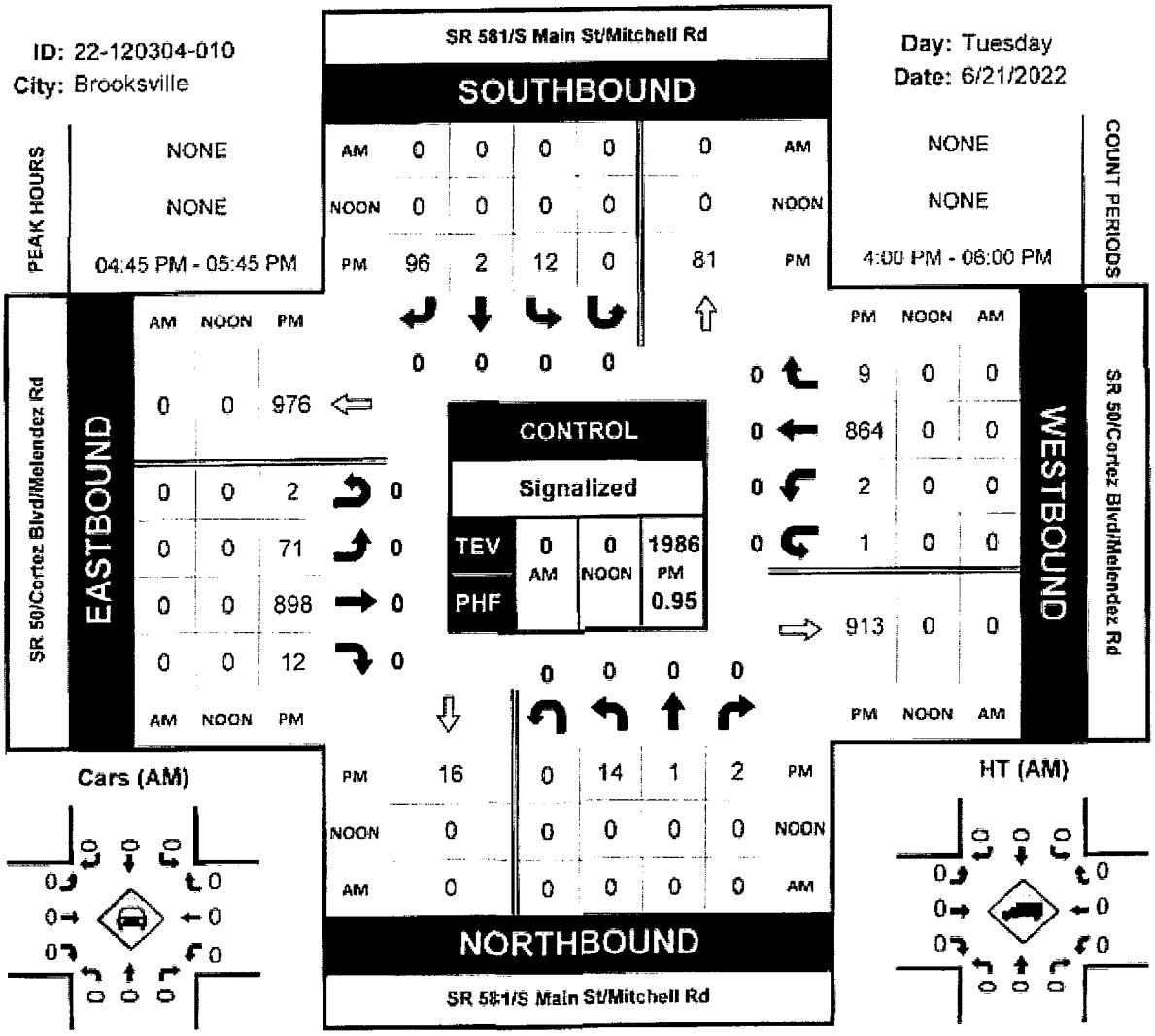
Prepared by National Data & Surveying Services

SR 581/S Main St/Mitchell Rd & SR 50/Cortez Blvd/Melendez Rd

Peak Hour Turning Movement Count

ID: 22-120304-010
City: Brooksville

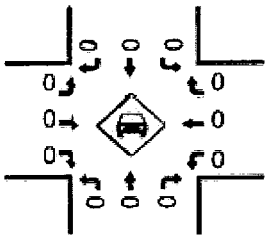
Day: Tuesday
Date: 6/21/2022



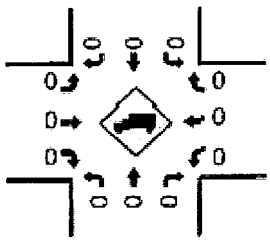
Cars (AM)

HT (AM)

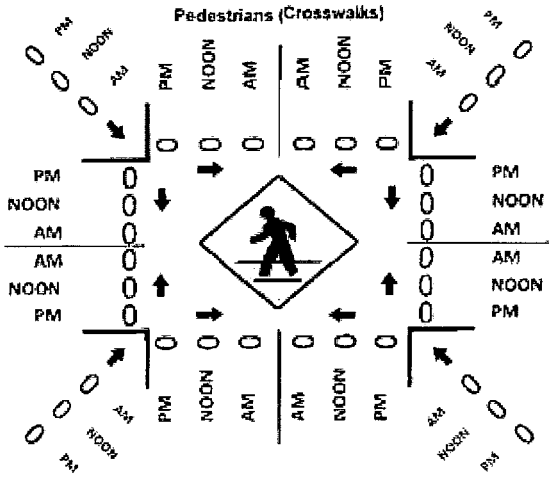
Cars (NOON)



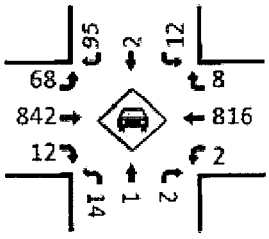
HT (NOON)



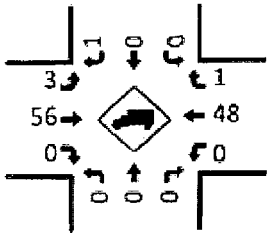
Pedestrians (Crosswalks)



Cars (PM)



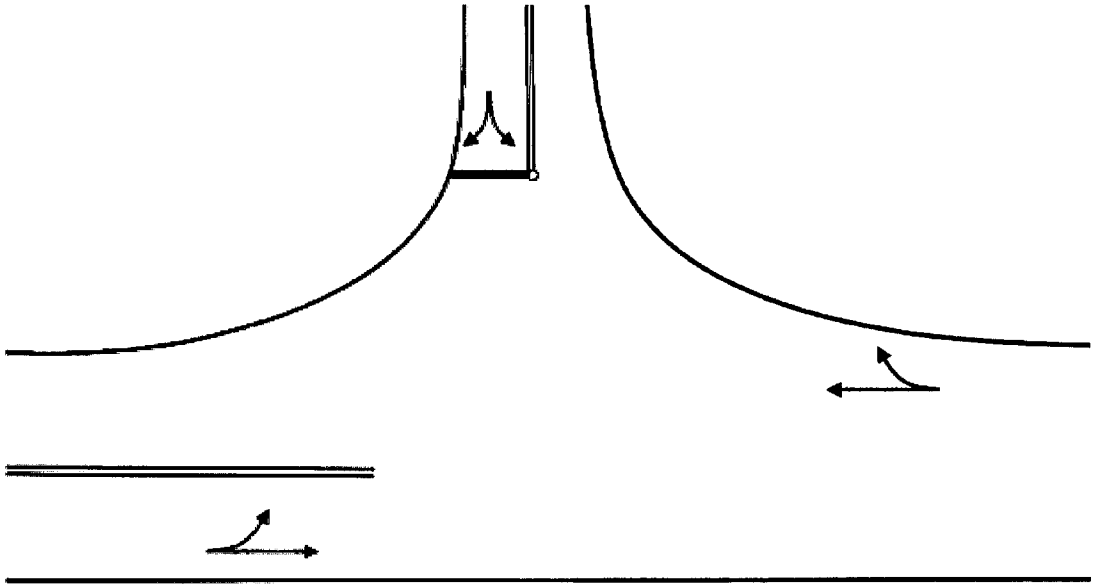
HT (PM)



National Data & Surveying Services

Site Code:	**22-120304-012**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**No Control**

N↑ | N/S Street: **Kettering Rd** | Speed: **30 MPH**



E/W Street: **Power Line Rd** | Speed: **N/A**

N↑ 22-120304-012

Prepared by National Data & Surveying Services

Kettering Rd & Power Line Rd

Peak Hour Turning Movement Count

ID: 22-120304-012
City: Brooksville

Day: Tuesday
Date: 6/21/2022

SOUTHBOUND (Kettering Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	12	0	2	1	30	PM

PEAK HOURS: NONE / NONE / 04:15 PM - 05:15 PM

COUNT PERIODS: NONE / NONE / 4:00 PM - 06:00 PM

EASTBOUND (Power Line Rd)

AM	NOON	PM	
0	0	14	⇦
0	0	0	↶ 0
0	0	26	↱ 0
0	0	4	→ 0
0	0	0	↴ 0

WESTBOUND (Power Line Rd)

PM	NOON	AM	
3	0	0	0 ↰
2	0	0	0 ←
0	0	0	0 ↙
0	0	0	0 ↩
6	0	0	⇨

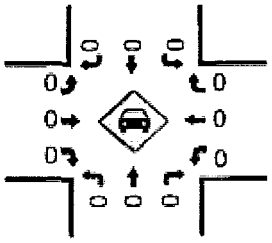
CONTROL: No Control

	AM	NOON	PM
TEV	0	0	50
PHF			0.50

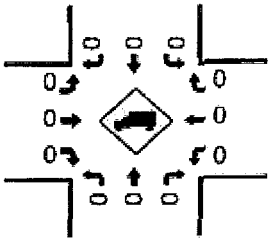
PM	0	0	0	0	PM
NOON	0	0	0	0	NOON
AM	0	0	0	0	AM

NORTHBOUND (Kettering Rd)

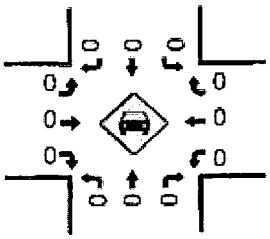
Cars (AM)



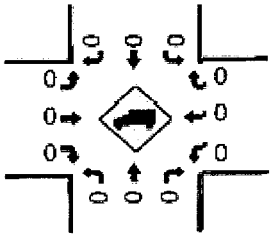
HT (AM)



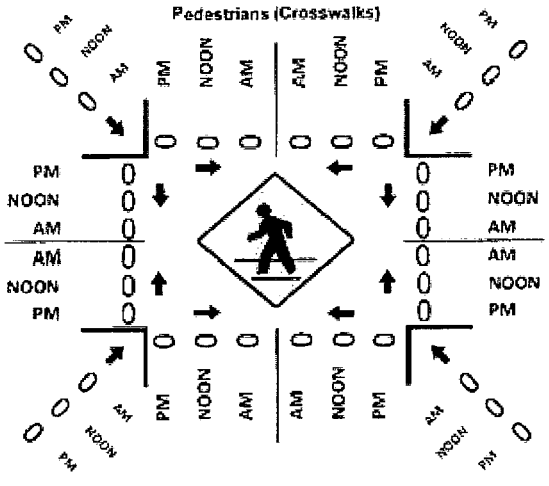
Cars (NOON)



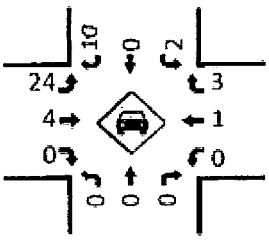
HT (NOON)



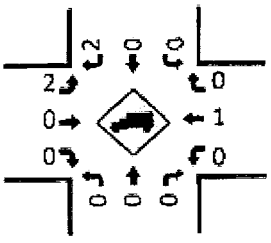
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)

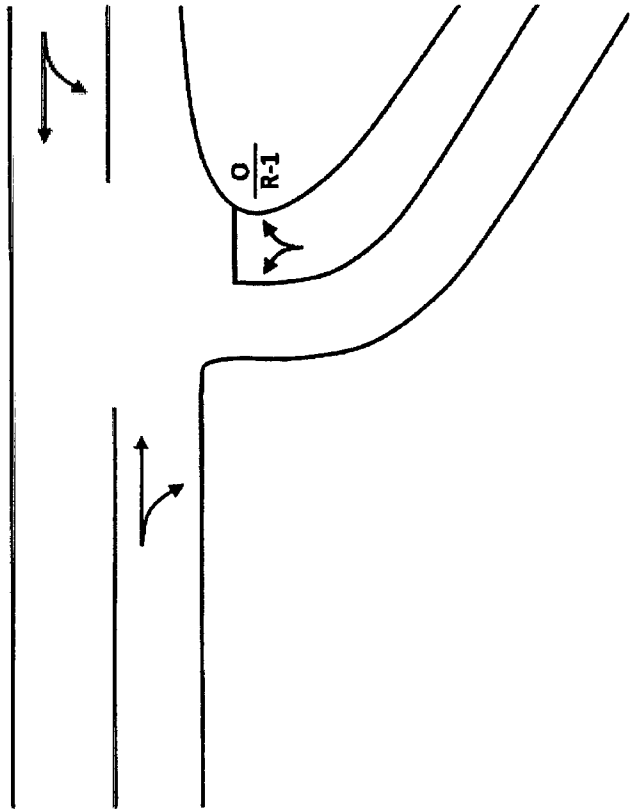


National Data & Surveying Services

Site Code:	22-120304-013
Date:	6/21/2022
Weather:	Sunny
City:	Brooksville
County:	Hernando
Count Times:	16:00 – 18:00
Control:	1-Way Stop(WB)

N/S Street: Lockhart Rd | Speed: 30 MPH

N 22-120304-013

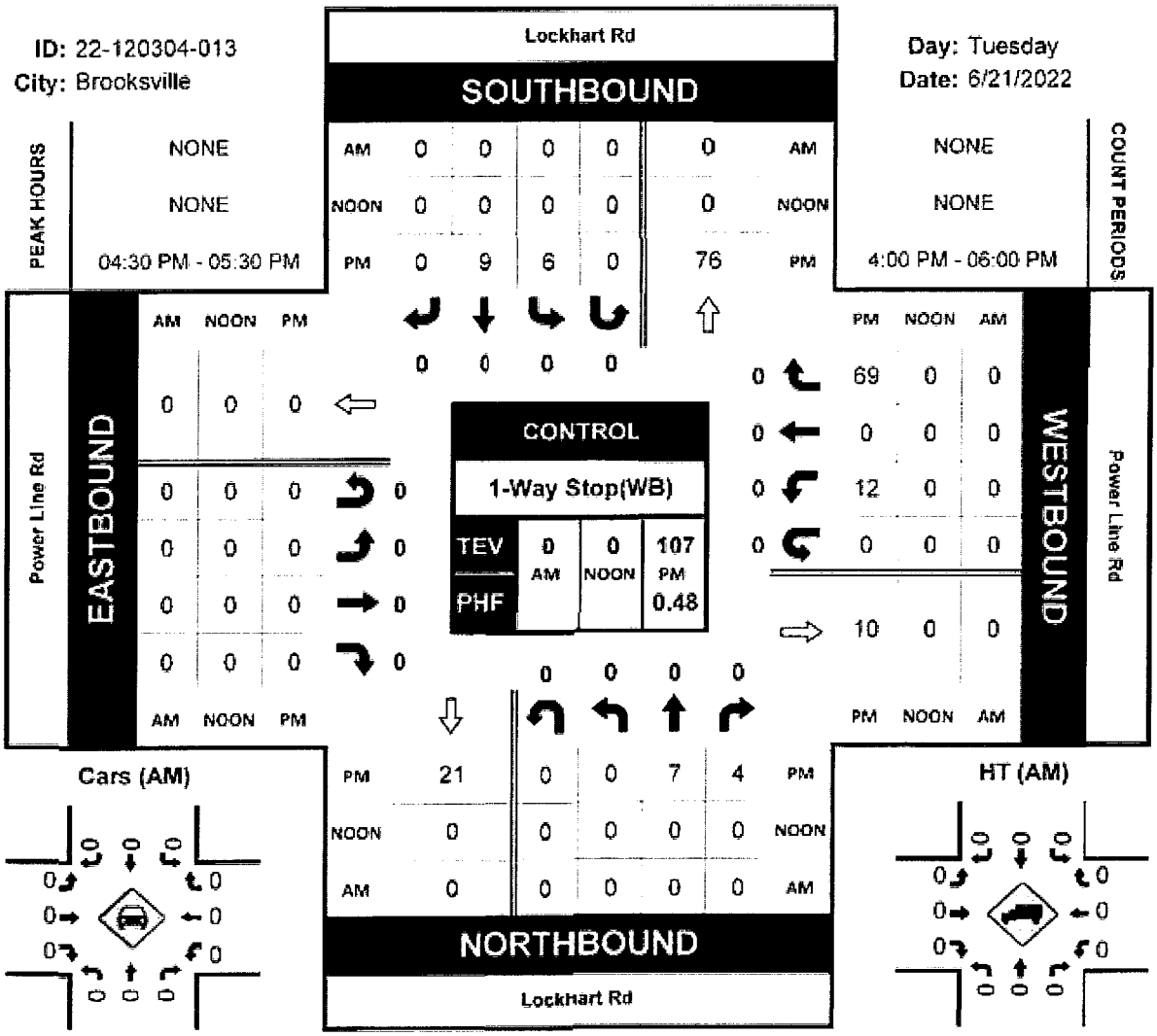


E/W Street: Power Line Rd | Speed: N/A

Prepared by National Data & Surveying Services

Lockhart Rd & Power Line Rd

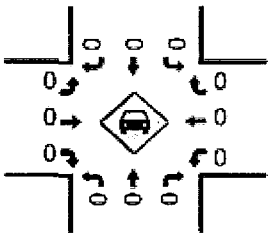
Peak Hour Turning Movement Count



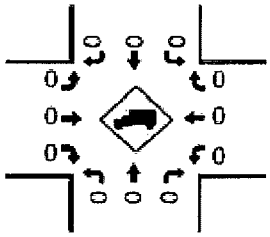
Cars (AM)

HT (AM)

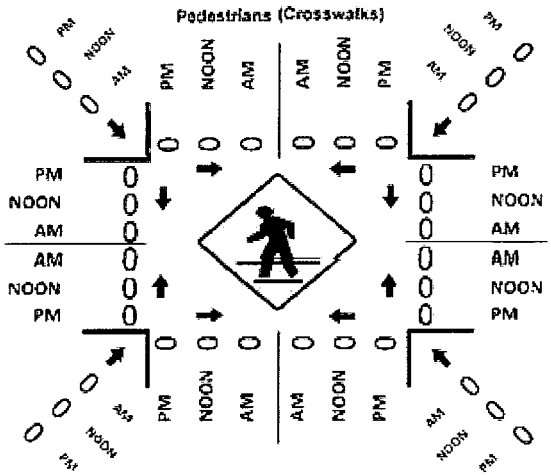
Cars (NOON)



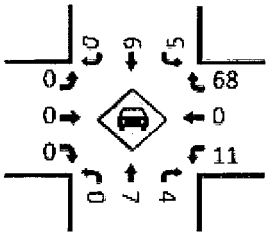
HT (NOON)



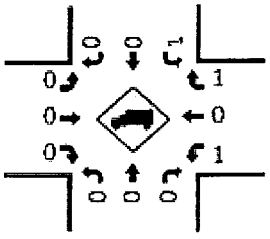
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



FDOT PEAK SEASON ADJUSTMENT FACTORS

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 0800 HERNANDO COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.95	0.98
2	01/03/2021 - 01/09/2021	1.02	1.05
3	01/10/2021 - 01/16/2021	1.08	1.11
4	01/17/2021 - 01/23/2021	1.07	1.10
5	01/24/2021 - 01/30/2021	1.06	1.09
6	01/31/2021 - 02/06/2021	1.06	1.09
7	02/07/2021 - 02/13/2021	1.05	1.08
8	02/14/2021 - 02/20/2021	1.04	1.07
9	02/21/2021 - 02/27/2021	1.02	1.05
10	02/28/2021 - 03/06/2021	1.01	1.04
11	03/07/2021 - 03/13/2021	0.99	1.02
12	03/14/2021 - 03/20/2021	0.98	1.01
13	03/21/2021 - 03/27/2021	0.98	1.01
14	03/28/2021 - 04/03/2021	0.98	1.01
15	04/04/2021 - 04/10/2021	0.98	1.01
16	04/11/2021 - 04/17/2021	0.98	1.01
17	04/18/2021 - 04/24/2021	0.98	1.01
18	04/25/2021 - 05/01/2021	0.98	1.01
19	05/02/2021 - 05/08/2021	0.98	1.01
20	05/09/2021 - 05/15/2021	0.98	1.01
21	05/16/2021 - 05/22/2021	0.98	1.01
22	05/23/2021 - 05/29/2021	0.99	1.02
23	05/30/2021 - 06/05/2021	0.99	1.02
24	06/06/2021 - 06/12/2021	0.99	1.02
25	06/13/2021 - 06/19/2021	1.00	1.03
26	06/20/2021 - 06/26/2021	1.01	1.04
27	06/27/2021 - 07/03/2021	1.02	1.05
28	07/04/2021 - 07/10/2021	1.04	1.07
29	07/11/2021 - 07/17/2021	1.05	1.08
30	07/18/2021 - 07/24/2021	1.05	1.08
31	07/25/2021 - 07/31/2021	1.05	1.08
32	08/01/2021 - 08/07/2021	1.05	1.08
33	08/08/2021 - 08/14/2021	1.05	1.08
34	08/15/2021 - 08/21/2021	1.05	1.08
35	08/22/2021 - 08/28/2021	1.05	1.08
36	08/29/2021 - 09/04/2021	1.04	1.07
37	09/05/2021 - 09/11/2021	1.04	1.07
38	09/12/2021 - 09/18/2021	1.03	1.06
39	09/19/2021 - 09/25/2021	1.02	1.05
*40	09/26/2021 - 10/02/2021	1.00	1.03
*41	10/03/2021 - 10/09/2021	0.99	1.02
*42	10/10/2021 - 10/16/2021	0.97	1.00
*43	10/17/2021 - 10/23/2021	0.97	1.00
*44	10/24/2021 - 10/30/2021	0.97	1.00
*45	10/31/2021 - 11/06/2021	0.96	0.99
*46	11/07/2021 - 11/13/2021	0.96	0.99
*47	11/14/2021 - 11/20/2021	0.96	0.99
*48	11/21/2021 - 11/27/2021	0.95	0.98
*49	11/28/2021 - 12/04/2021	0.95	0.98
*50	12/05/2021 - 12/11/2021	0.95	0.98
*51	12/12/2021 - 12/18/2021	0.95	0.98
*52	12/19/2021 - 12/25/2021	1.02	1.05
53	12/26/2021 - 12/31/2021	1.08	1.11

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 7_0800_PKSEASON.TXT

CORTEZ BOULEVARD PAVEMENT MAKING PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 416732-4-52-01

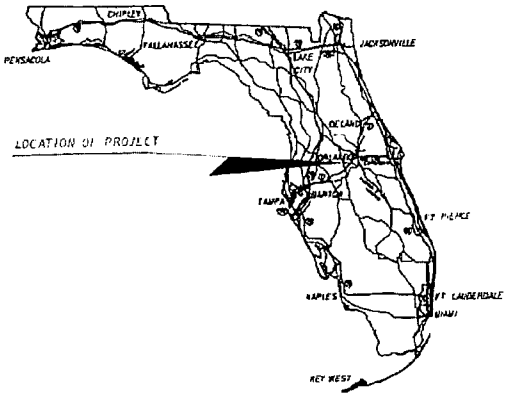
(FEDERAL FUNDS)

HERNANDO COUNTY (08070 & 08120)

STATE ROAD NO. 50

FROM WINDMERE ROAD/BRONSON BOULEVARD TO EAST OF US 98/MCKETHAN RD

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO		SHEET DESCRIPTION
S-1		KEY SHEET
S-2		SIGNATURE SHEET
S-2A		SIGNATURE SHEET
S-3	S-12A	TABULATION OF QUANTITIES
S-13		GENERAL NOTES
S-14	S-48	PAVEMENT MARKING PLAN
S-49	S-87	SIGNING PLAN
S-83	S-88	GUIDE SIGN WORKSHEET
S-89		SIGN CROSS SECTION
S-90		CANTILEVER SIGN DETAIL
S-91		REPORT OF CORE BORINGS

SIGNING AND PAVEMENT MARKING PLANS

MICHAEL J. OATES, P.E.
P.E. NO. 49782
HDR ENGINEERING, INC
4830 W KENNEDY BLVD,
SUITE 400
TAMPA, FL 33609-2548
(813) 282-2300
CONTRACT NO. C-9F51
VENDOR NO. VF-470680568
CERTIFICATE OF AUTHORIZATION 4213

FDOT PROJECT MANAGER:

KEVIN LEE

KEY SHEET REVISIONS

DATE	DESCRIPTION
6/16/21	⚠5 ADDED SHEET NUMBER S-2A TO INDEX

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T7396	20	S-1

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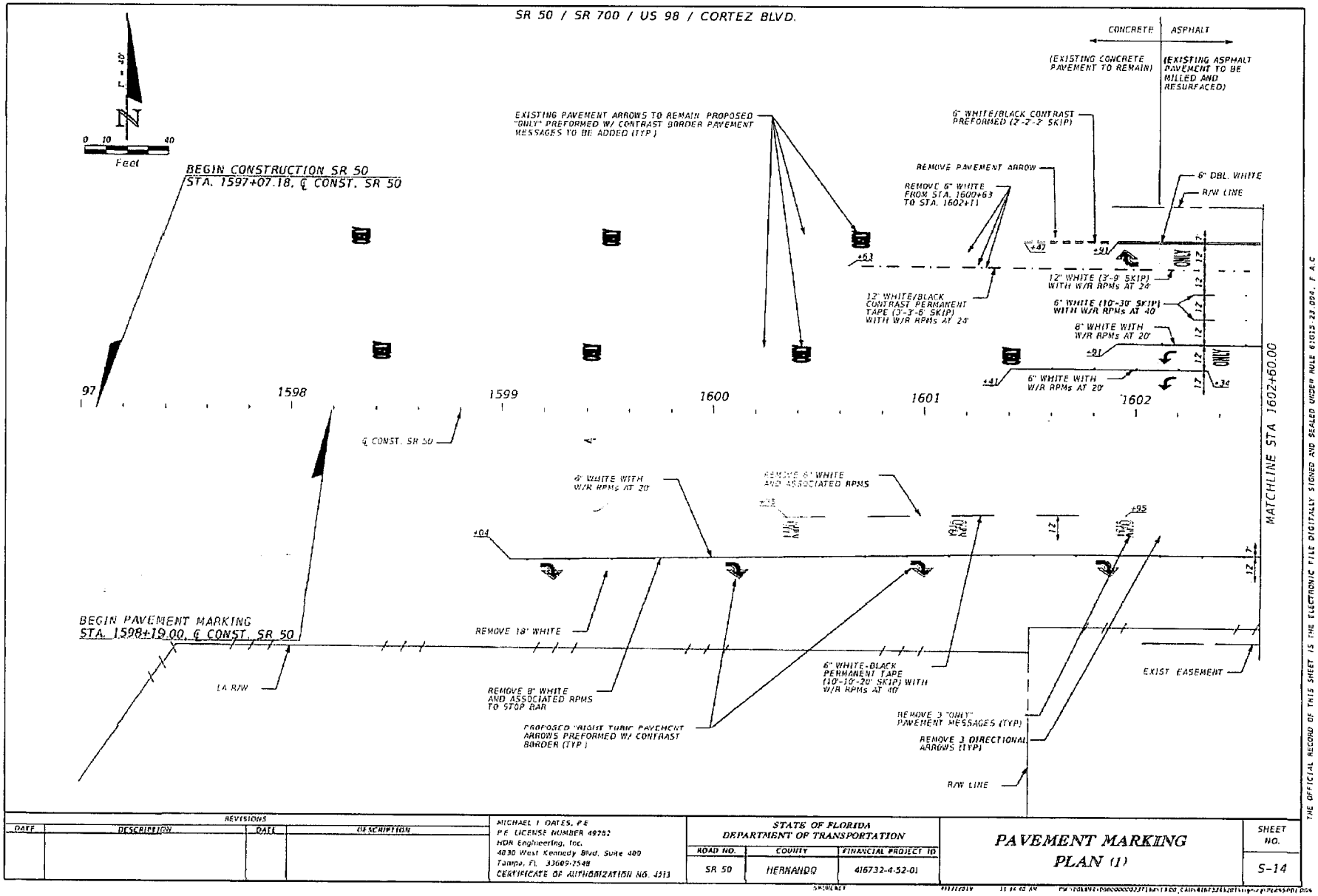

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL T. OATES, P.E.
P.E. LICENSE NUMBER 49782
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4313

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (1)

SHEET NO. S-14

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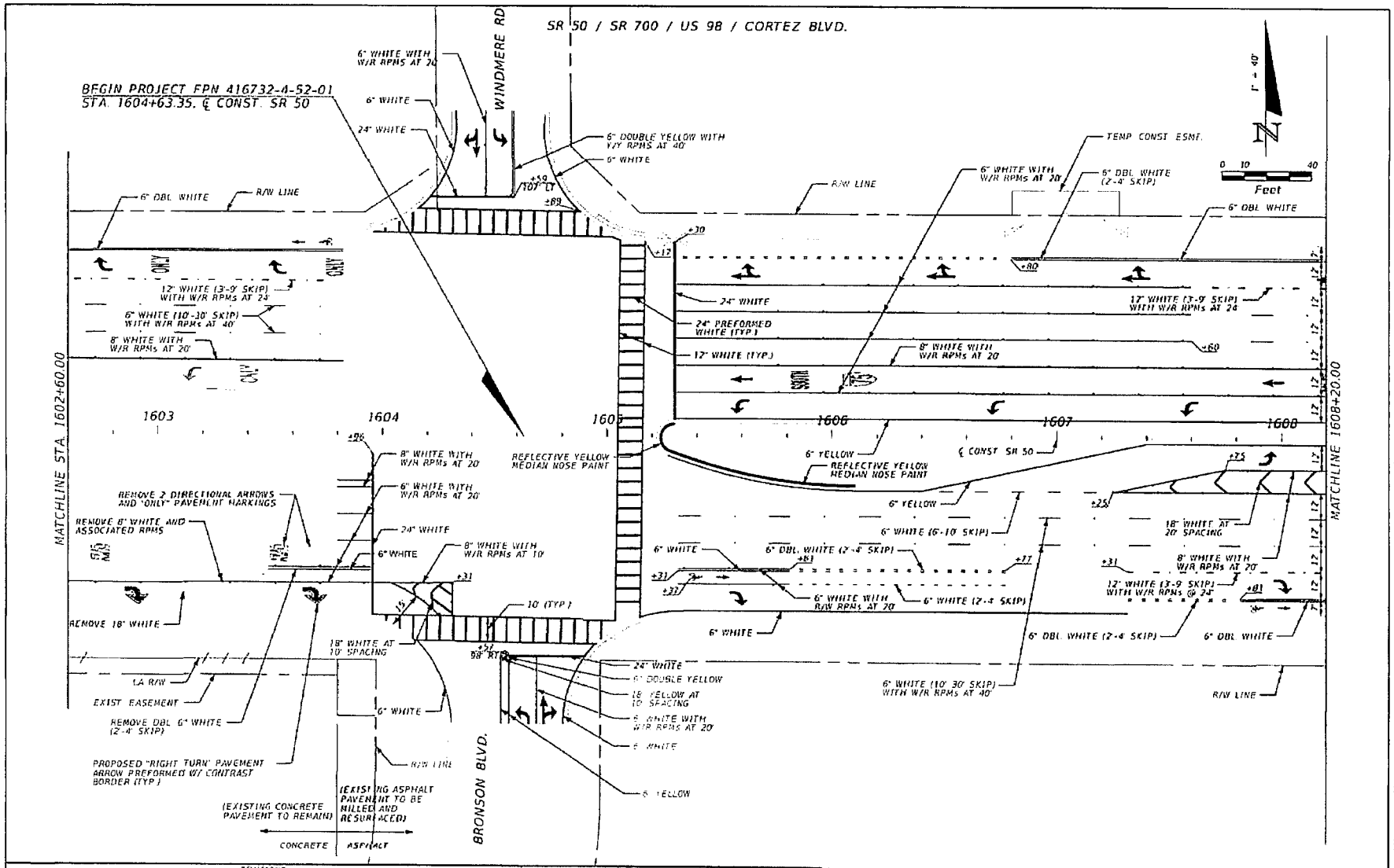

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4030 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (2)

SHEET NO. 5-15

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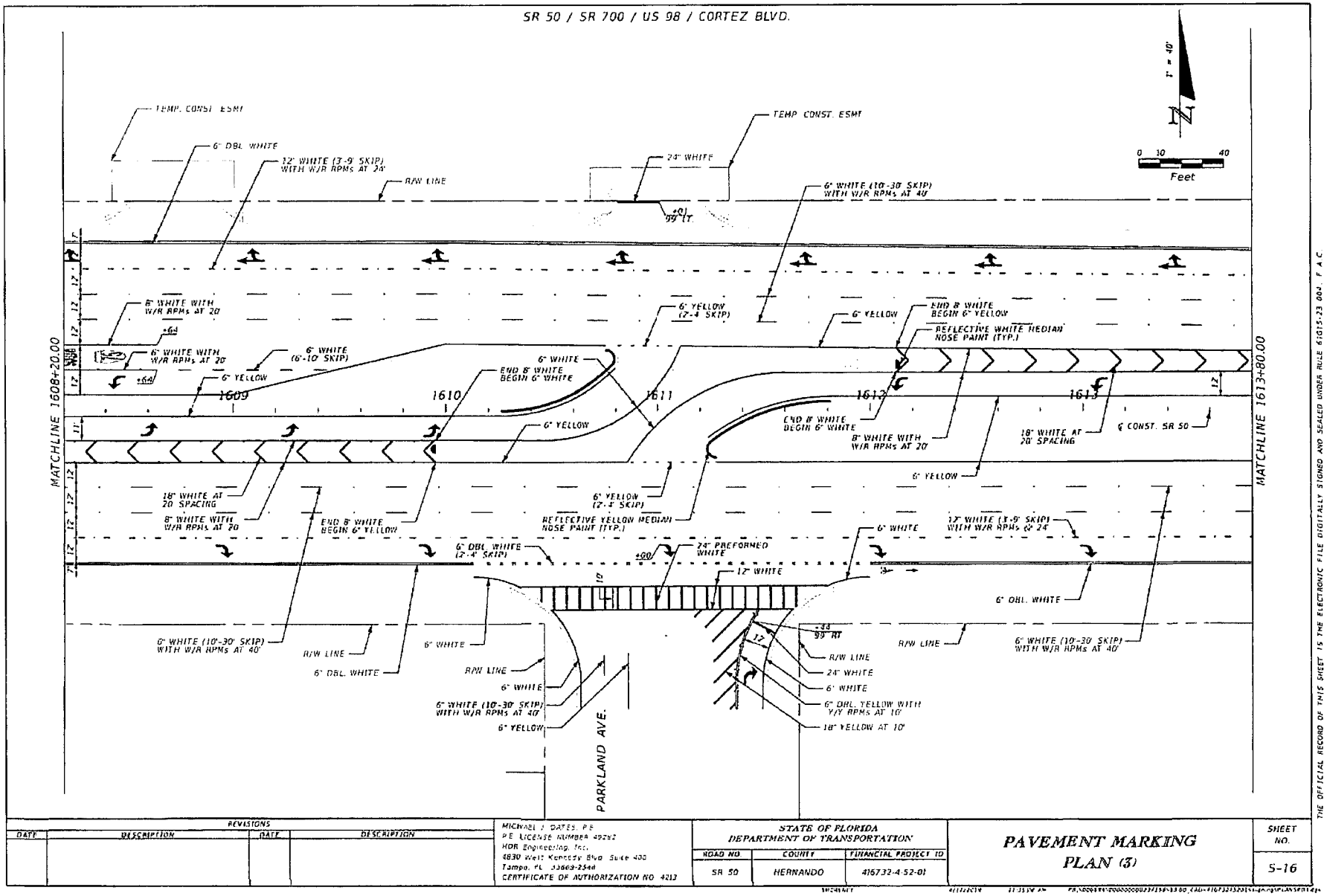

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49262
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2544
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (3)

SHEET NO. 5-16

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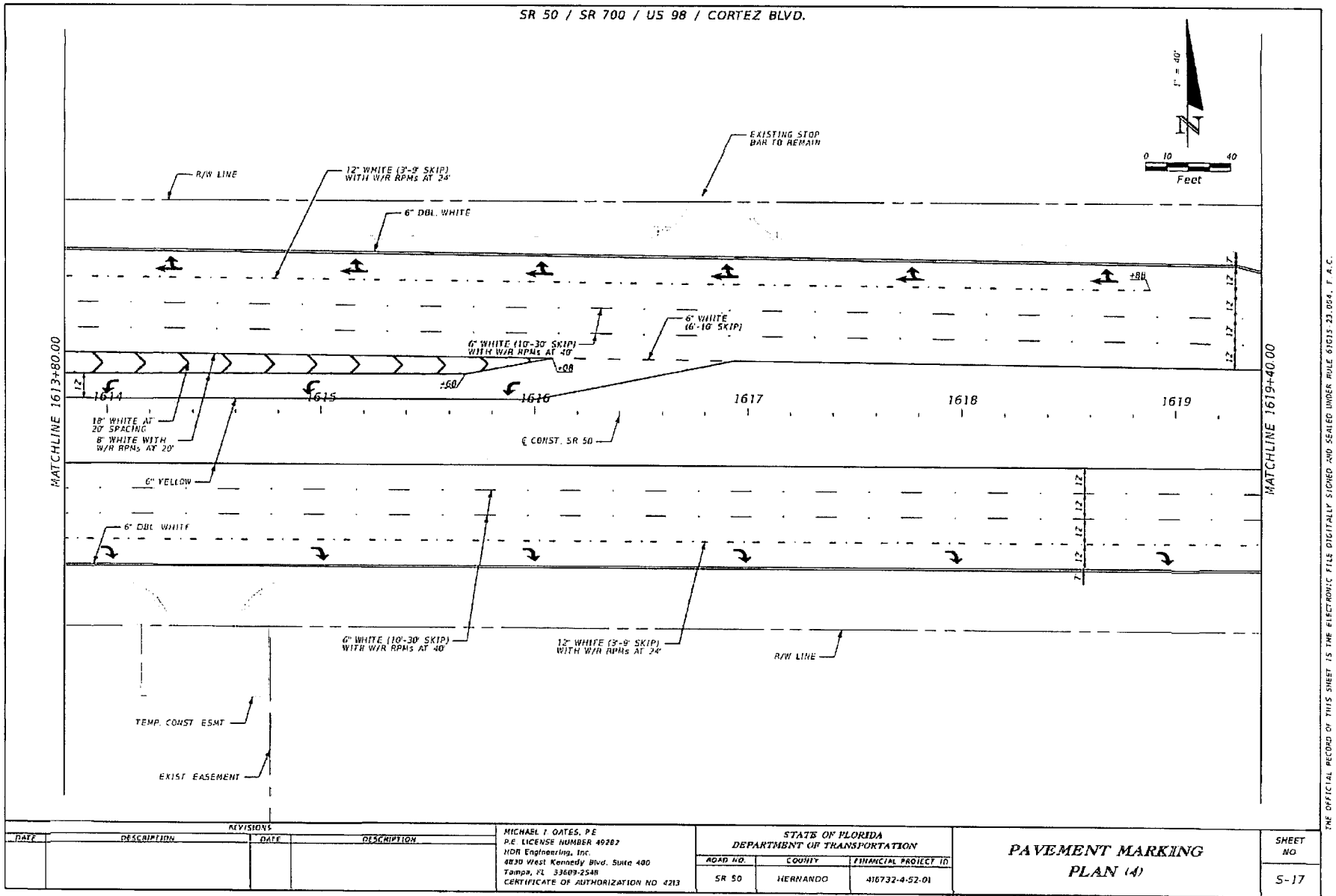

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL T. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (4)

SHEET NO. S-17

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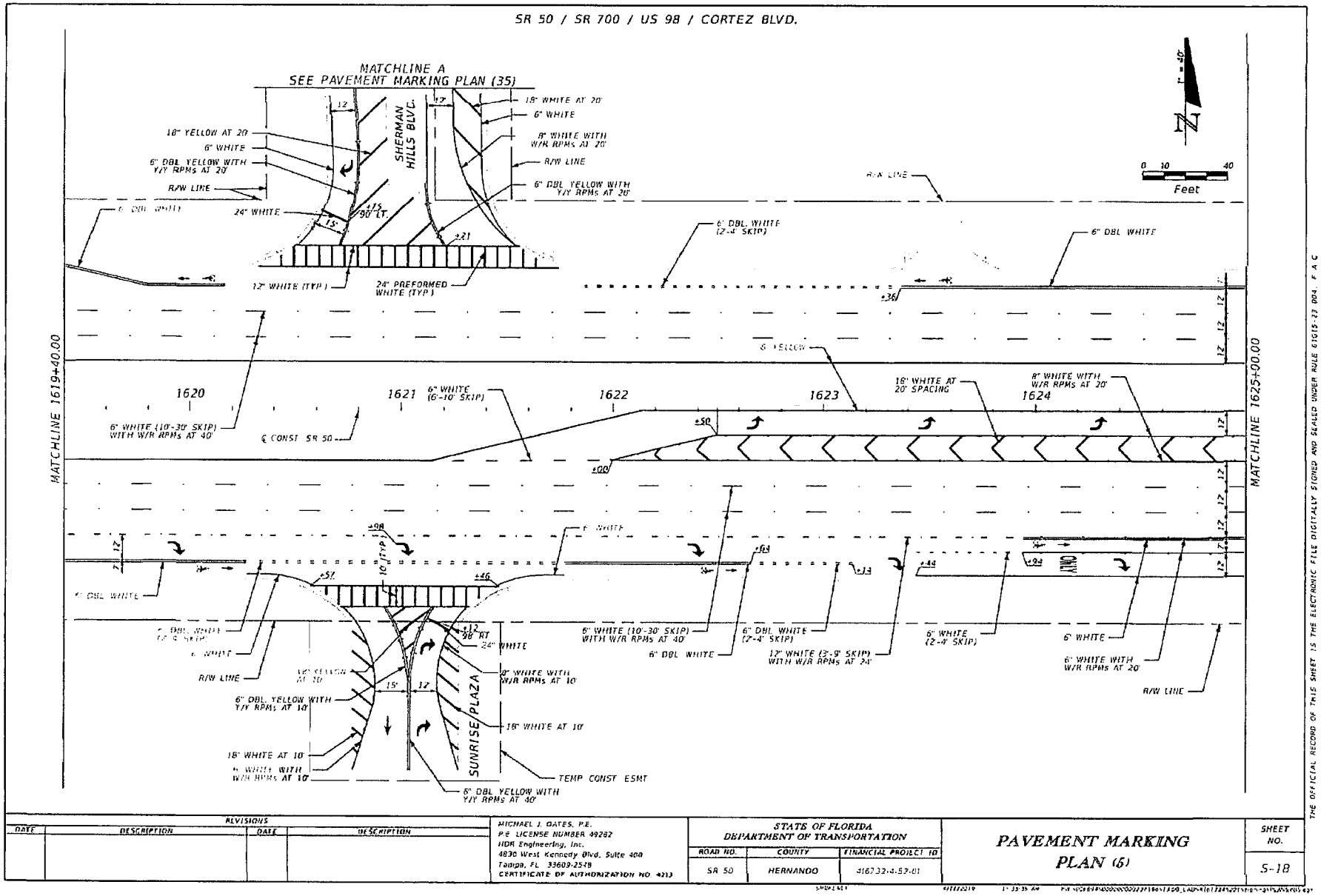

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2518
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	417732-4-52-01

PAVEMENT MARKING PLAN (6)

SHEET NO. 5-18

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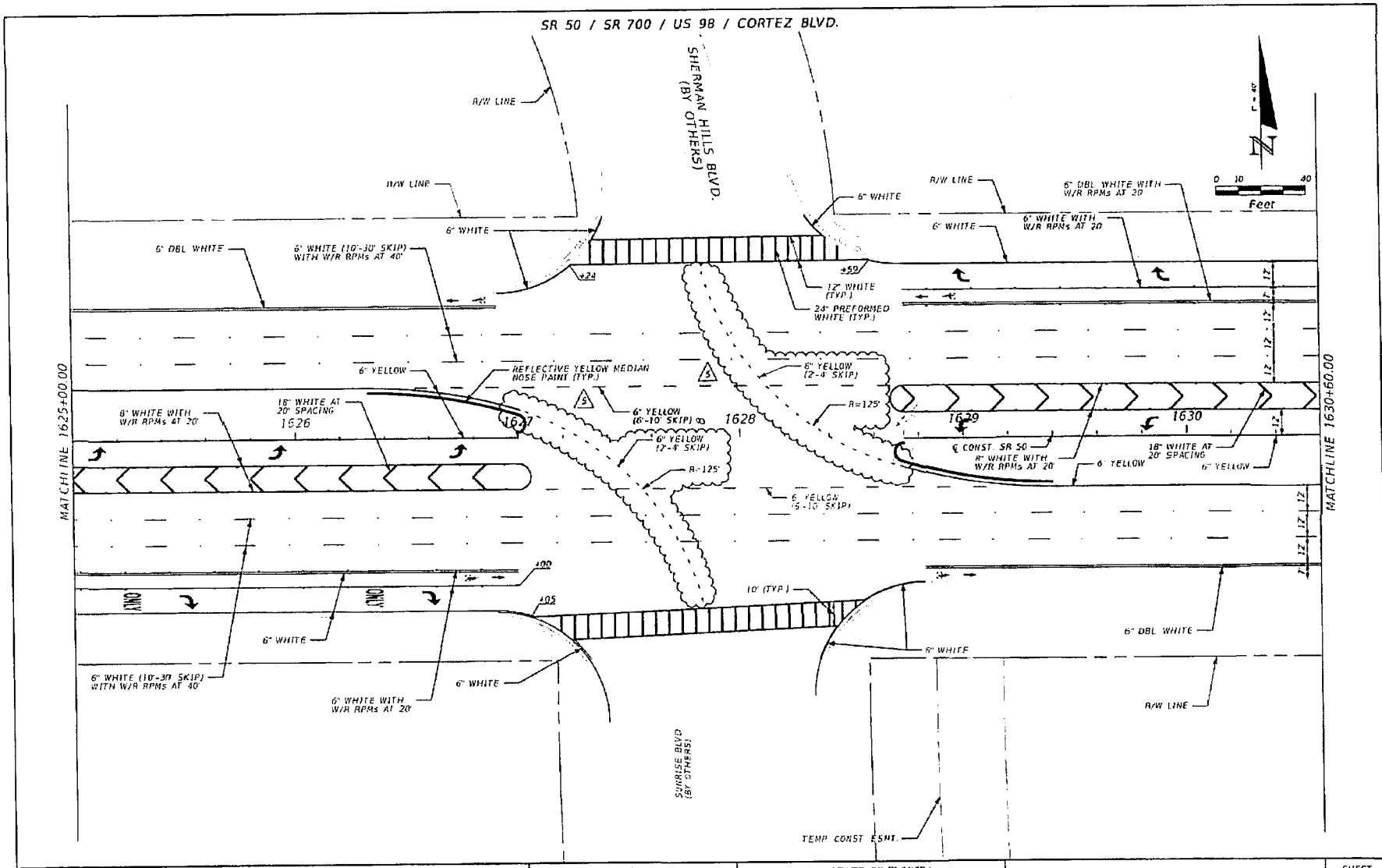

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
6/16/21	5 ADDED SKIP LINE		

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. #213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (6)

SHEET NO. S-19

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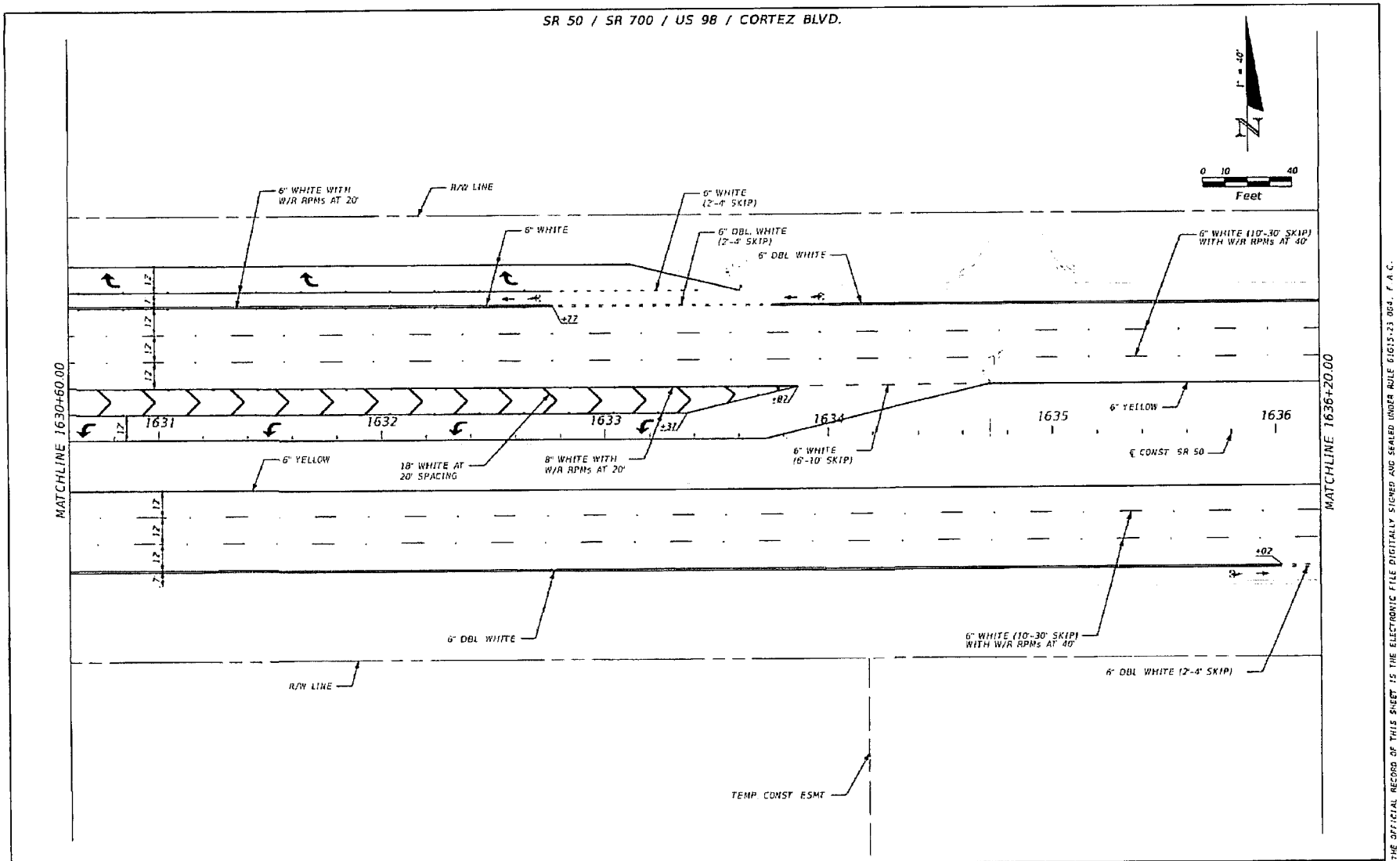

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49182
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (7)

SHEET NO. S-20

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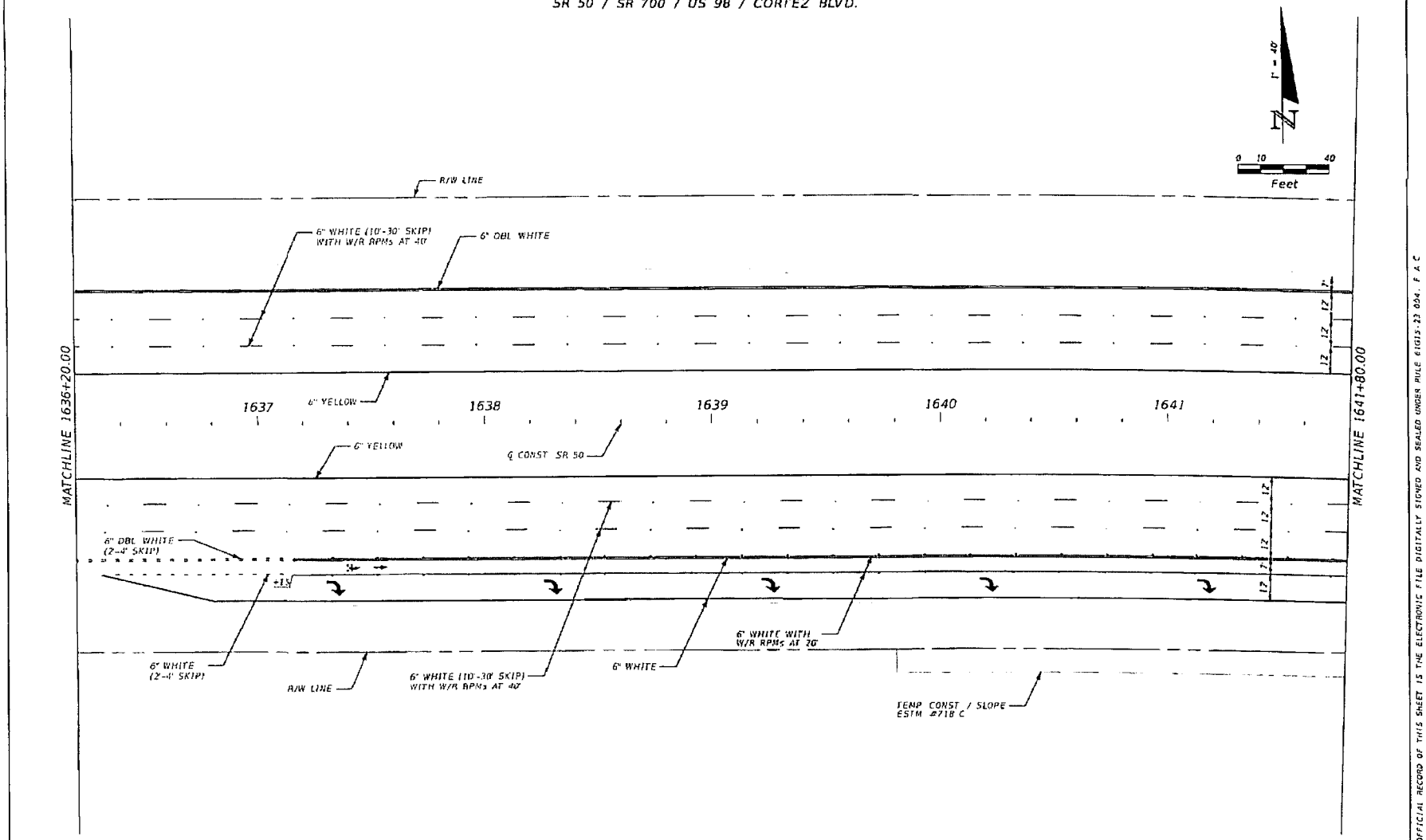
SR 50 / SR 700 / US 98 / CORTEZ BLVD.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4415

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (8)

SHEET NO. 5-21

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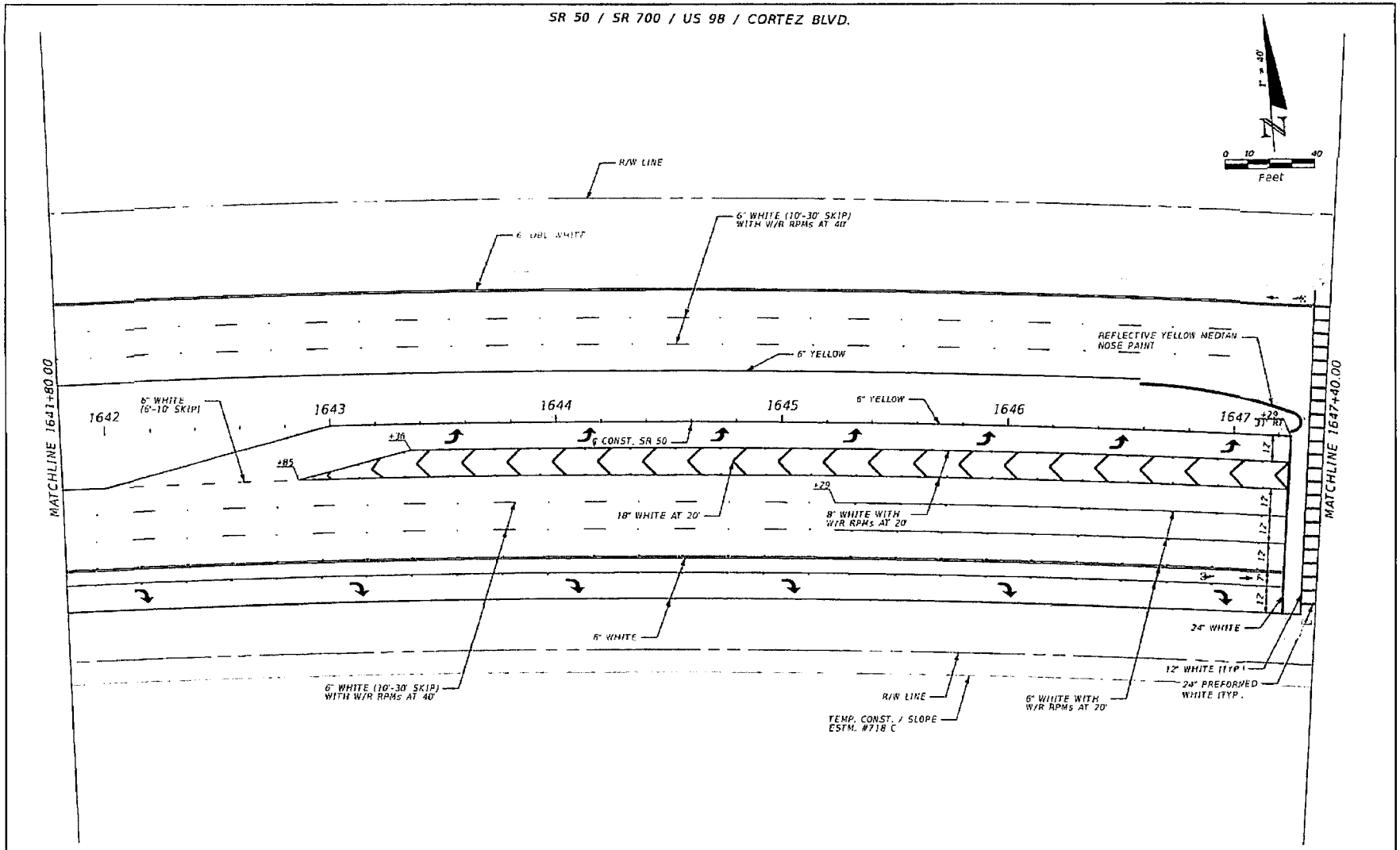

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (9)

SHEET NO. S-22

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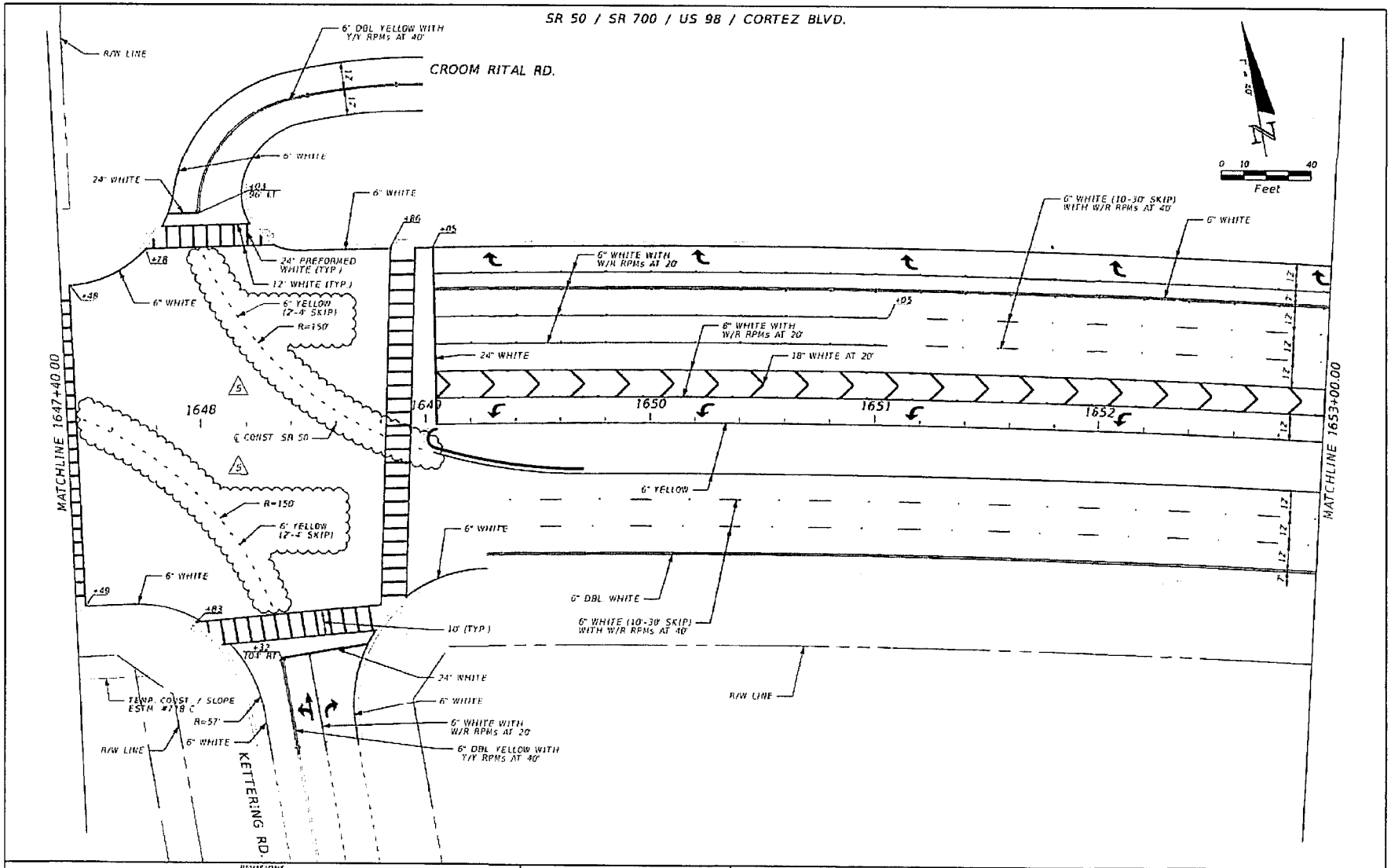

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
6/16/21	5 ADDED SKIP LINE		

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49202
HDR Engineering, Inc.
4030 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (10)

SHEET NO. S-23

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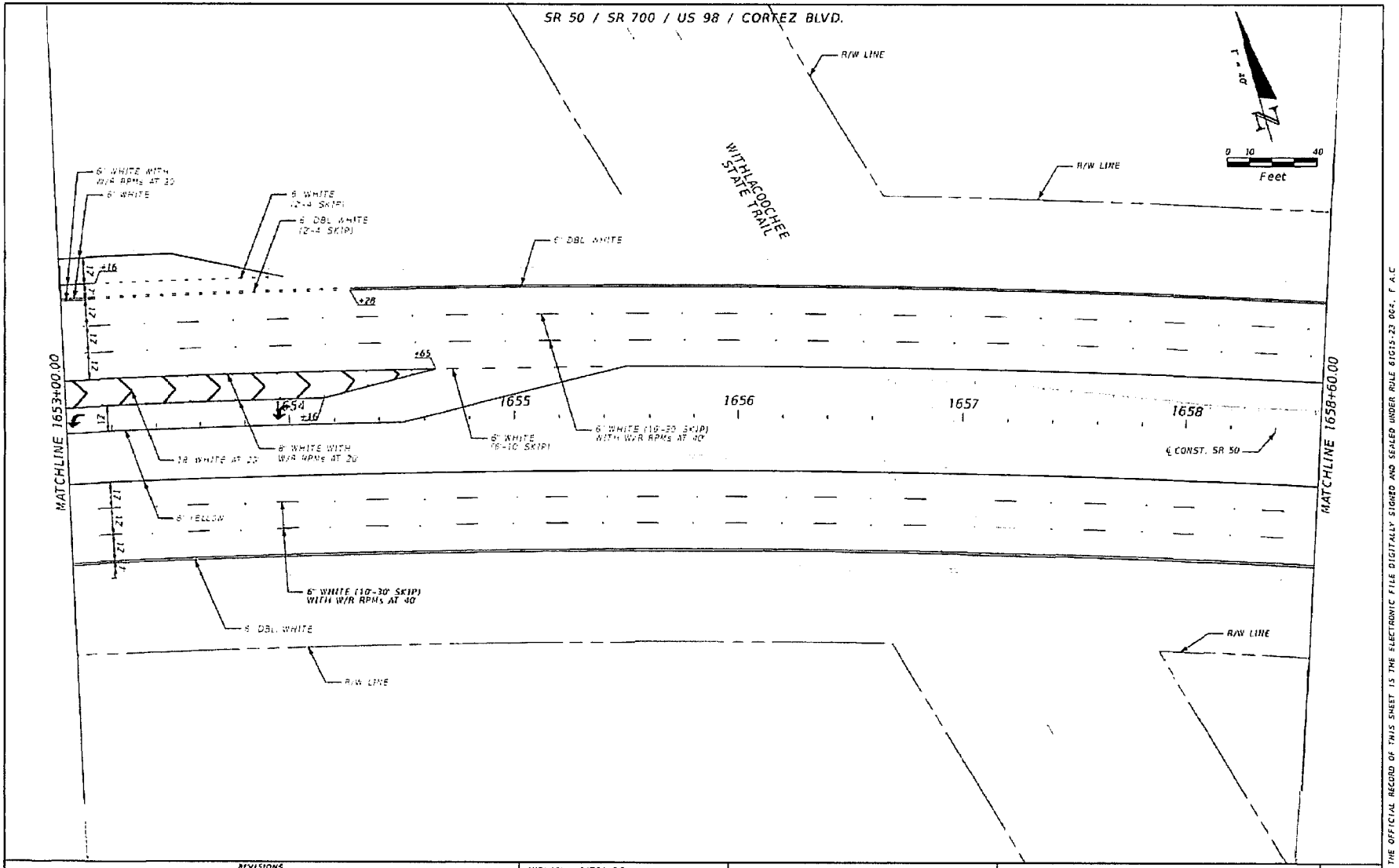

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. GATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa FL 33609-2343
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (11)

SHEET NO. S-24

SIGNATURE 3/27/2019 11:39:05 AM

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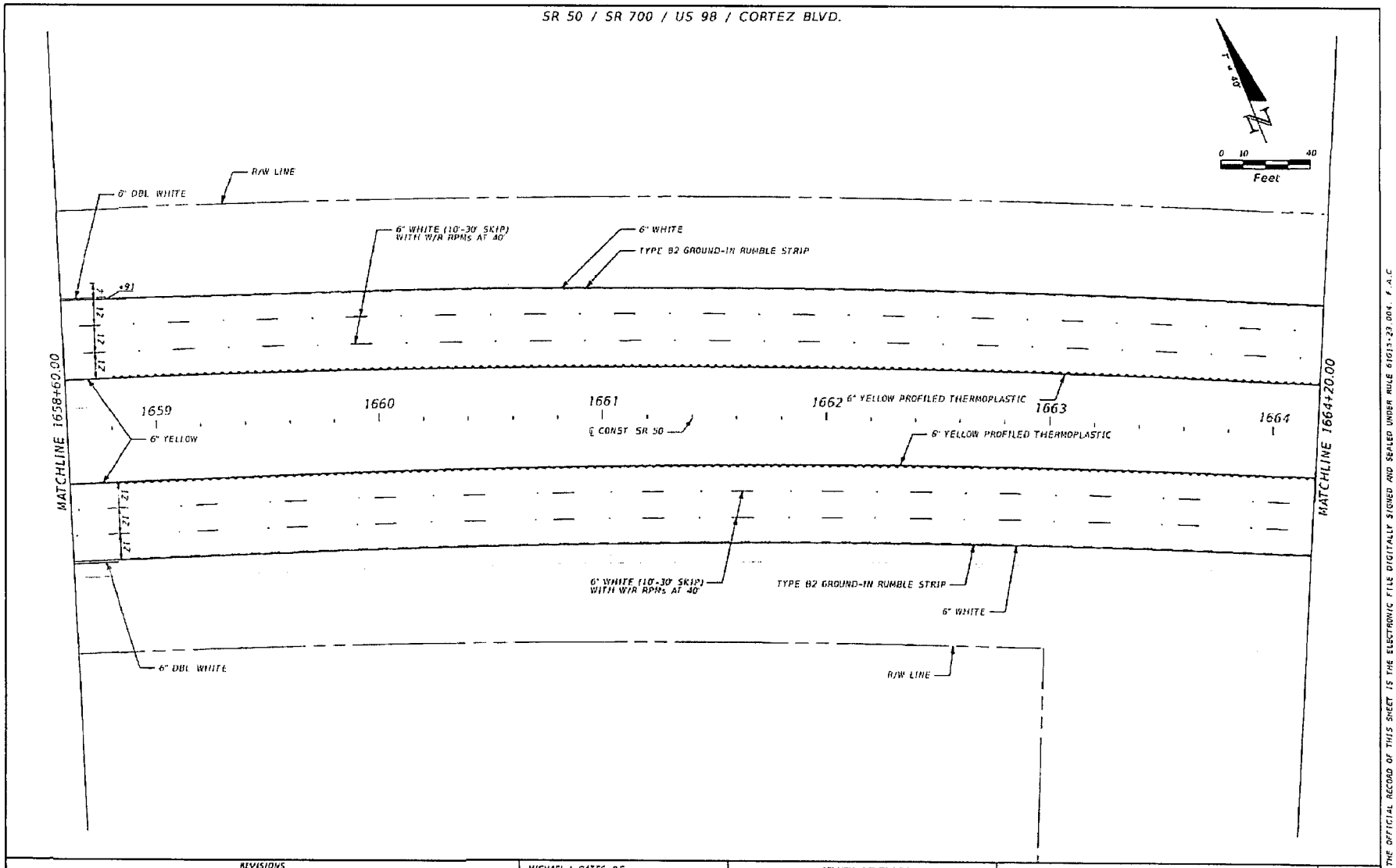

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4913

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (12)

SHEET NO. S-25

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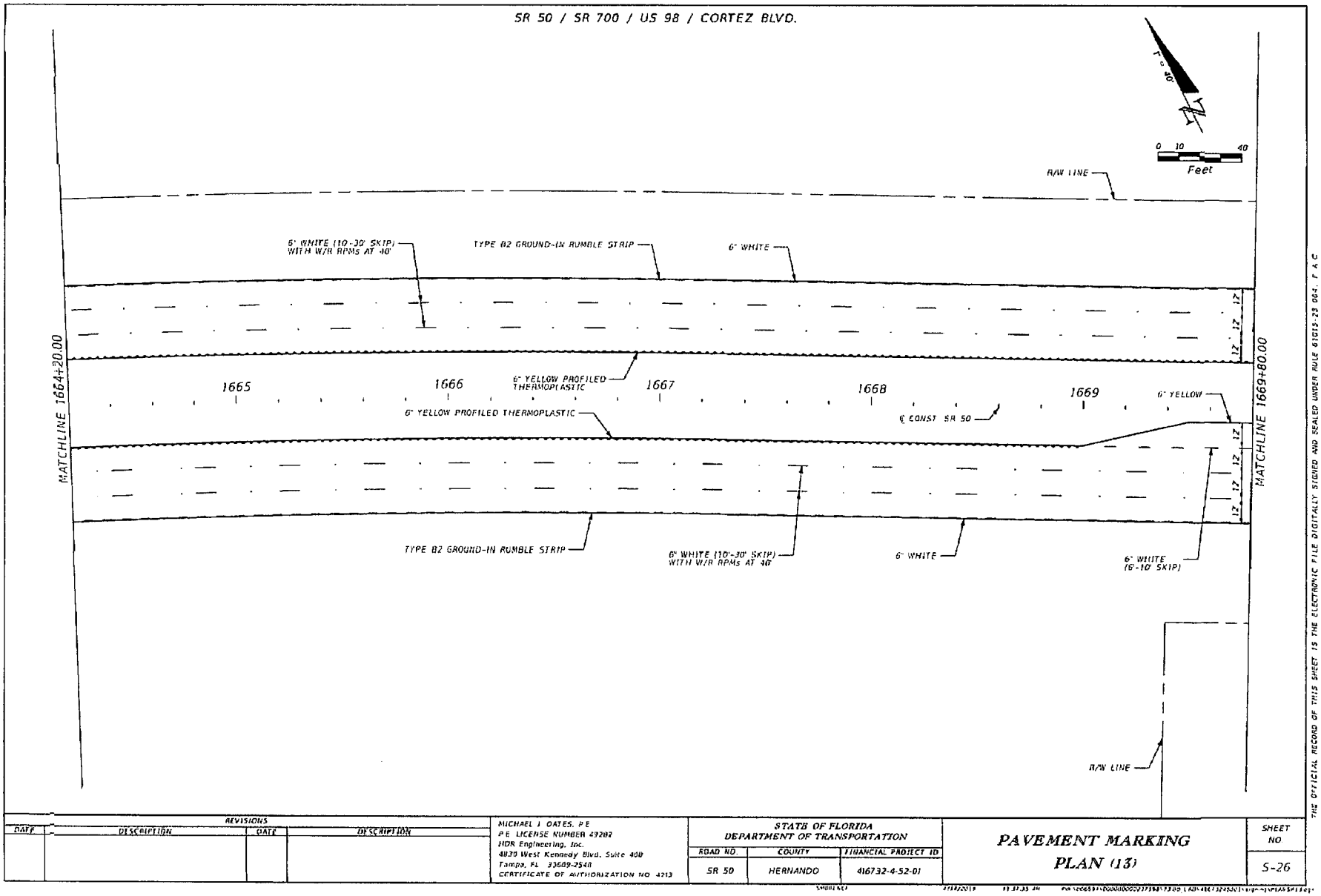

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (13)

SHEET NO. S-26

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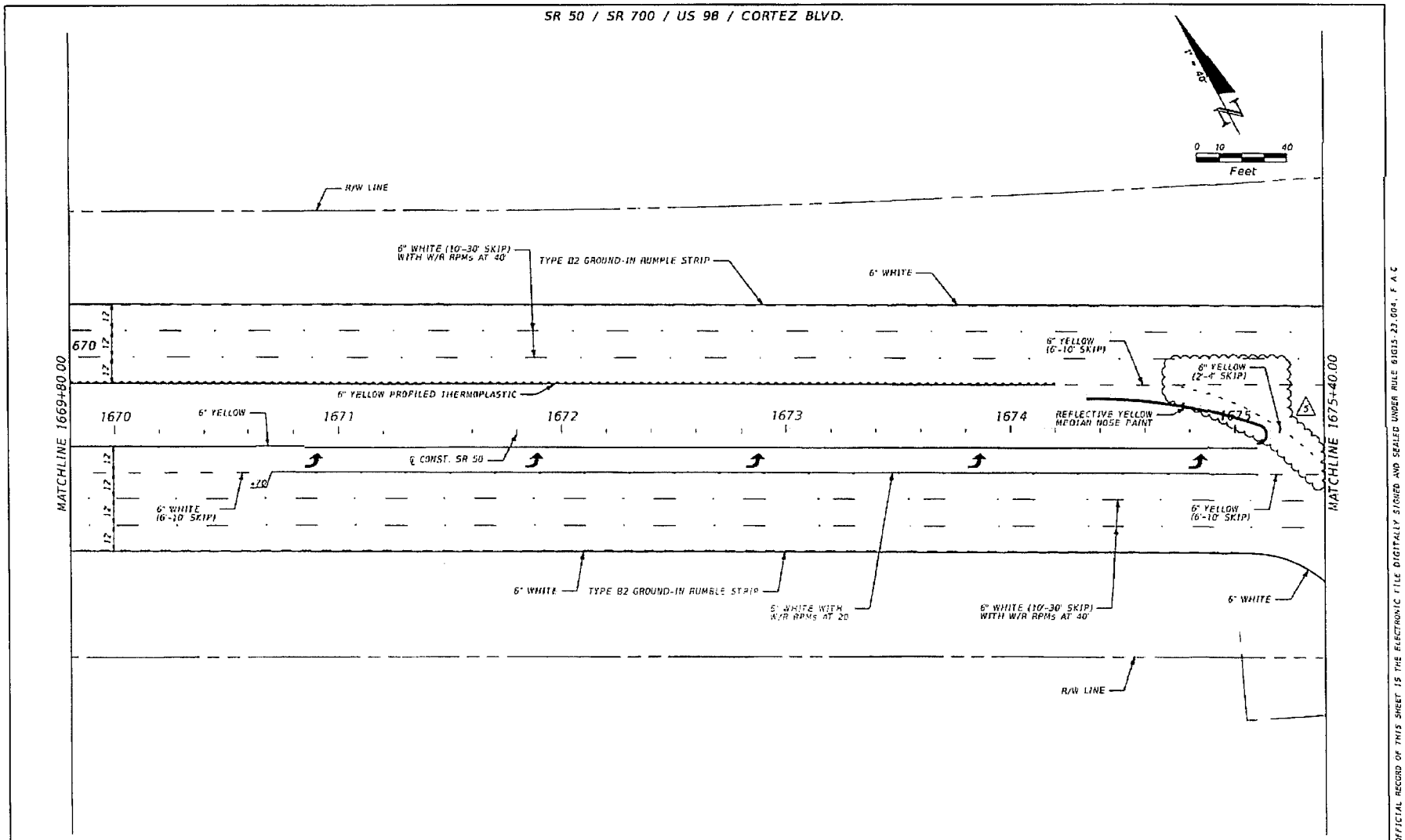

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
6/15/21	5 ADDED SKIP LINE		

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (14)

SHEET NO. S-27

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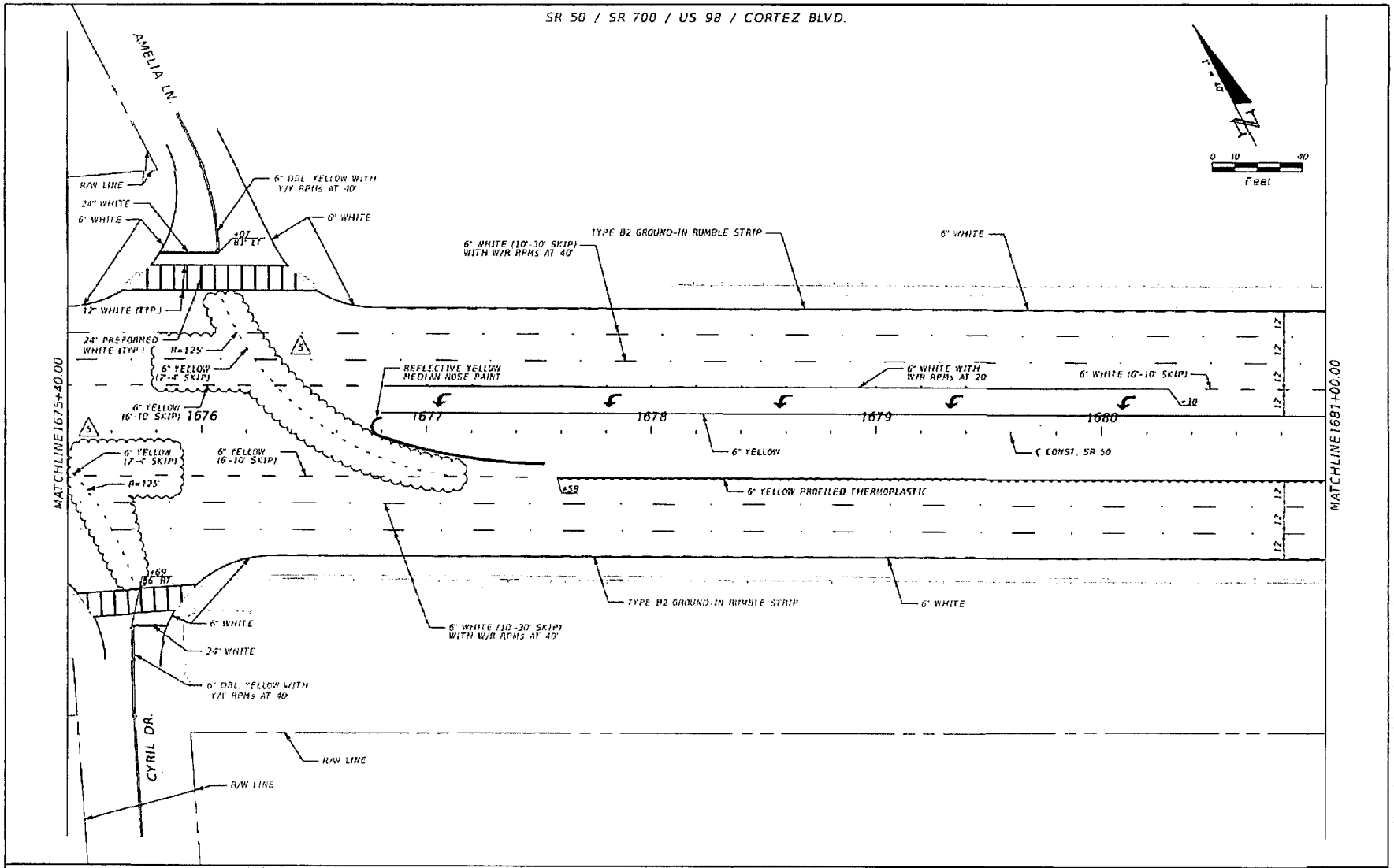

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
6/16/21	5 ADDED SKIP LINE		

MICHAEL J. DATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2549
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (16)

SHEET NO. S-28

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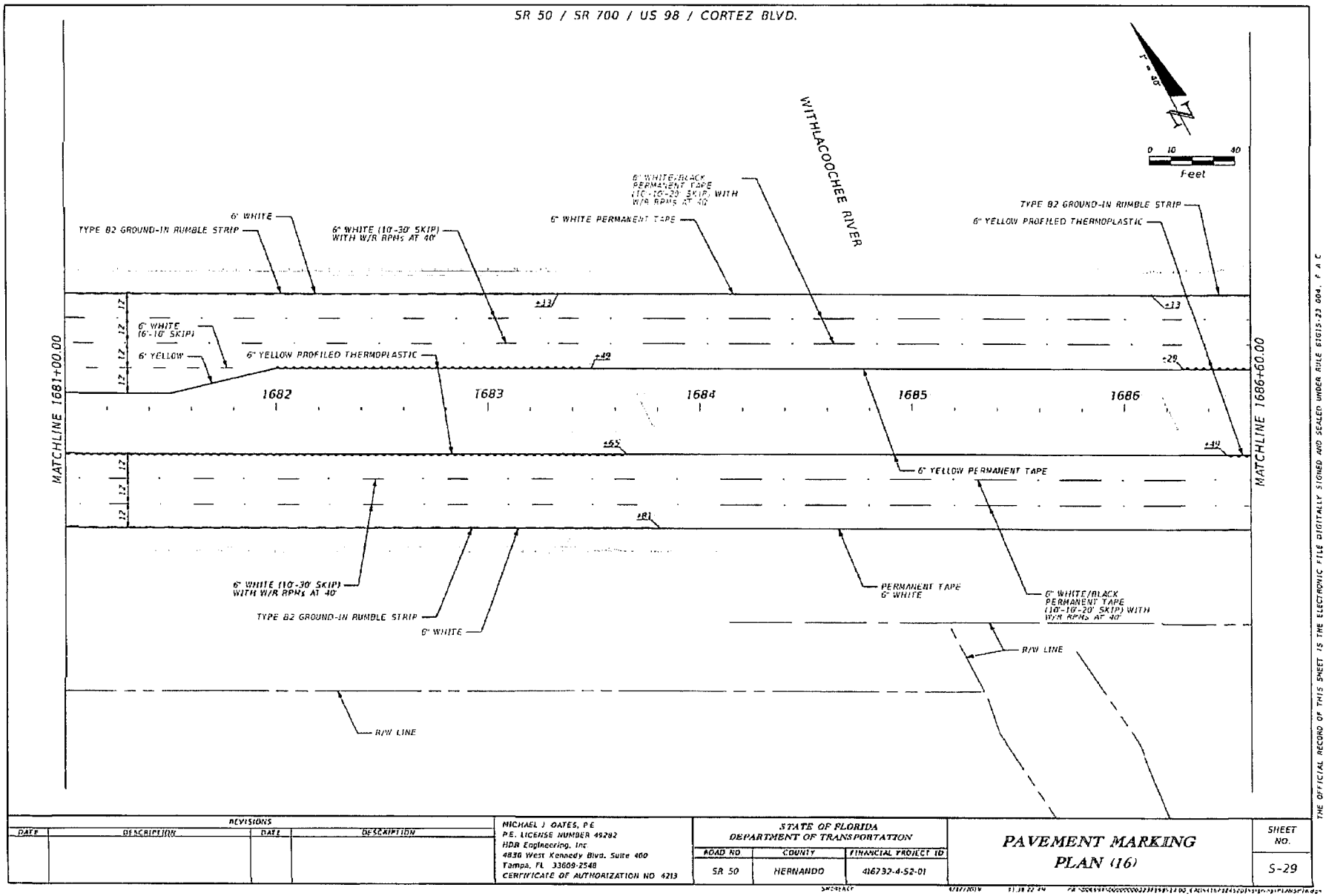

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (16)

SHEET NO. S-29

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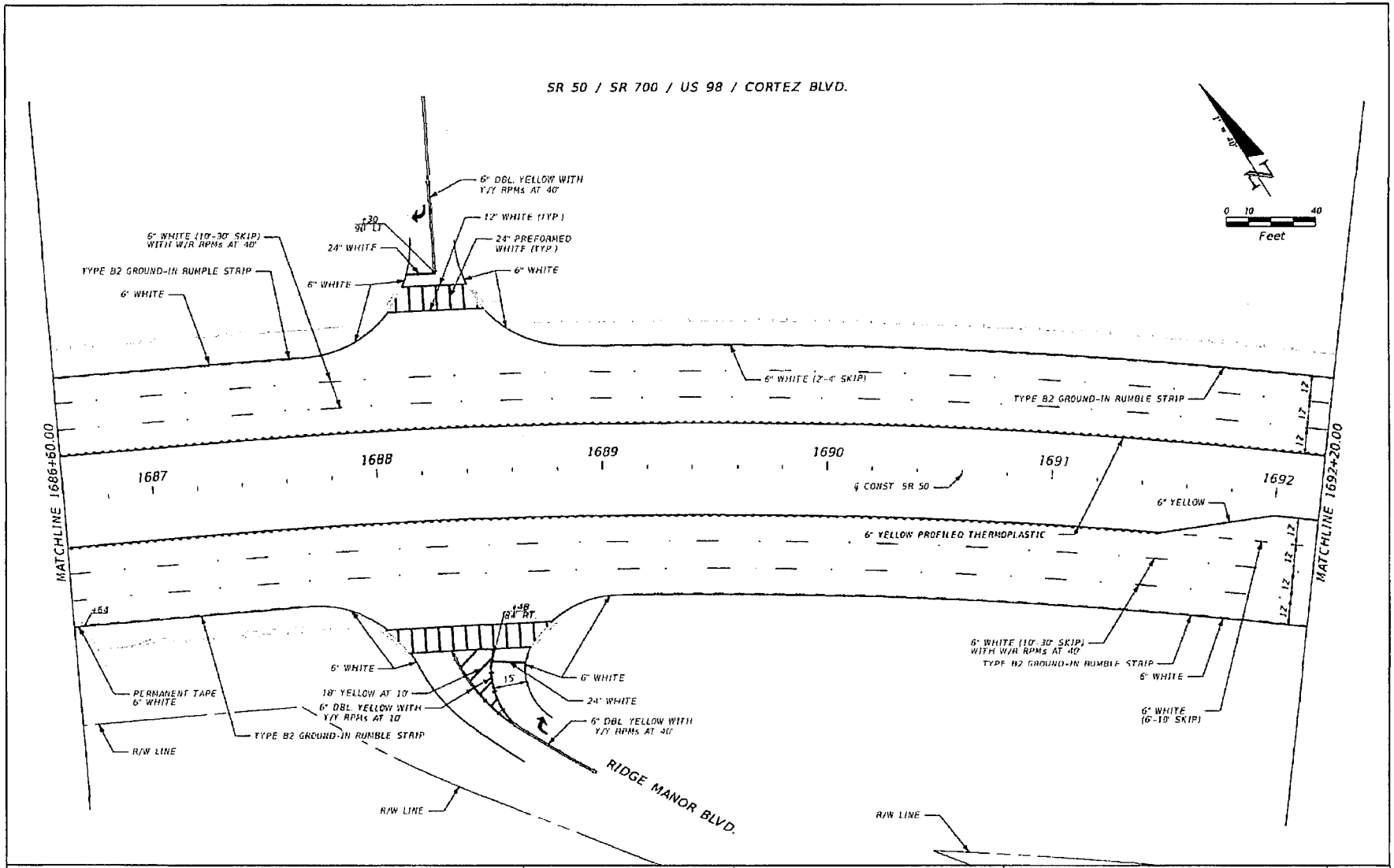

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. GATES, P.E.
P.E. LICENSE NUMBER 49262
HDR Engineering, Inc
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (17)

SHEET NO. S-30

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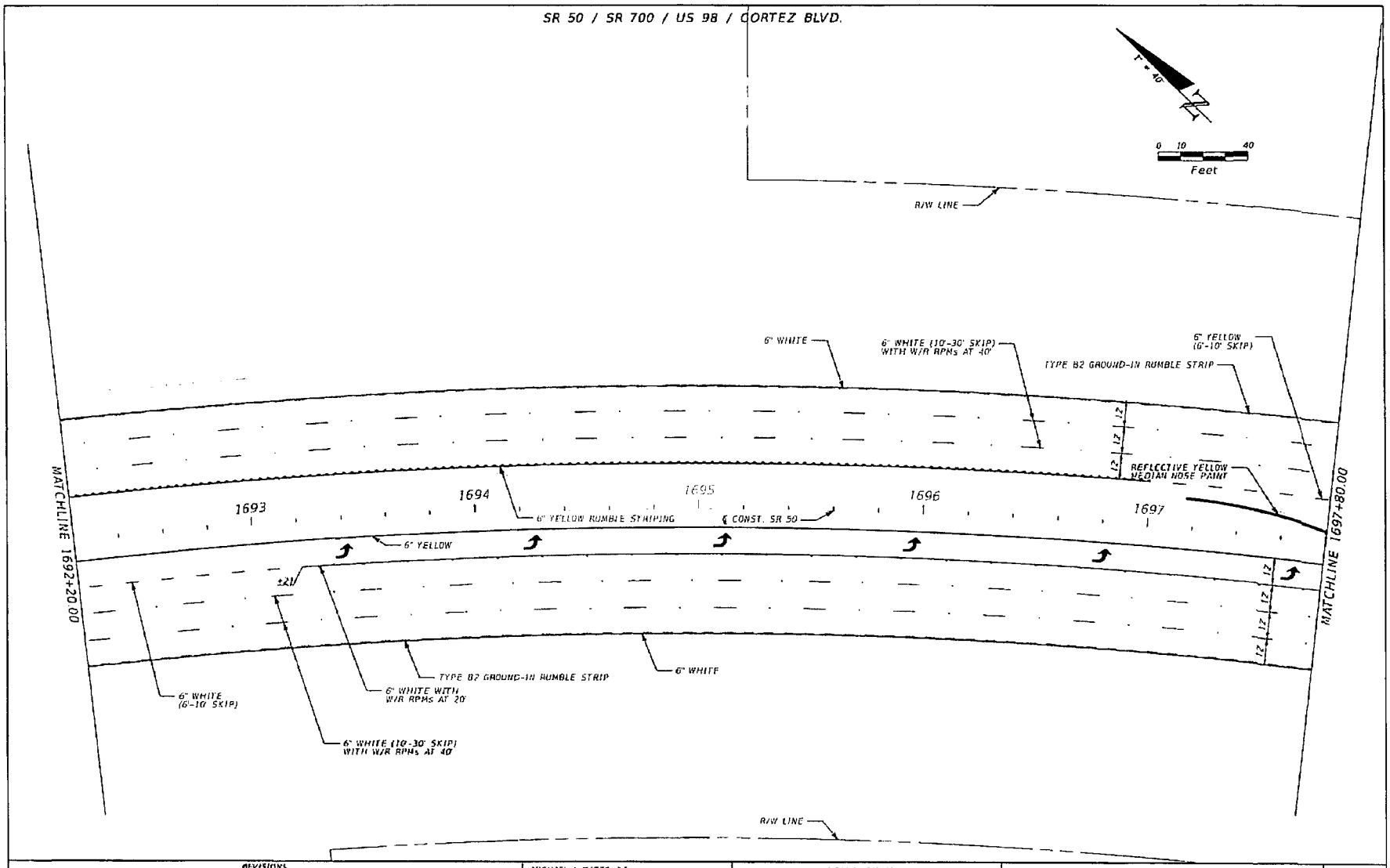

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4219

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (18)

SHEET NO. S-31

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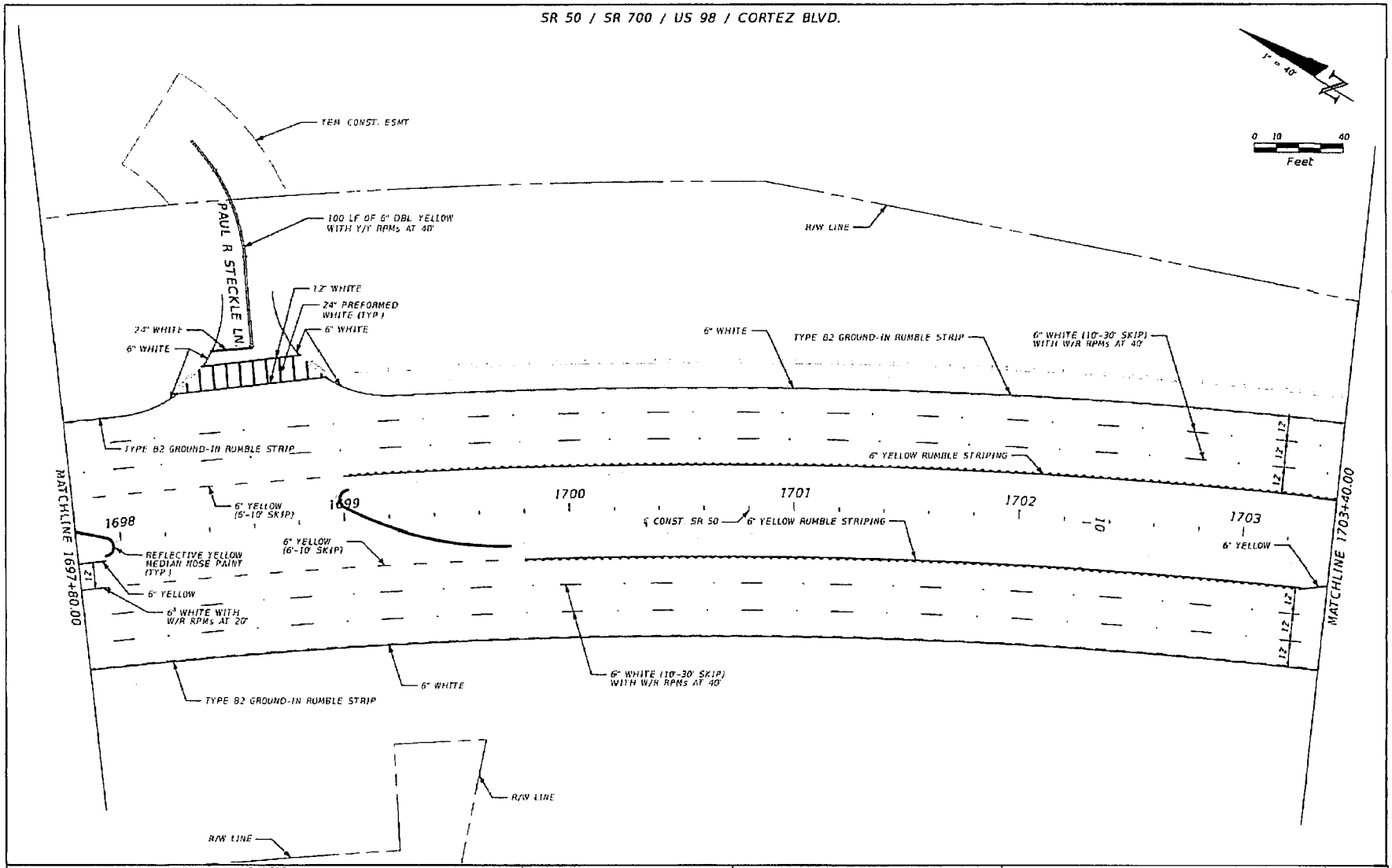


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

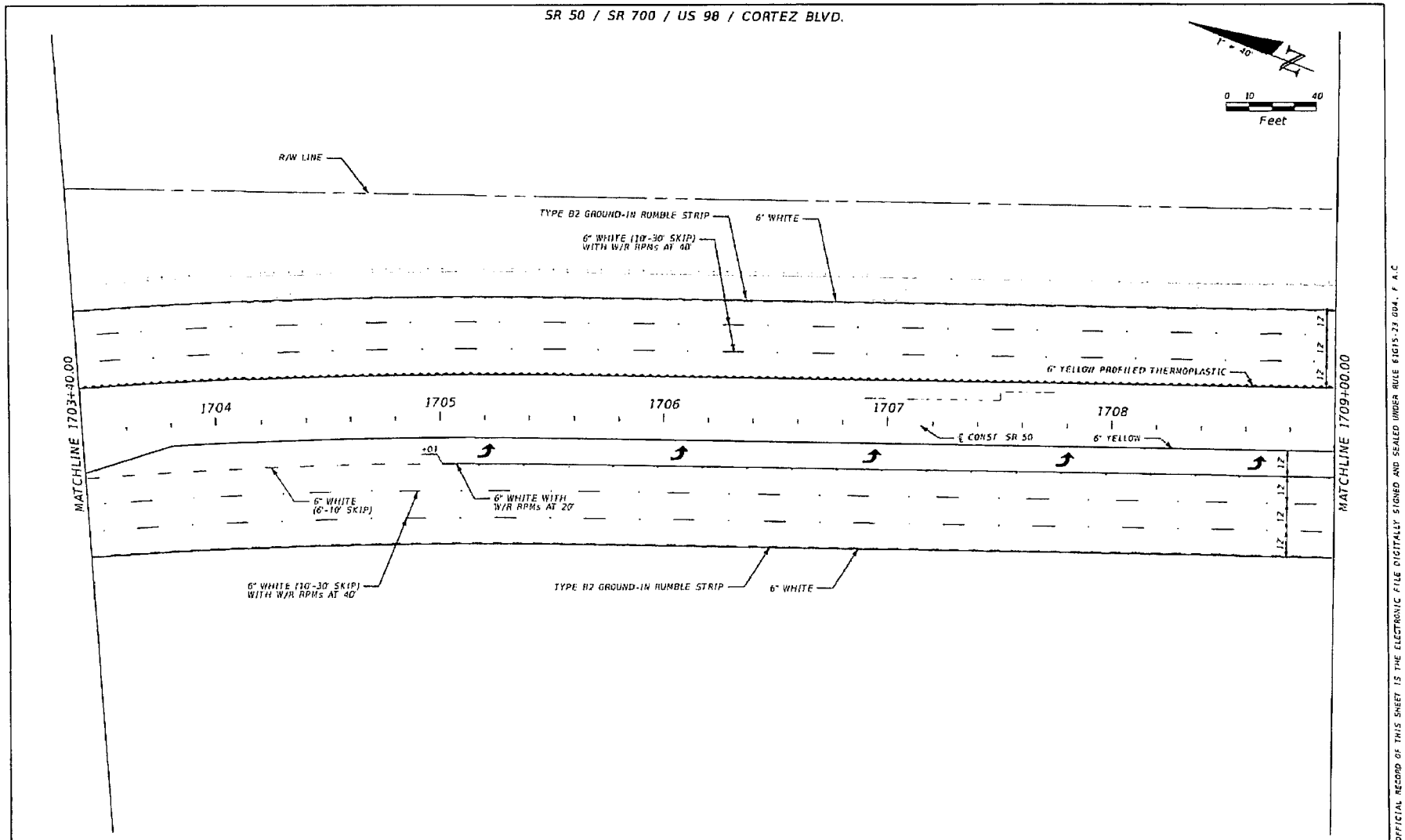
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (19)

SHEET NO. S-32

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49287
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (20)

SHEET NO. 5-33

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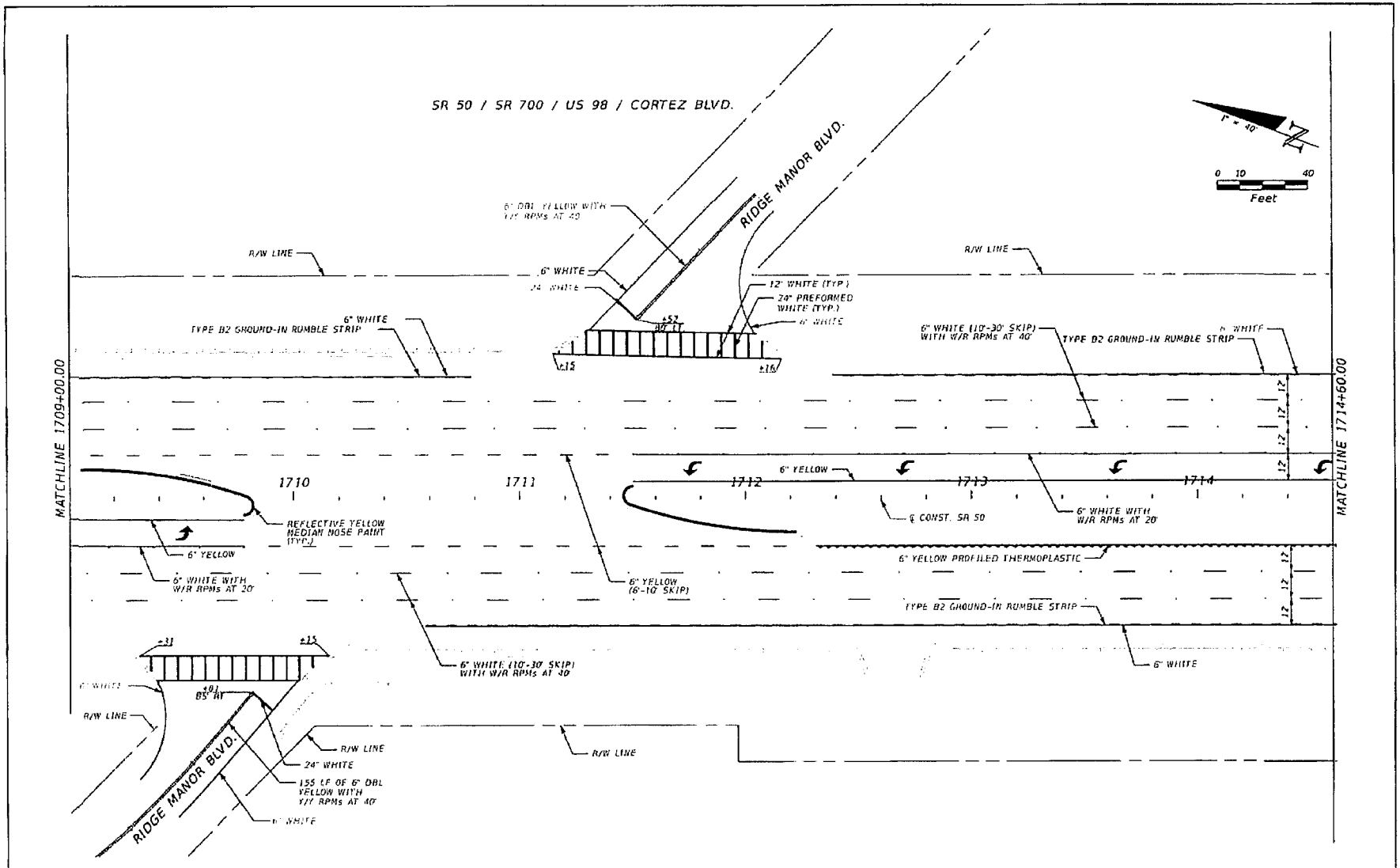


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

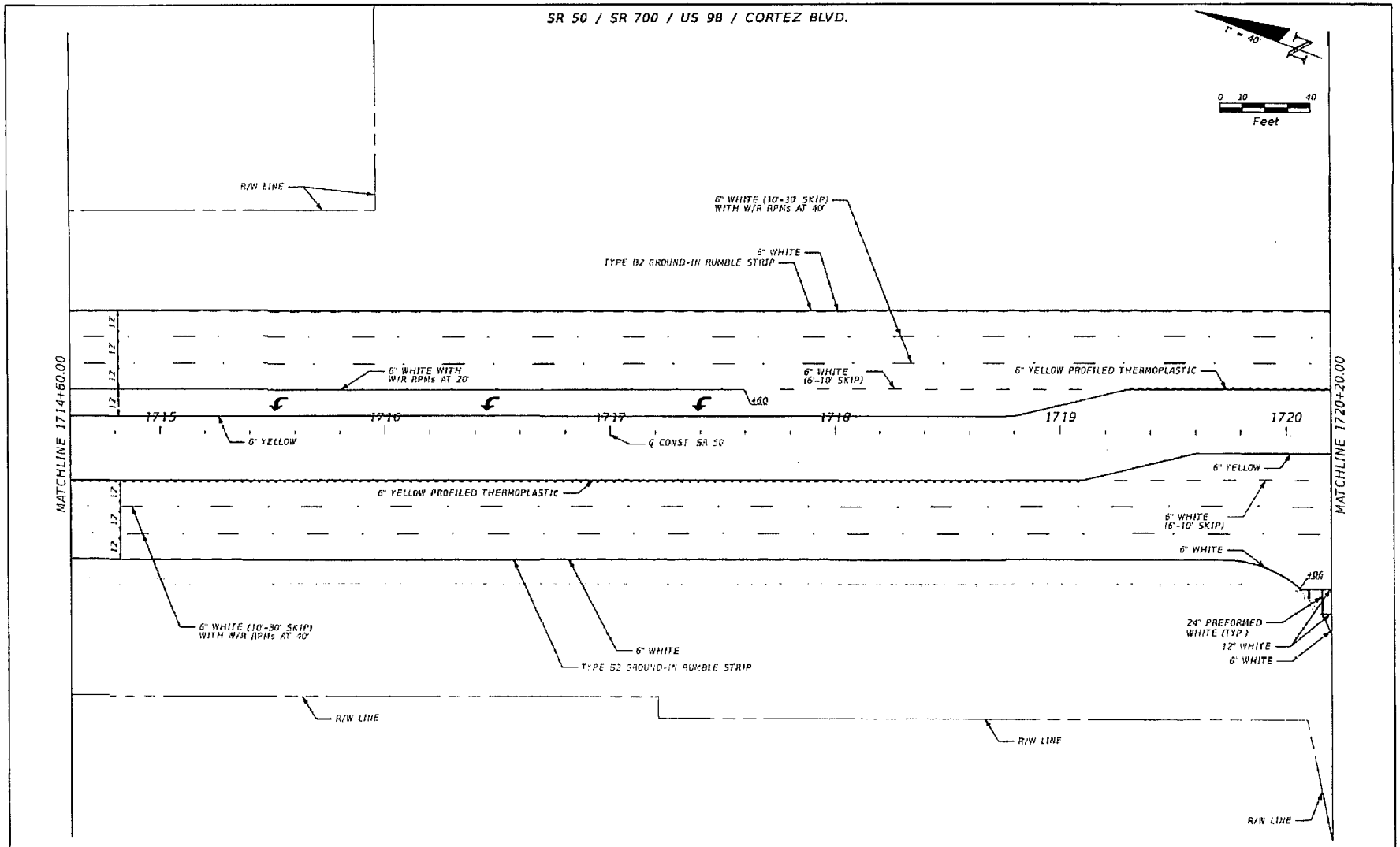
MICHAEL J. DATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2568
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (21)

SHEET NO. 5-34

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 46282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 600
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 0293

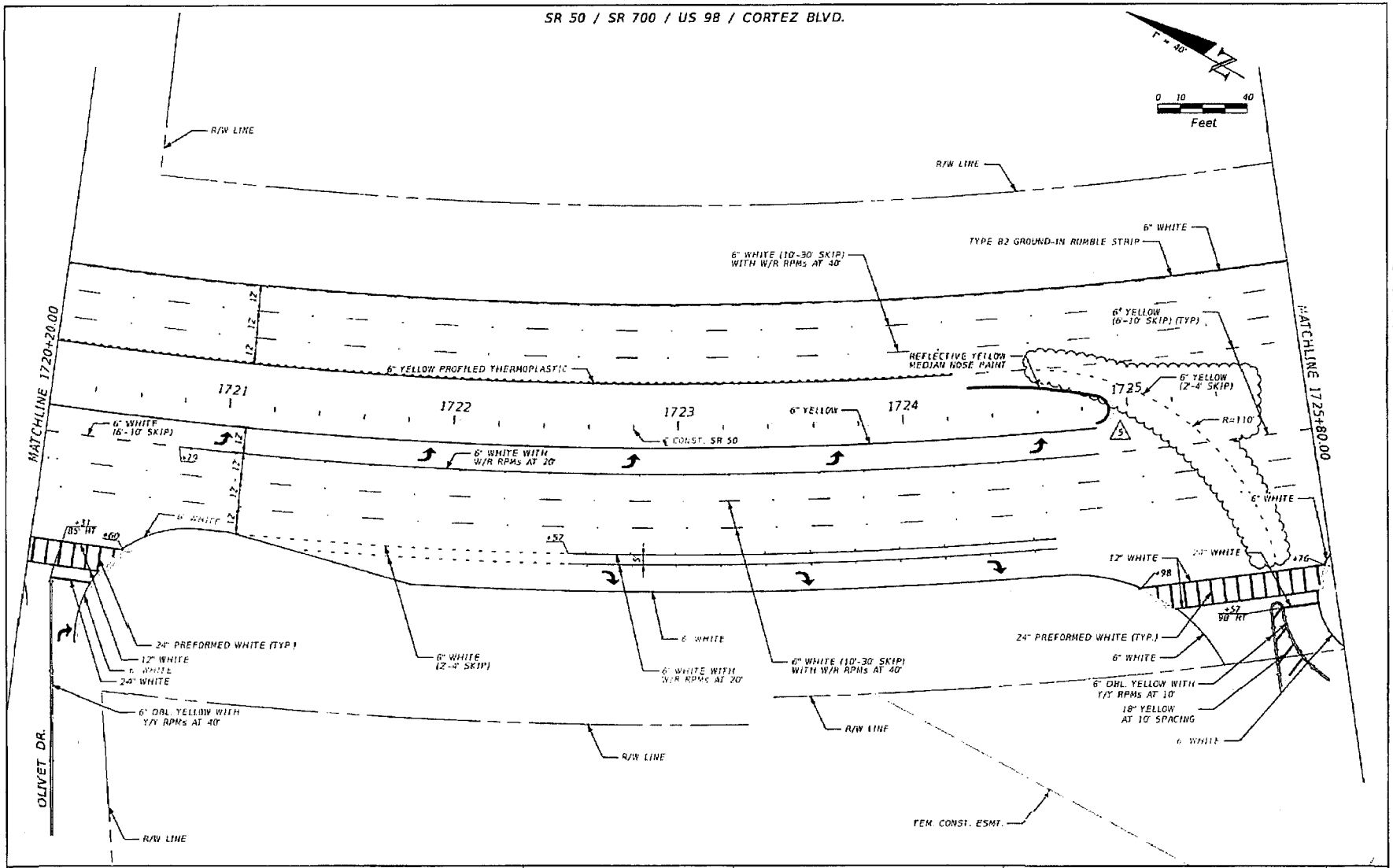
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (22)

SHEET NO. 5-35

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
5/16/23	5 ADDED SKIP LINE		

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
NDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

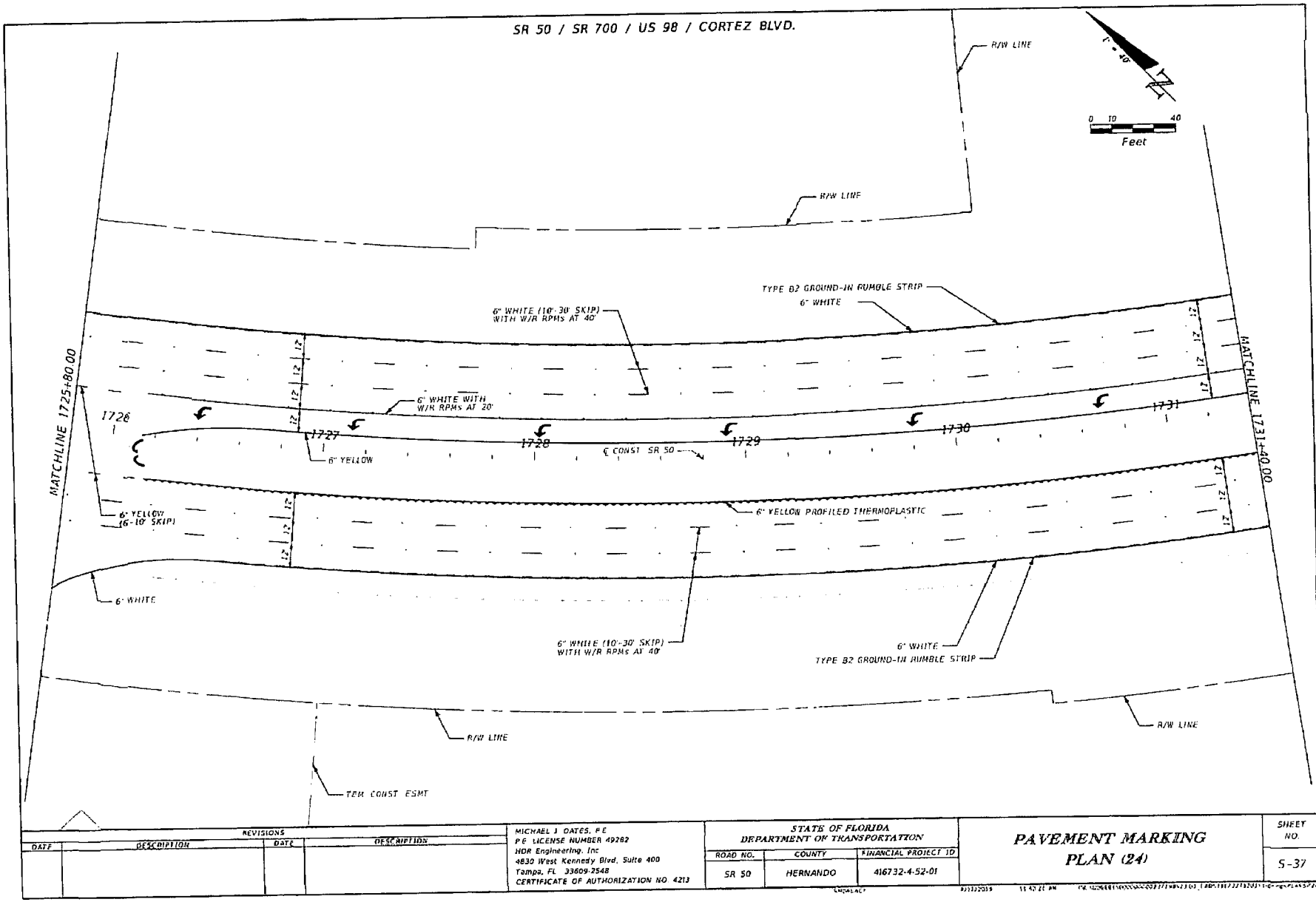
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (23)

SHEET NO. S-36

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. DATES, P.E.
P.E. LICENSE NUMBER 49262
HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

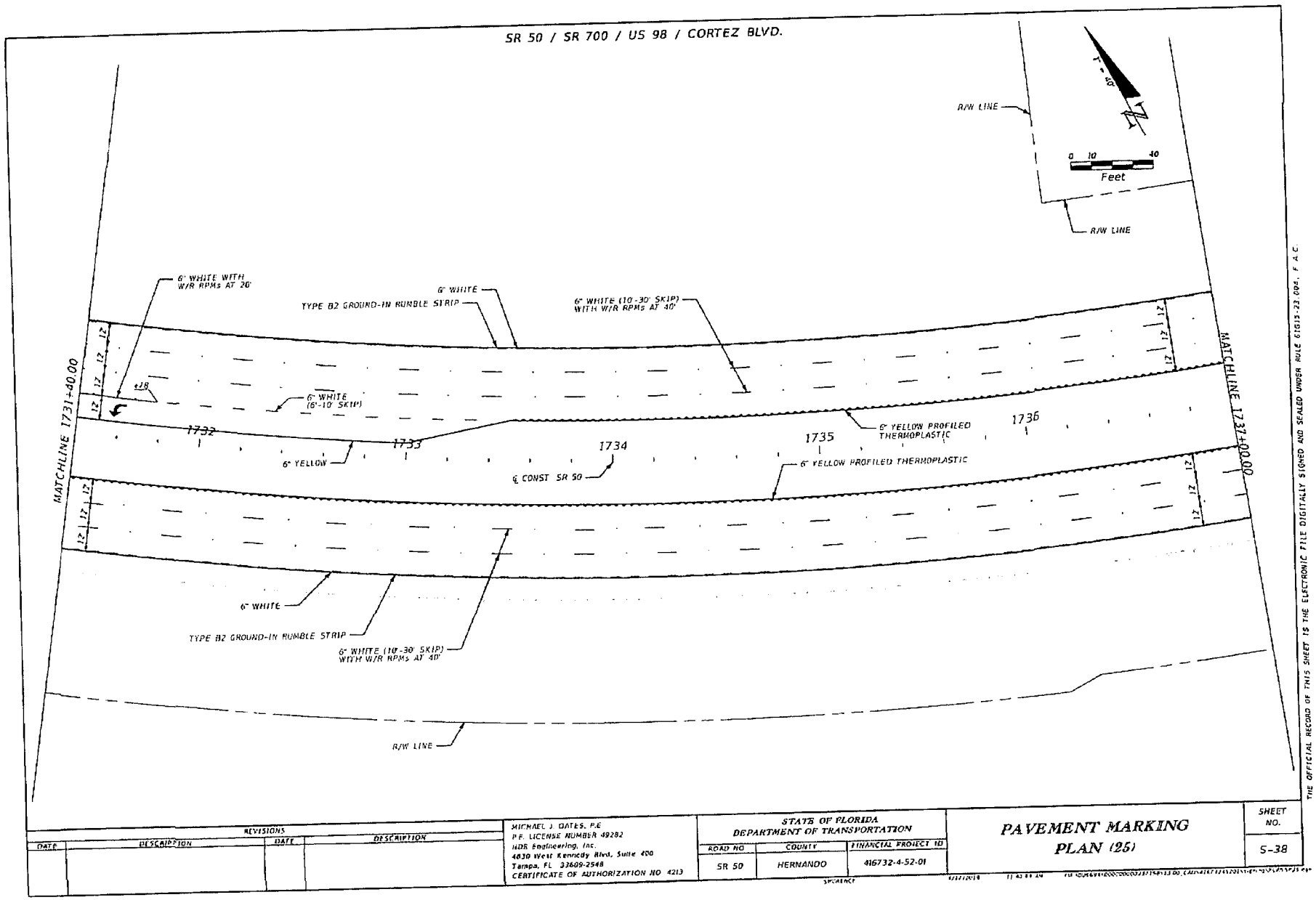
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (24)

SHEET NO. 5-37

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 450
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

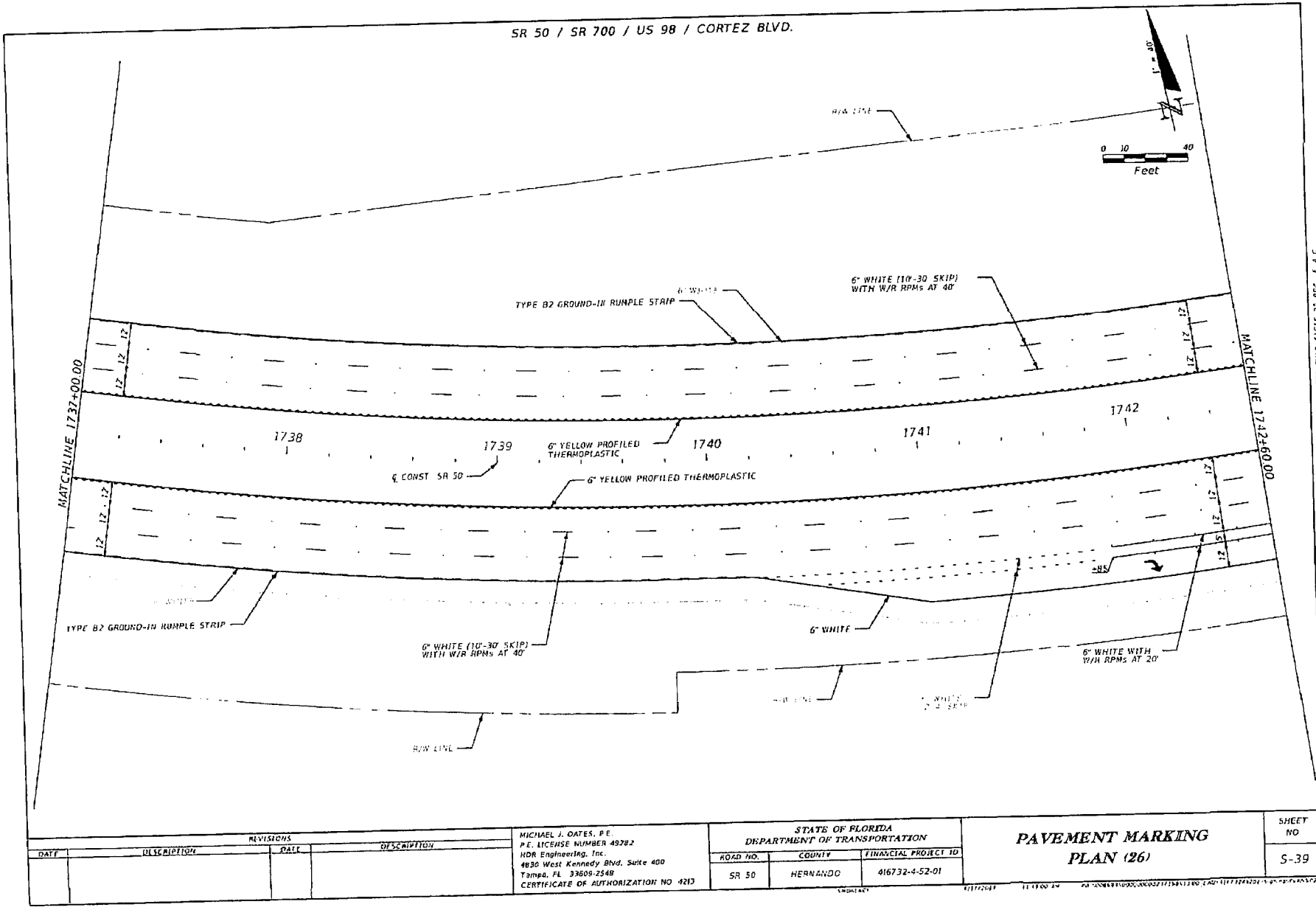
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (25)

SHEET NO. 5-38

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

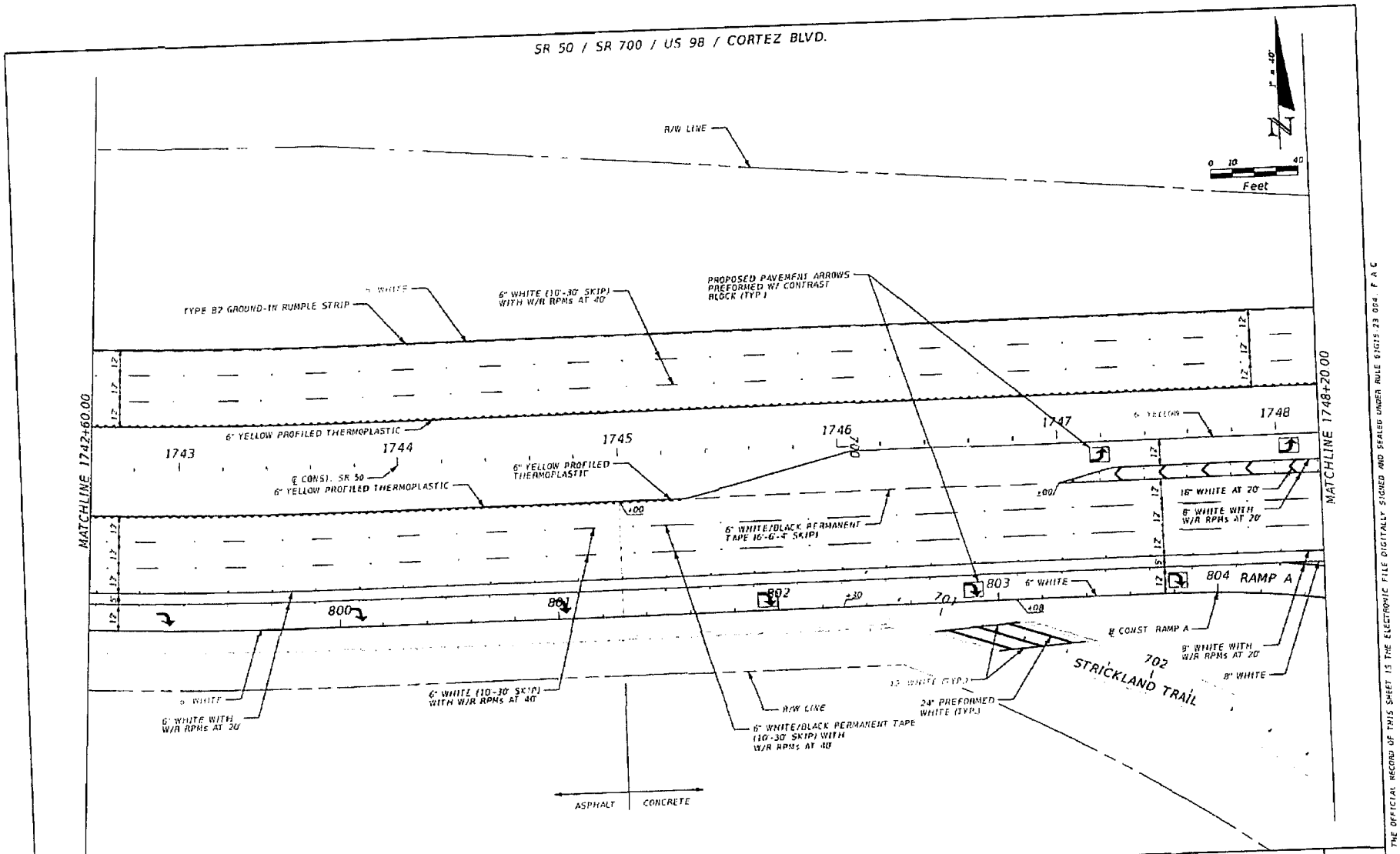
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (26)

SHEET NO
S-39

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2540
CERTIFICATE OF AUTHORIZATION NO 4213

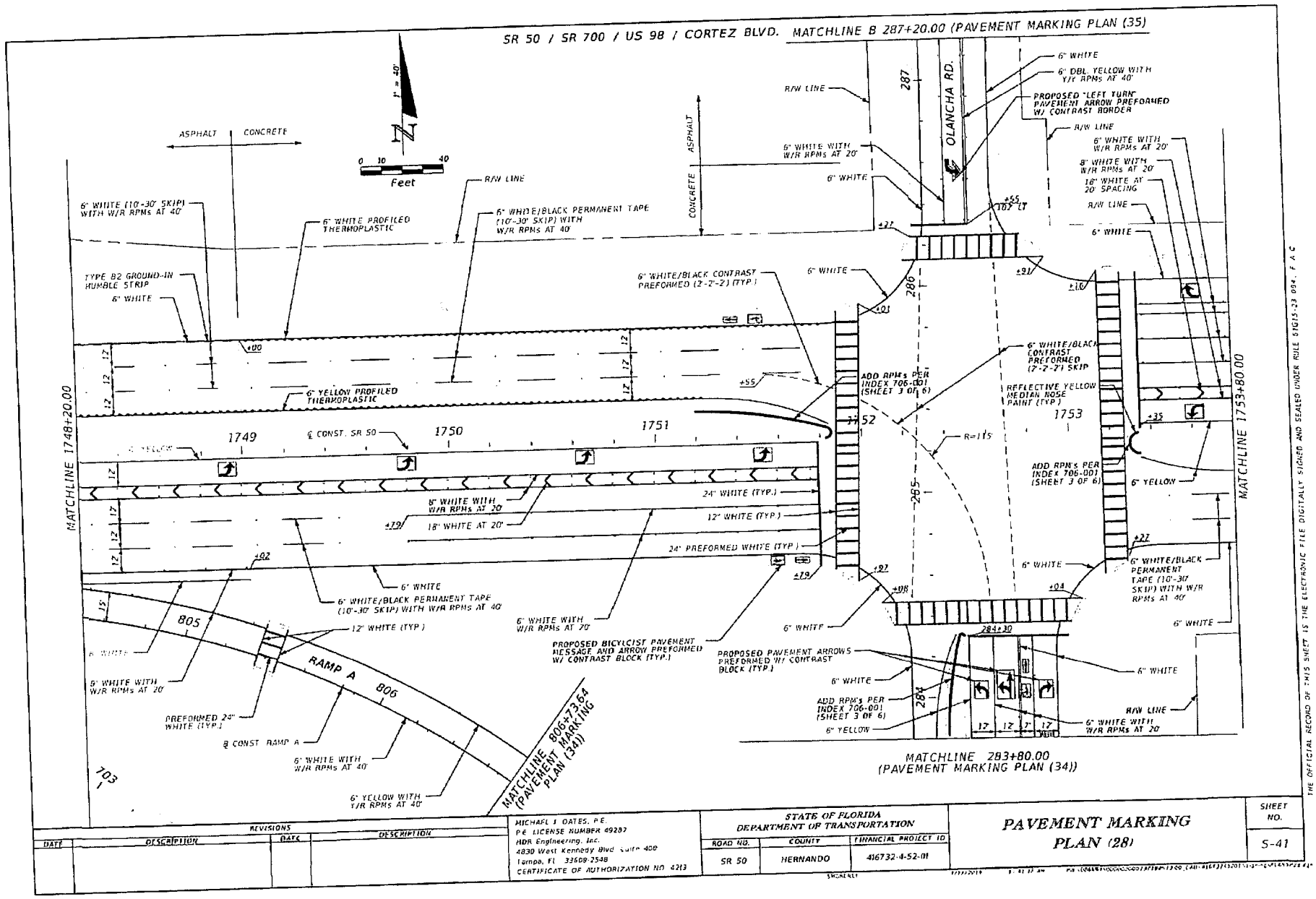
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLANS (27)

SHEET NO. S-40

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL I. OATES, P.E.
P.E. LICENSE NUMBER 49287
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

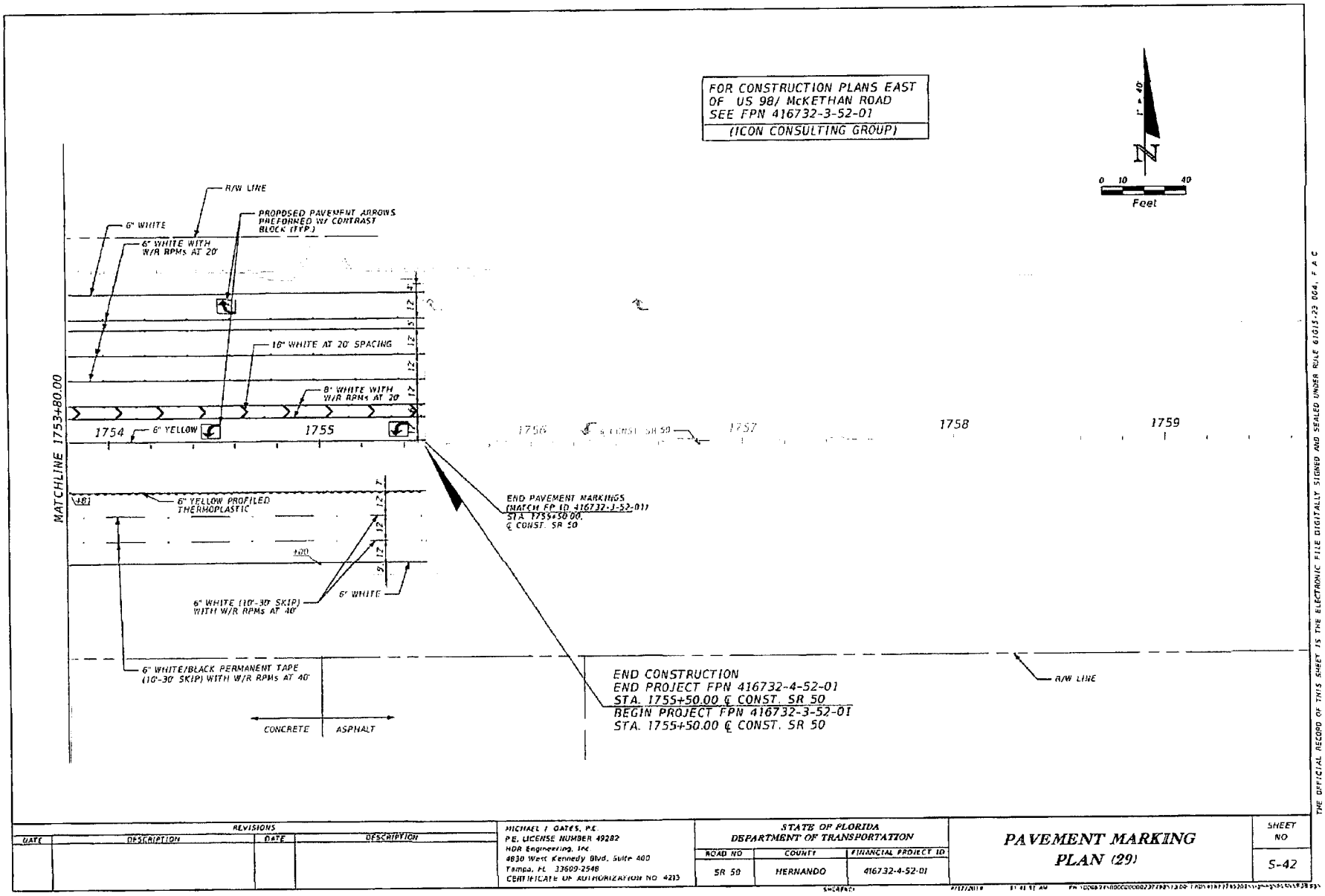
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (28)

SHEET NO. S-41

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 5J-17.062, F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. GATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4233

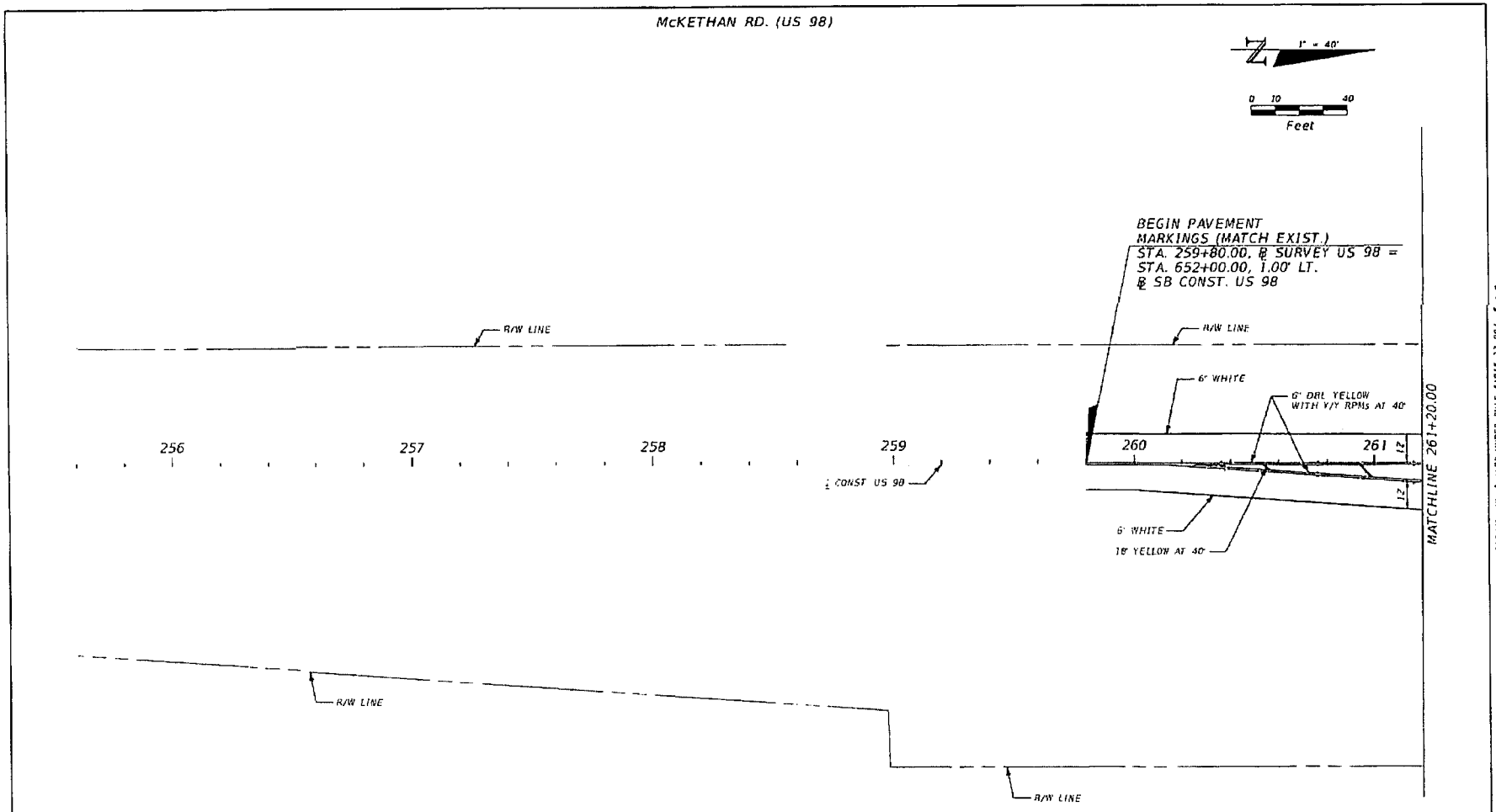
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (29)

SHEET NO: S-42

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL I. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4313

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

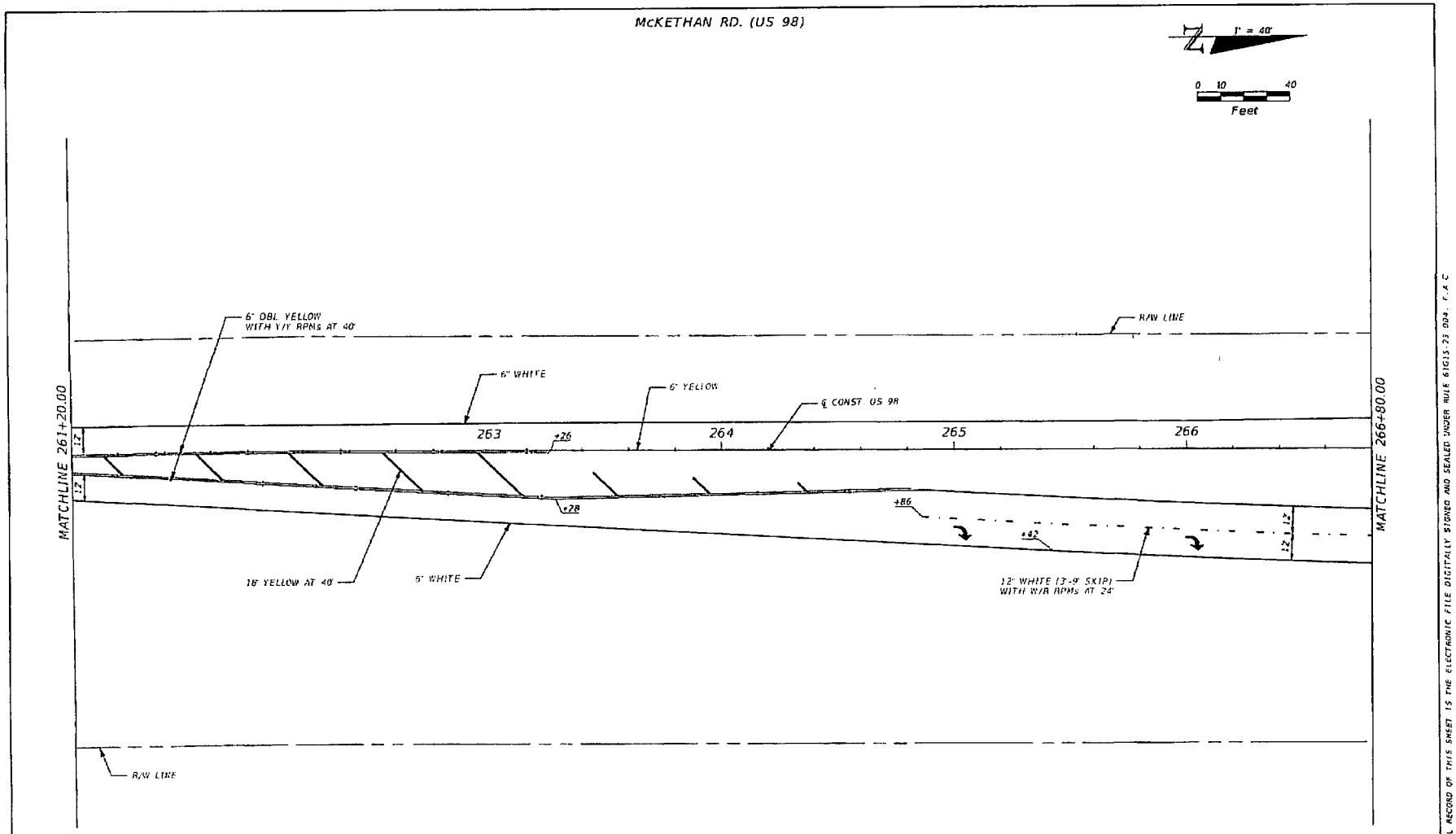
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (30)

SHEET NO. S-43

SHORENLT 8/17/2018 8:02:28 PM

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 6213

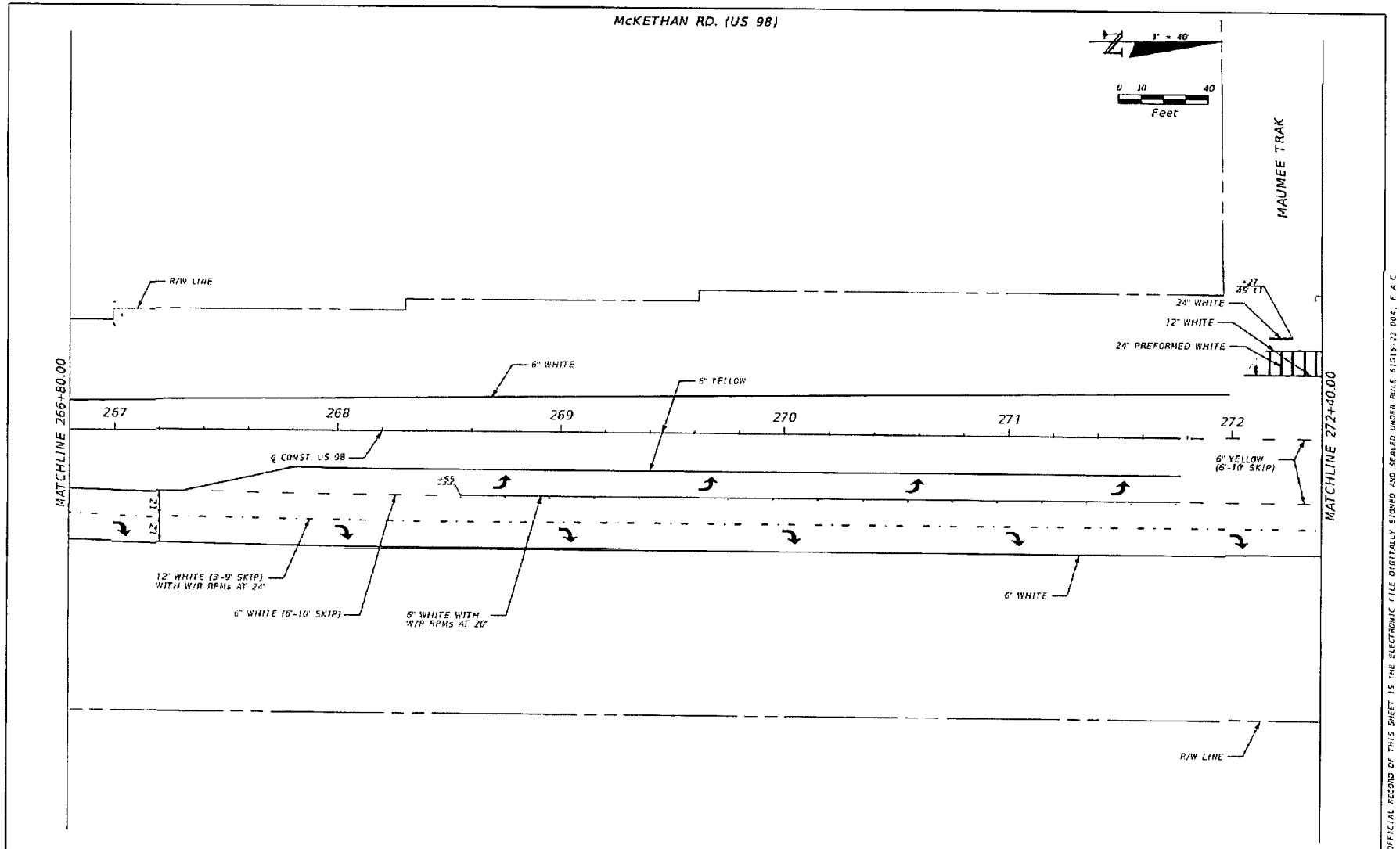
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (31)

SHEET NO. 5-44

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

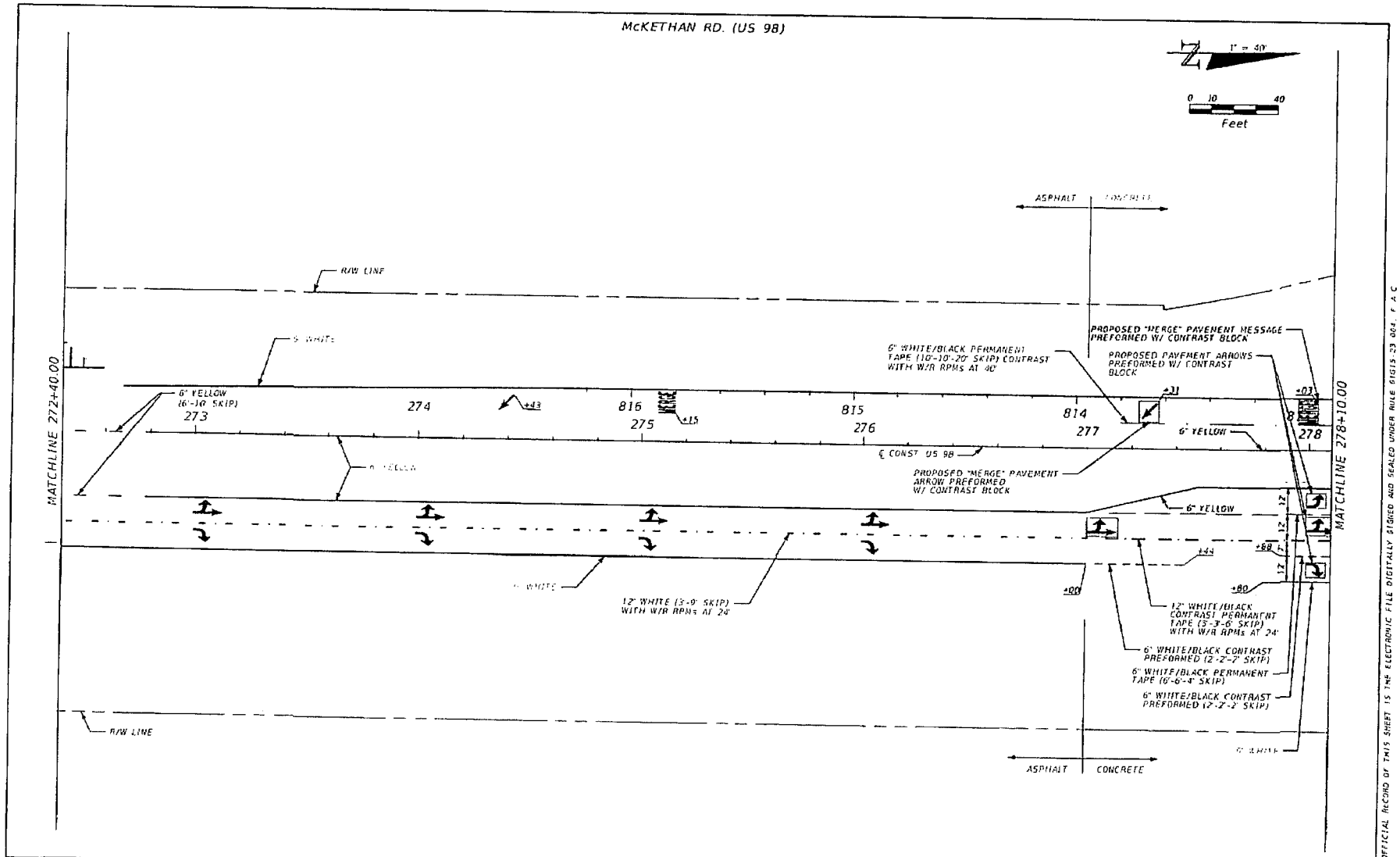
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (32)

SHEET NO. S-45

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2538
CERTIFICATE OF AUTHORIZATION NO. 4213

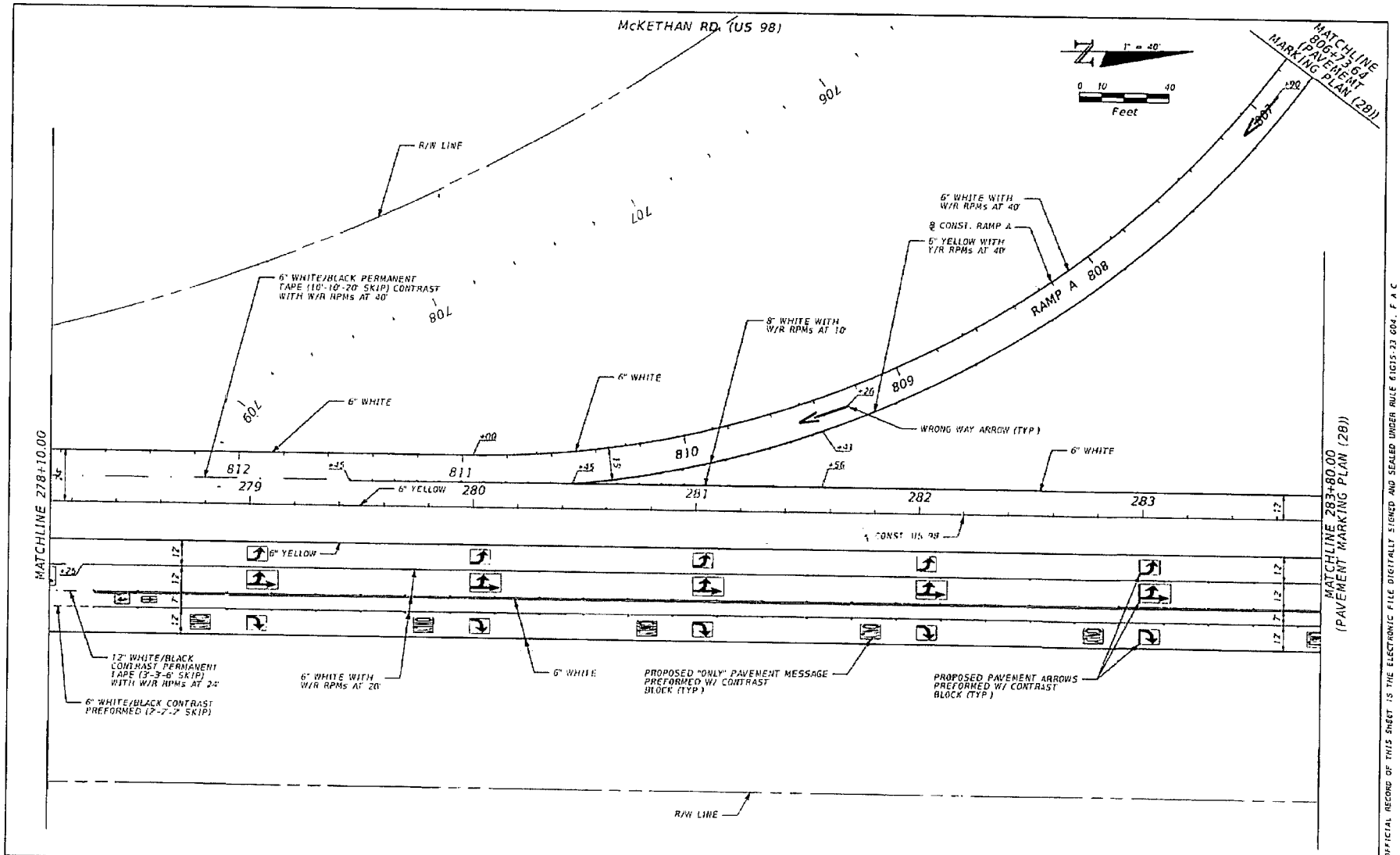
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (33)

SHEET NO. 5-46

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

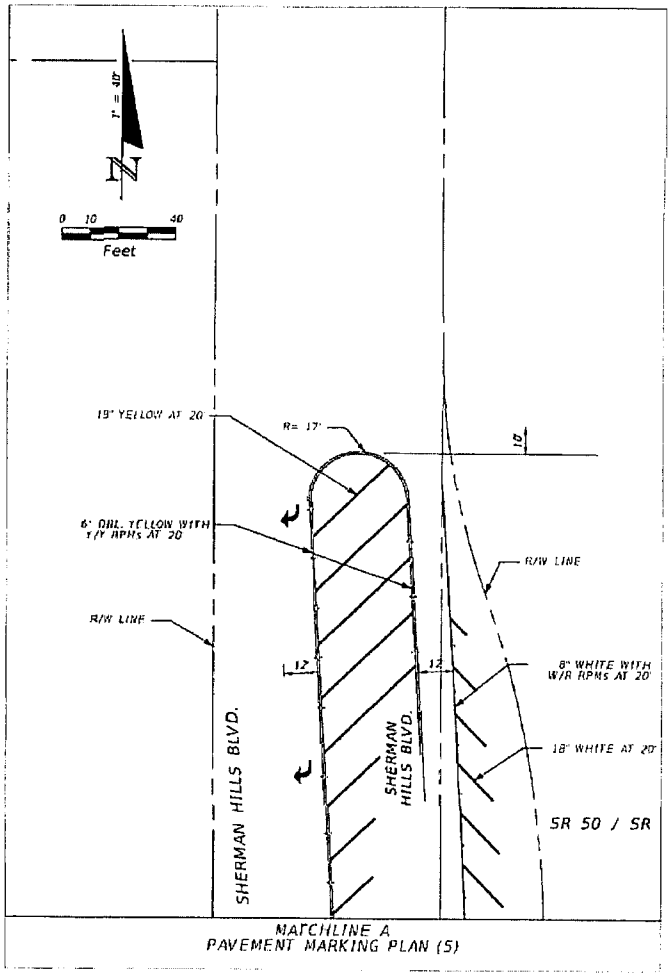
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

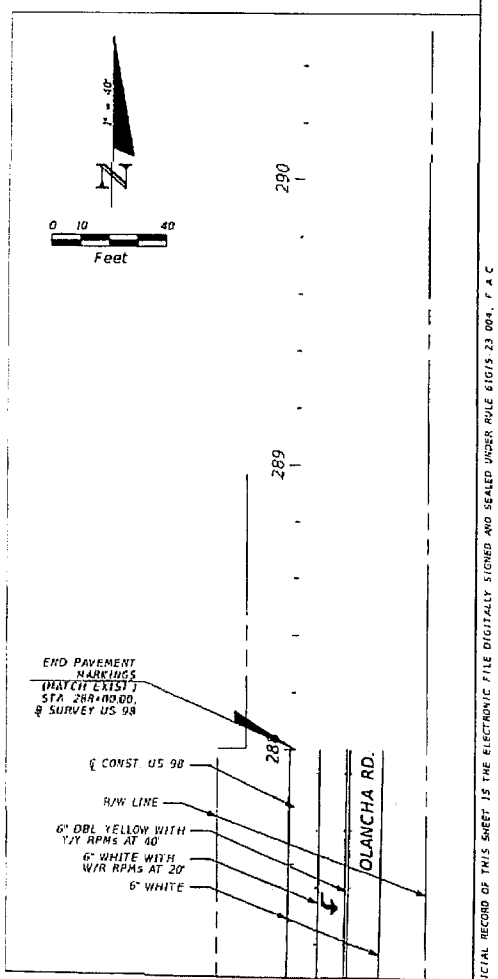
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (34)

SHEET NO. S-47

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





REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-3548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (35)

SHEET NO. 5-48

4/17/2019 11:43:17 AM

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15 23 004, F A C

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

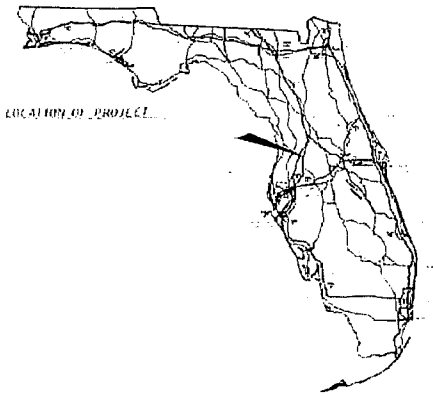
FINANCIAL PROJECT ID 416732-3-52-01
(FEDERAL FUNDS)

HERNANDO COUNTY (08070)

STATE ROAD NO. 50 (CORTEZ BLVD.)

FROM EAST OF US 98/MCKETHAN RD TO EAST OF US 301

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.	SHEET DESCRIPTION
	KEY SHEET
THRU S-2A THRU S-2B	SIGNATURE SHEET
S-3 THRU S-6	TABULATION OF QUANTITIES
S-7	GENERAL NOTES
S-8 THRU S-33	SIGNING AND PAVEMENT MARKING PLAN
S-34 THRU S-37	GUIDE SIGN WORKSHEET

KEY SHEET REVISIONS	
DATE	DESCRIPTION
8/5/20	A ADDED SHEET S-2A AND UPDATED ENGINEER OF RECORD INFORMATION
4/10/21	A ADDED SHEET S-2B

A SIGNING AND PAVEMENT MARKING PLANS ENGINEER OF RECORD:

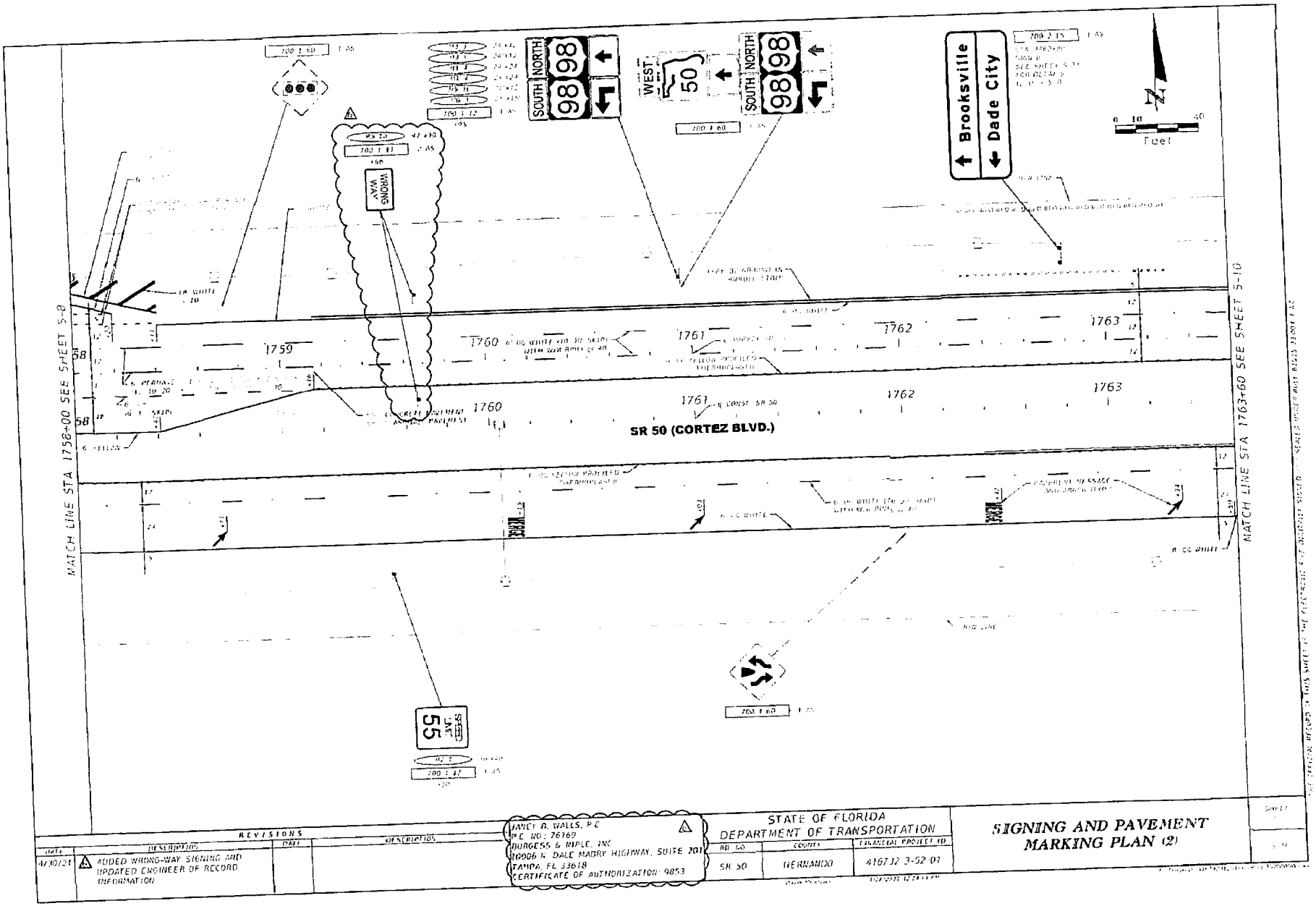
JANEY B. WALLS, P.E.
P.E. NO. 76169
SURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CONTRACT NO. C-9F08
VENDOR NO. 59-4576106001
CERTIFICATE OF AUTHORIZATION NO. 9853

FDOT PROJECT MANAGER:

KEVIN LEE

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T7396	20	S-1

OLANCHA RD.
MCKETHAN RD.
BEGIN PROJECT
BEGIN CONSTRUCTION
BEGIN SIGNING AND PAVEMENT MARKING
(MATCH EPID 416232-4-52-01)
STA 1755+50.00 ℄ CONST SR 50
SR 50 (CORTEZ BLVD.)
MATCH LINE STA 1758+00 SEE SHEET S-9
1753
1754
1755
1756
1757
Groveland
Clermont
Orlando
24
29
54
EAST
50
0 10 40
Feet
REVISIONS
NO.
DESCRIPTION
DATE
BY
JANEY B. WALLS, P.E.
P.E. NO. 76109
ICON CONSULTANT GROUP, INC.
10008 N. DALE MABRY HIGHWAY SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 8230
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
FED. NO.
COUNTY
FINANCIAL PROJECT ID
SR 50
HERNANDO
416232-4-52-01
SIGNING AND PAVEMENT MARKING PLAN (1)
SHEET NO.
S-8



REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/12	⚠ ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

JANET A. WALLS, P.E.
P.E. NO.: 76169
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (2)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

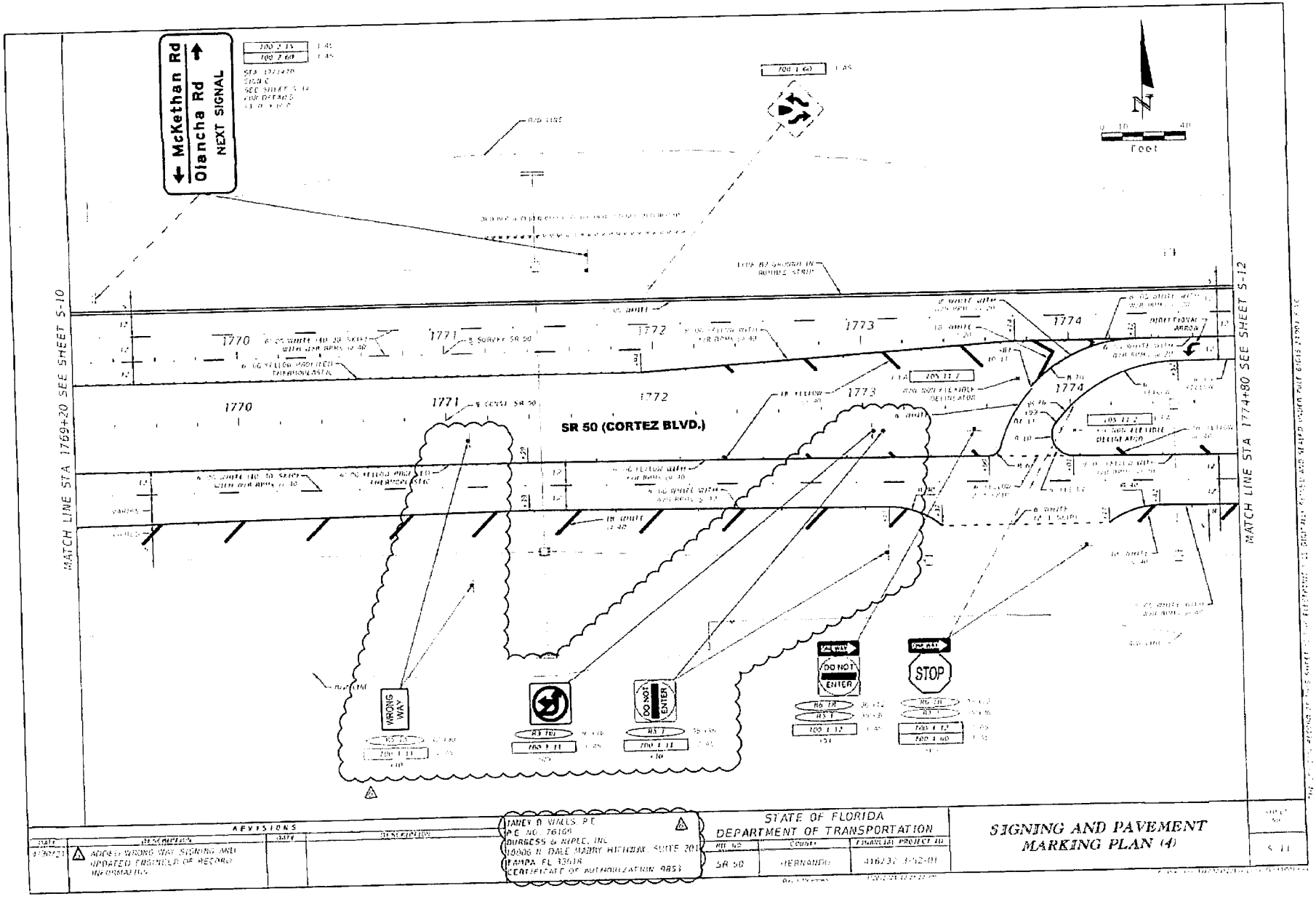
JANEY B. WALLS, P.E.
P.E. NO.: 76169
ICON CONSULTANT GROUP, INC.
10006 N. DALE MABRY HIGHWAY SUITE 241
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 8230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FED. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-1-52-01

SIGNING AND PAVEMENT MARKING PLAN (3)

SHEET NO. 5-10



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
3/30/21	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

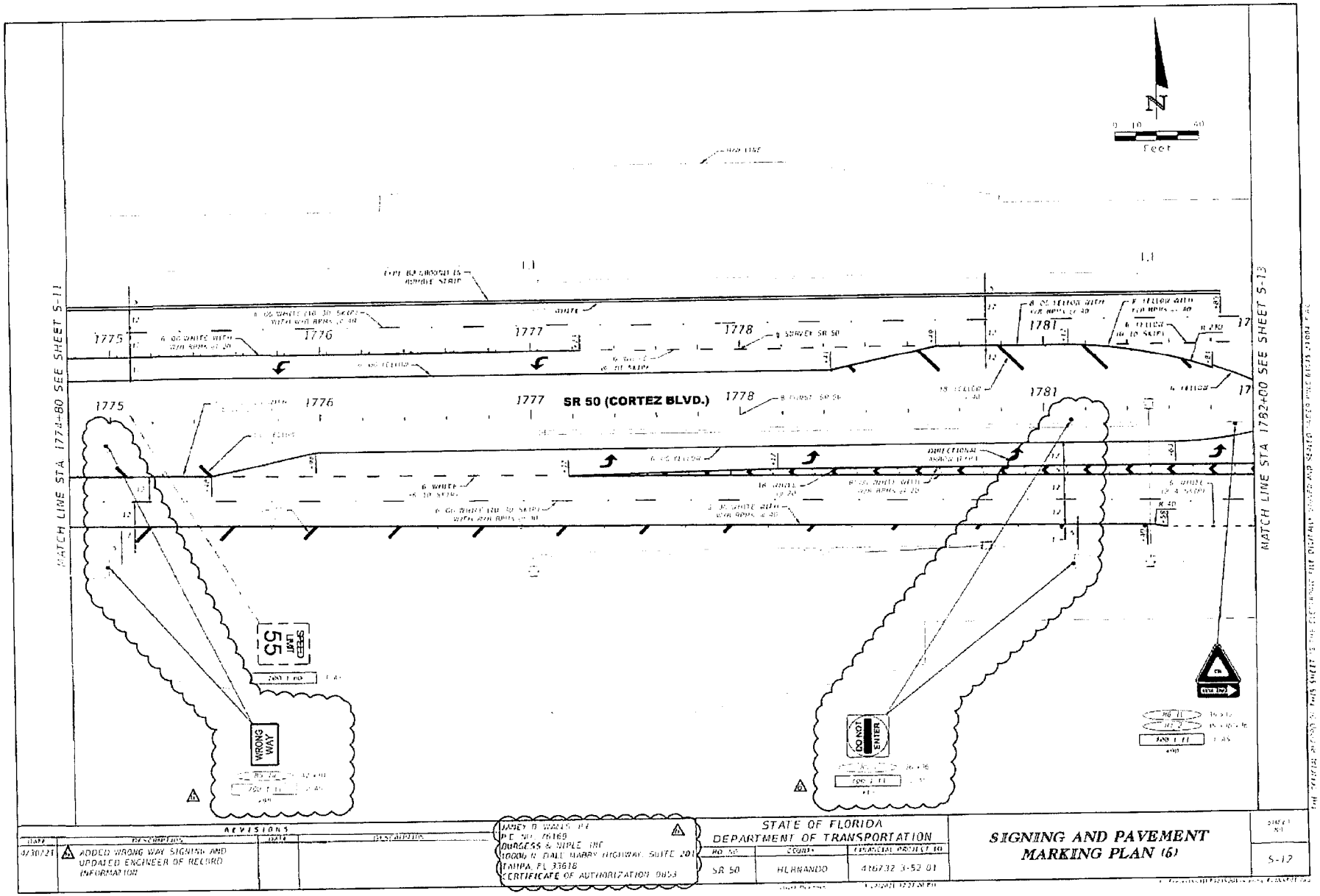
JANEY A. WALLS, P.E.
P.E. NO. 76168
BURGESS & NIPLE, INC.
10008 N. DALE MABRY HIGHWAY, SUITE 301
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416437-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (4)

SHEET NO. S-11



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
3/30/21	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

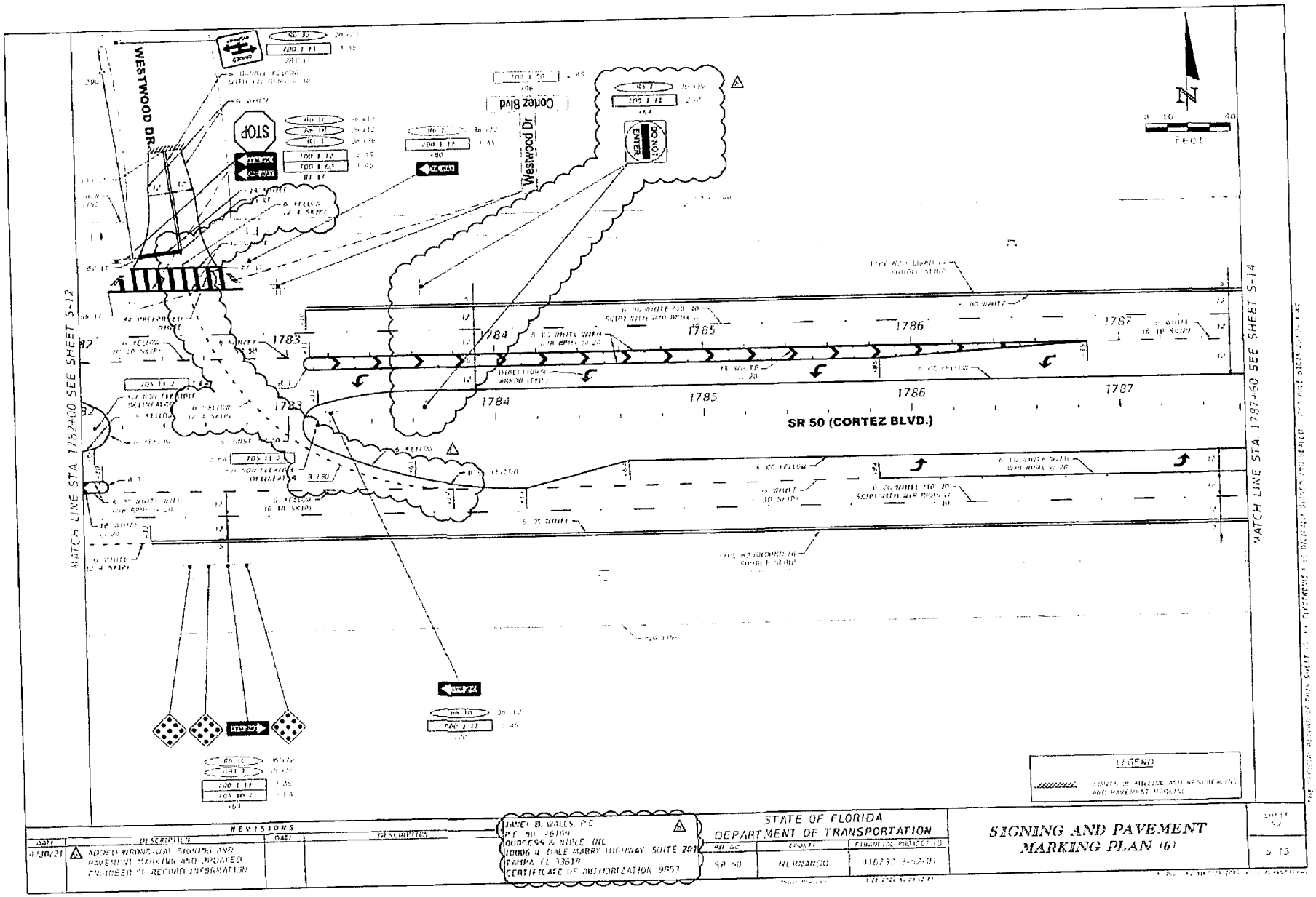
JANEY B WARD, PE
PE NO. 76169
BURGESS & NIPLE, INC
10000 N DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 0853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	436732 3-52 01

SIGNING AND PAVEMENT MARKING PLAN (6)

SHEET NO. S-12



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	ADDED WRONG-WAY SIGNING AND PAVEMENT MARKING AND UPDATED ENGINEER OF RECORD INFORMATION		

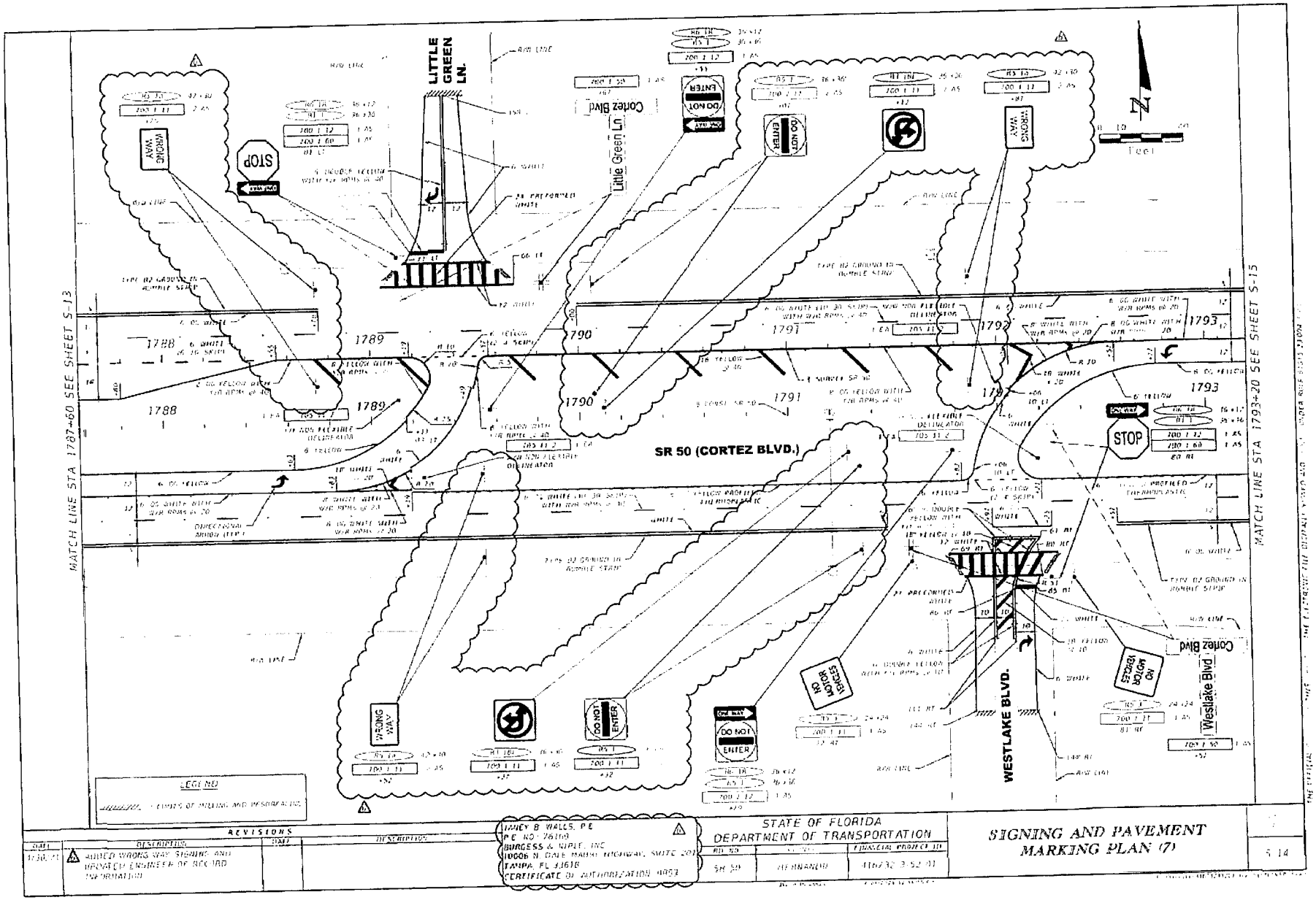
JANET B. WALLS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9653

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	410737 4-52-01

SIGNING AND PAVEMENT MARKING PLAN (6)

SHEET NO. S-13



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
12/30/21	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

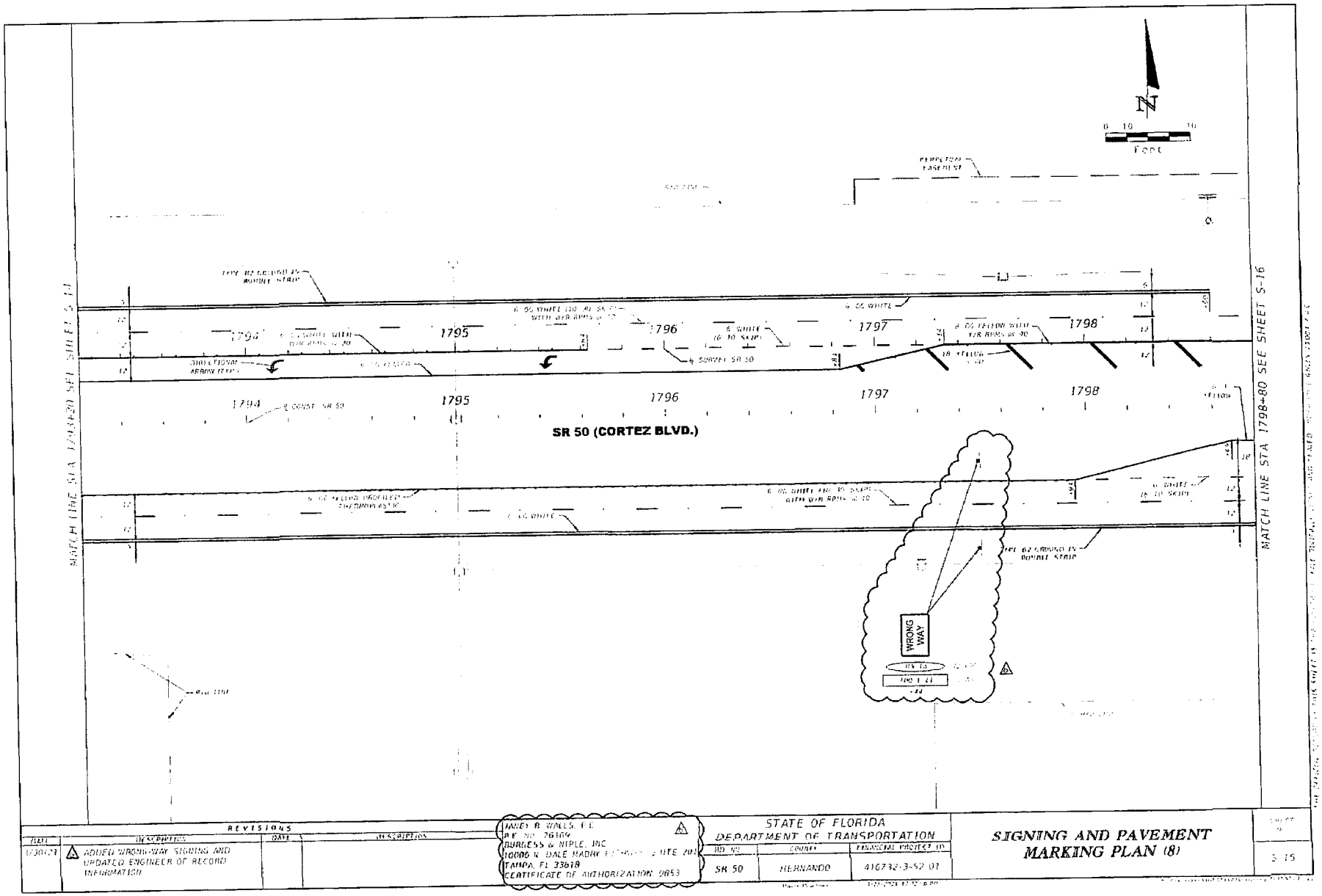
NANCY B. WALES, P.E.
P.E. NO. 76109
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION #853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DISTRICT	COUNTY	FINANCIAL PROJECT ID
07	HERNANDO	410732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (7)

S-14



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
1/30/23	⚠ ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

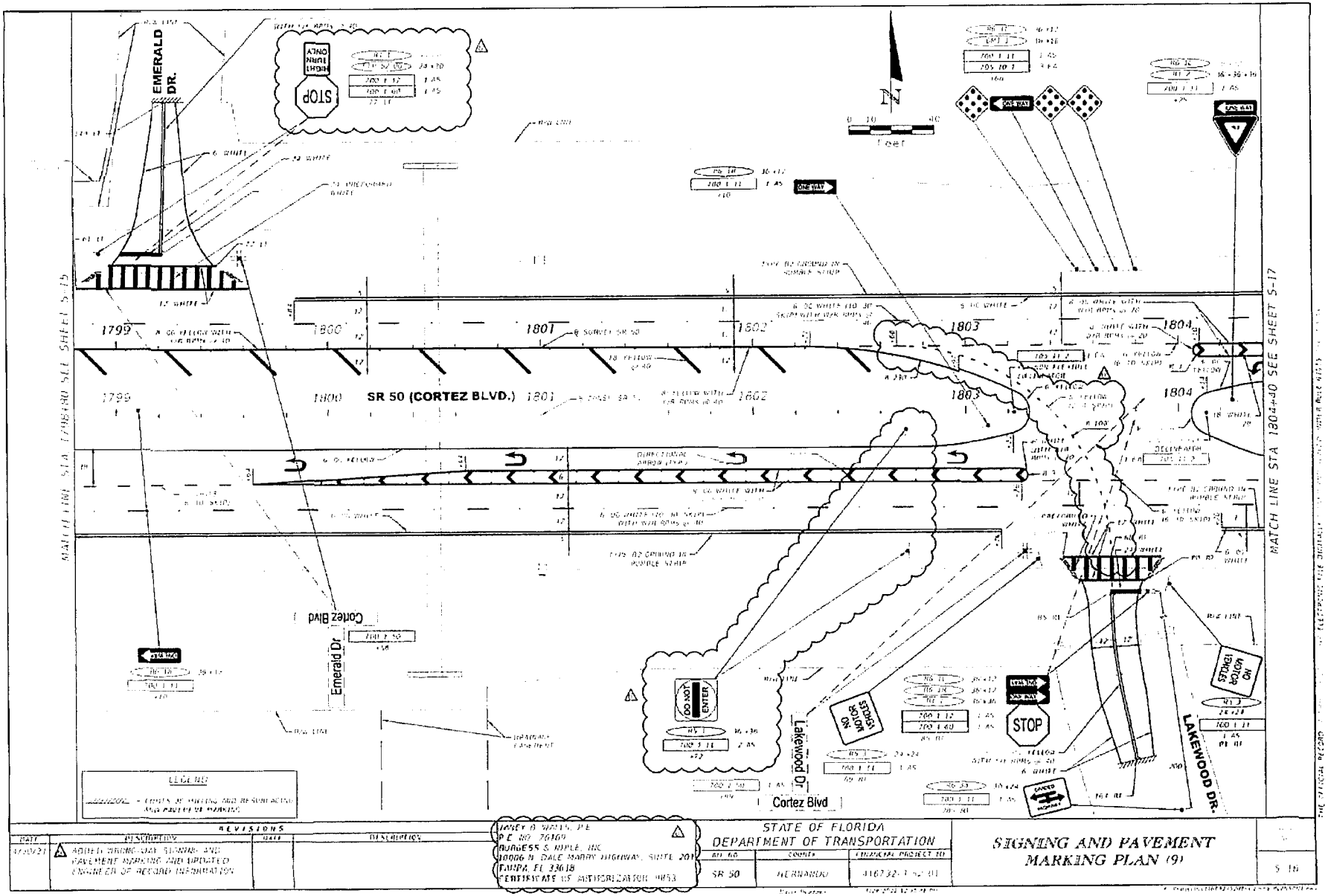
JAMES B. WELLS, P.E.
P.E. NO. 26164
BURGESS & NIPLE, INC.
10000 N. DALE MABRY HIGHWAY, SUITE 203
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 0853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	410732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (8)

S-15



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
12/10/21	ADDED SIGNS (D3-1) STOP(R1-1) AND PAVEMENT MARKING AND UPDATED ENGINEER OF RECORD INFORMATION		

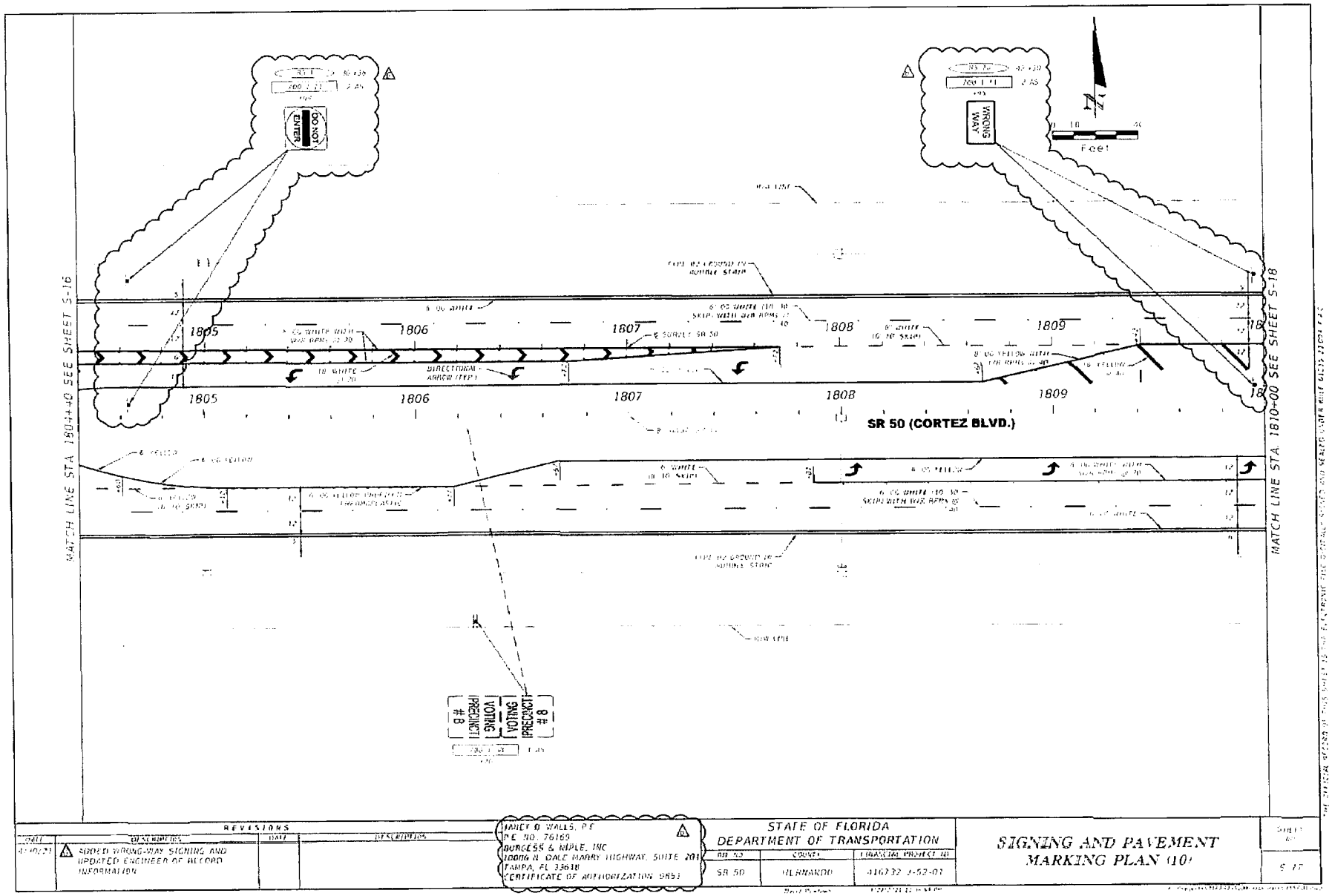
JAMEY B. WATTS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION #853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-1-52-01

SIGNING AND PAVEMENT MARKING PLAN (9)

5 16



REVISIONS			
DATE	BY/INITIALS	DATE	DESCRIPTION
4/10/23	⚠ SHEET WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

⚠

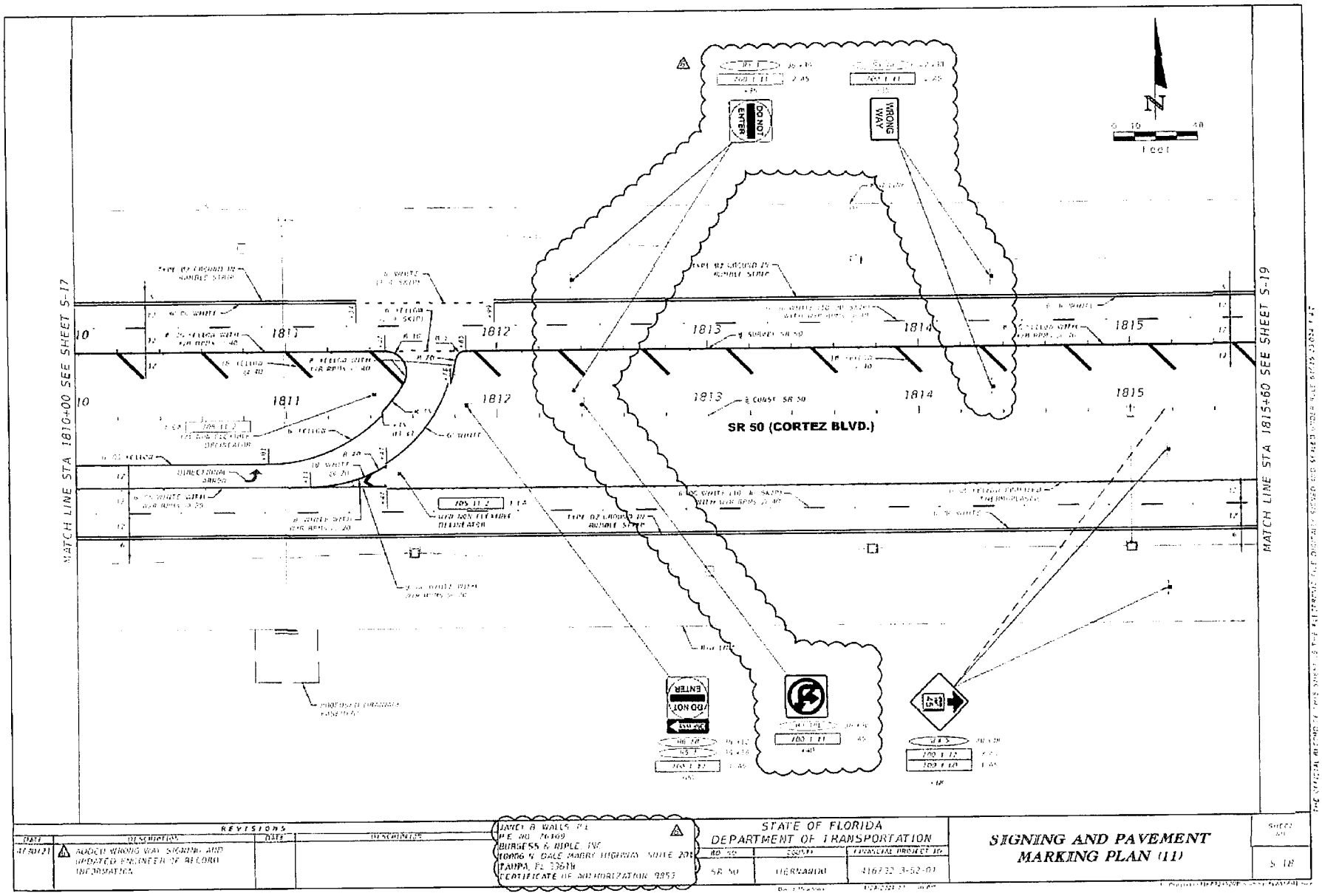
NANCY B. WALLS, P.E.
P.E. NO. 76159
BURGESS & NIPLE, INC
10000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9851

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416232 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (10

SHEET NO.
S-17



REVISIONS

DATE	DESCRIPTION	DATE	INITIALS
4/30/21	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

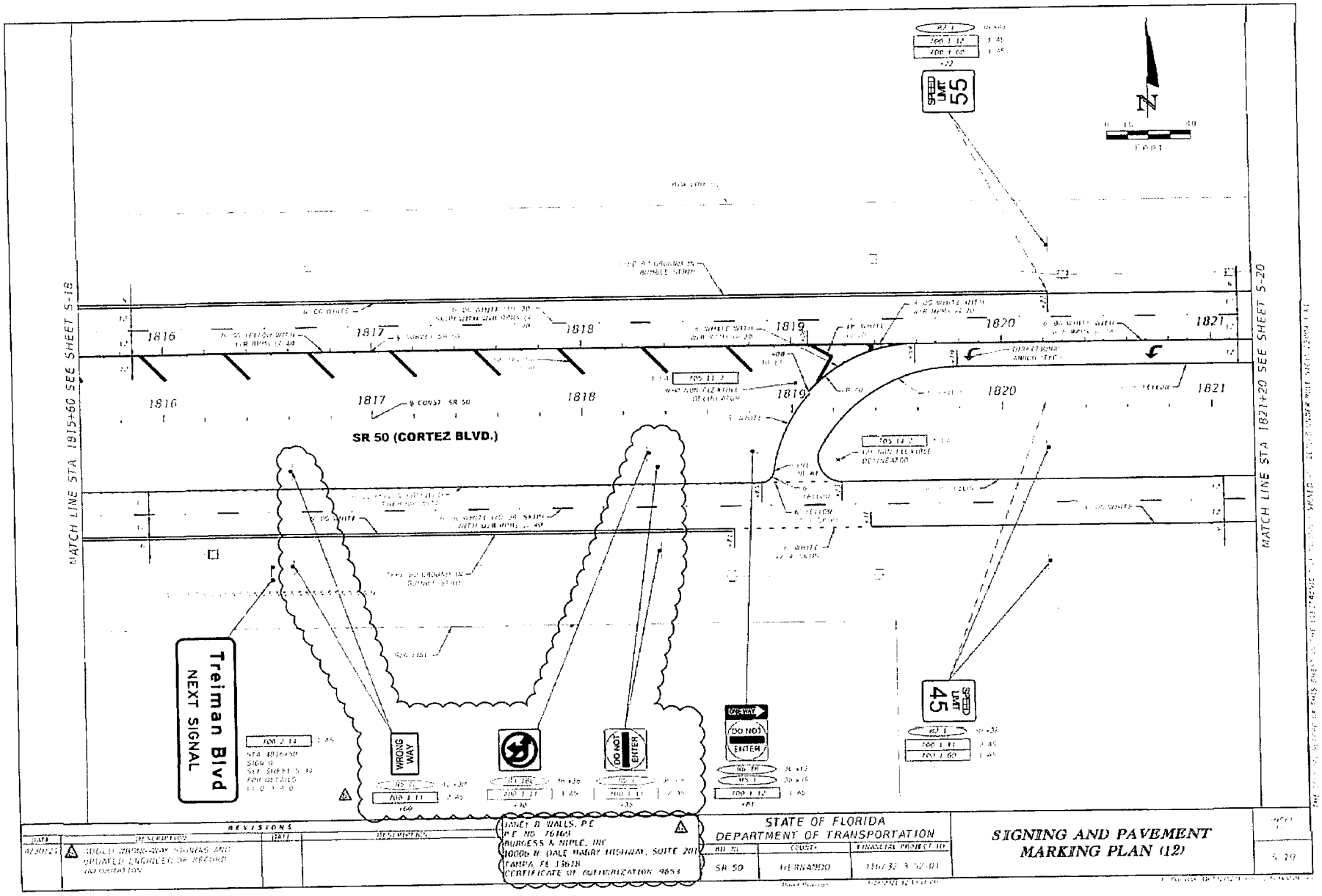
JANET B. WALLS, P.E.
P.E. NO. 76369
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AD. NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (11)

SHEET NO. S-18



REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION
AS NOTED	⚠ SIGN 1 WRONG-WAY ARROWS AND UPDATED ENGINEER OF RECORD INFORMATION		

JANET B. WALLS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC.
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9654

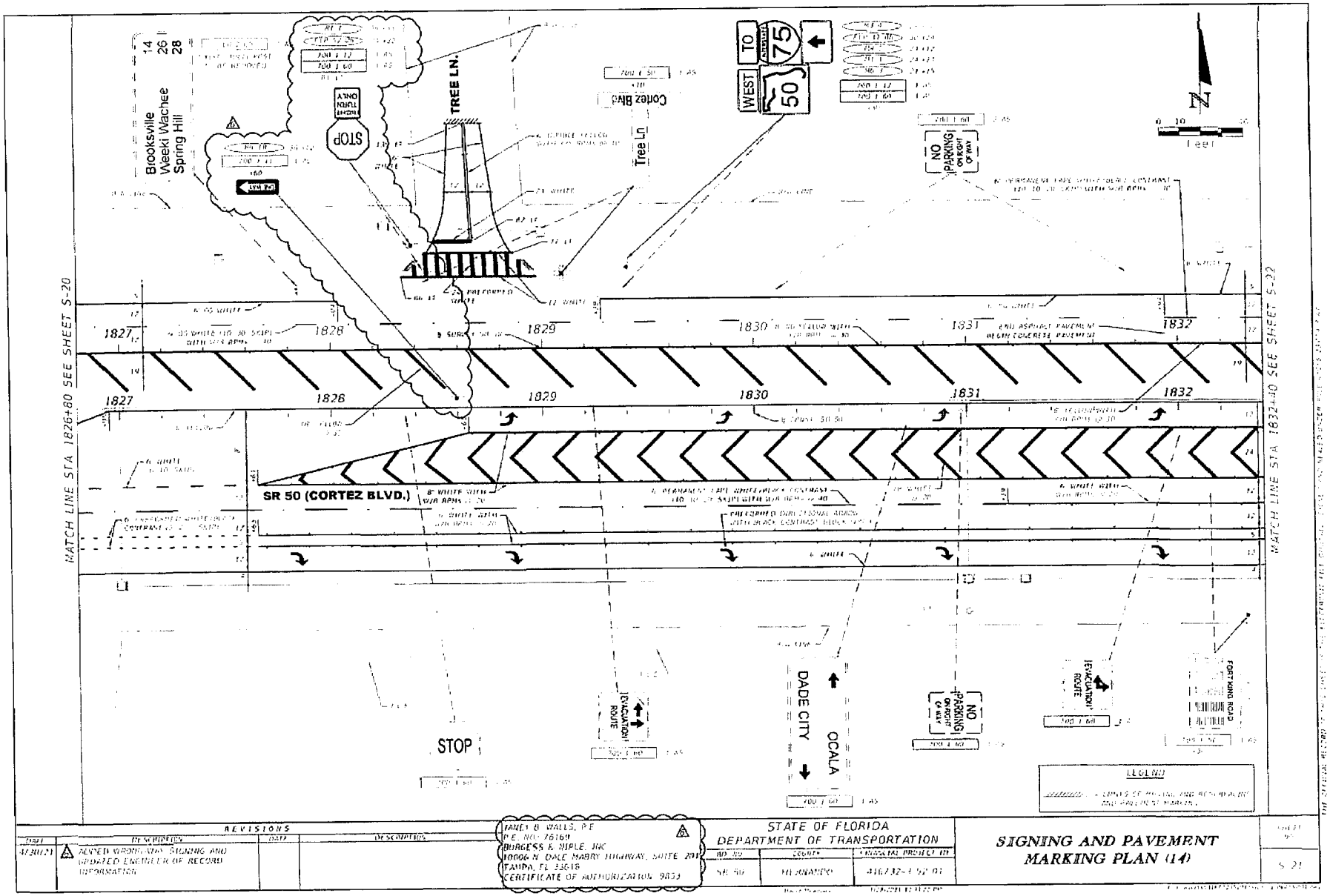
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	33[illegible]-52-01

SIGNING AND PAVEMENT MARKING PLAN (12)

SHEET S-19

MATCH LINE STA. 1821+20 SEE SHEET S-19
MATCH LINE STA 1826+80 SEE SHEET S-21
SR 50 (CORTEZ BLVD.)
1822
1823
1824
1825
1826
Brooksville 14
Weeki Wachee 26
Spring Hill 28
JCT 301
Treiman Blvd
NEXT SIGNAL
Dade City
Ocala
WRONG WAY
EVACUATION ROUTE
N
Feet
REVISIONS
DESCRIPTION
ADDED VARIOUS SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION
JANEY A. WALLS, P.E.
P.E. NO. 76369
BURGESS & NIPLE, INC.
10000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9654
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
SR 50
HERNANDO
SIGNING AND PAVEMENT MARKING PLAN (1 of)
S-20



REVISIONS			
SHEET	DESCRIPTION	DATE	DESCRIPTION
4	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

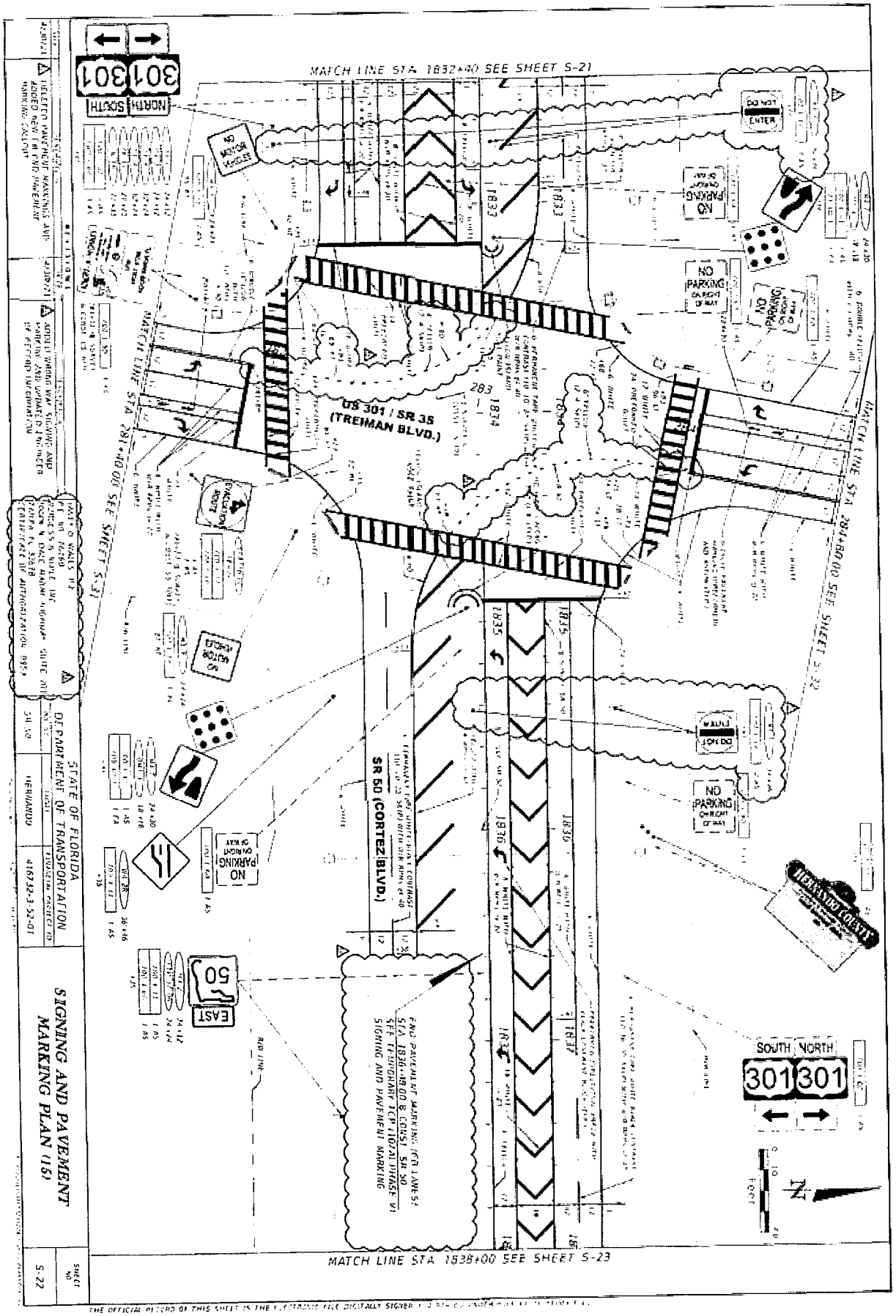
JANET B. WALLS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9853

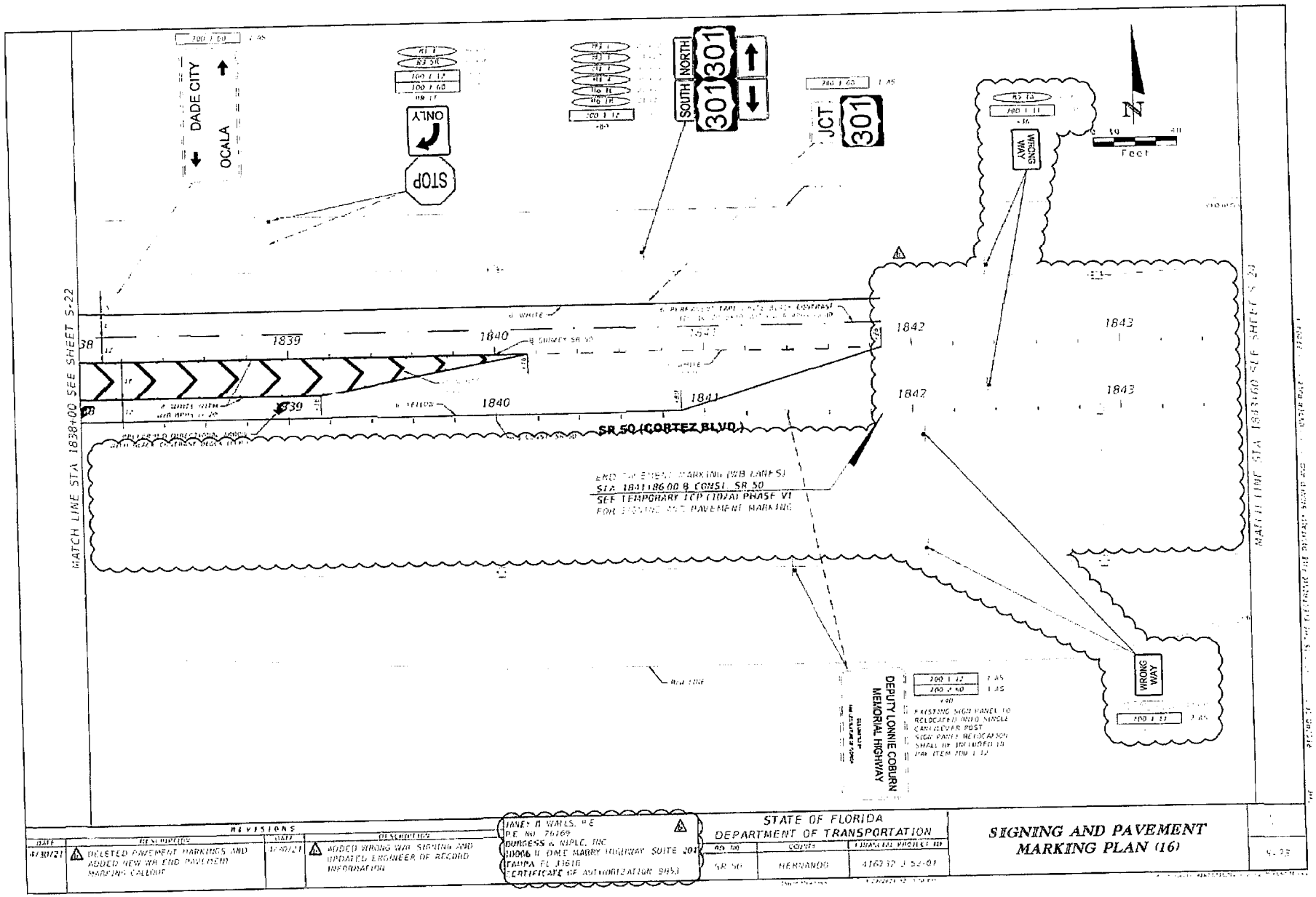
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FED. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416232-4-52-01

SIGNING AND PAVEMENT MARKING PLAN (14)

SHEET NO. S-21


MATCH LINE STA. 1832+40 SEE SHEET S-21
MATCH LINE STA. 1838+00 SEE SHEET S-23
US 301 / SR 35
(TRENHAM BLVD.)
SR 50 (CORTEZ BLVD.)
NORTH
SOUTH
301
EAST
50
NO PARKING ON RIGHT OF WAY
DO NOT ENTER
SOUTH NORTH
301 301
HERNANDO COUNTY
SIGNING AND PAVEMENT MARKING PLAN (15)
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
HERNANDO
416732-3-52-01
S-22



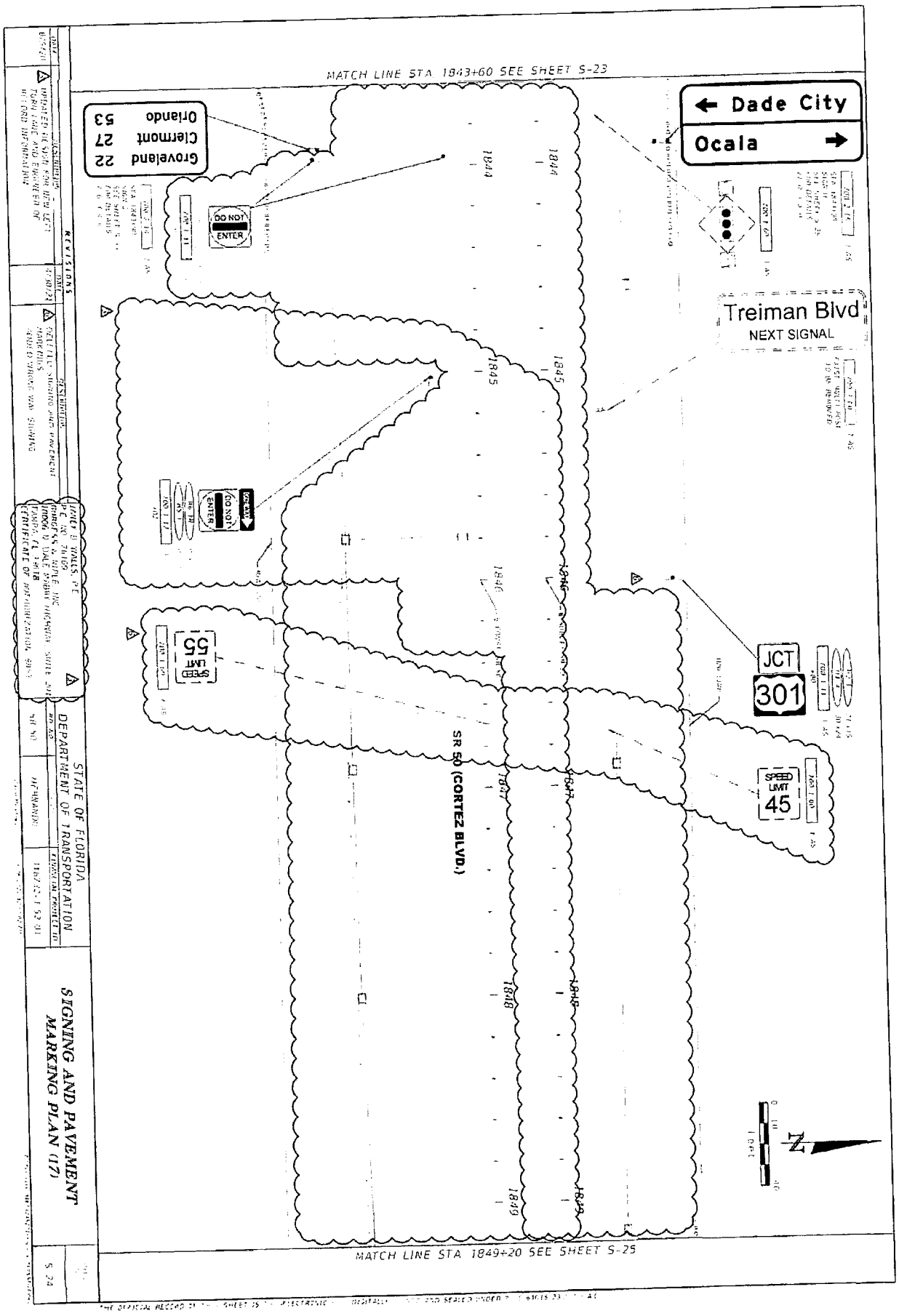
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	DELETED PAVEMENT MARKINGS AND ADDED NEW WB END PAVEMENT MARKING CALLOUT	5/20/21	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION

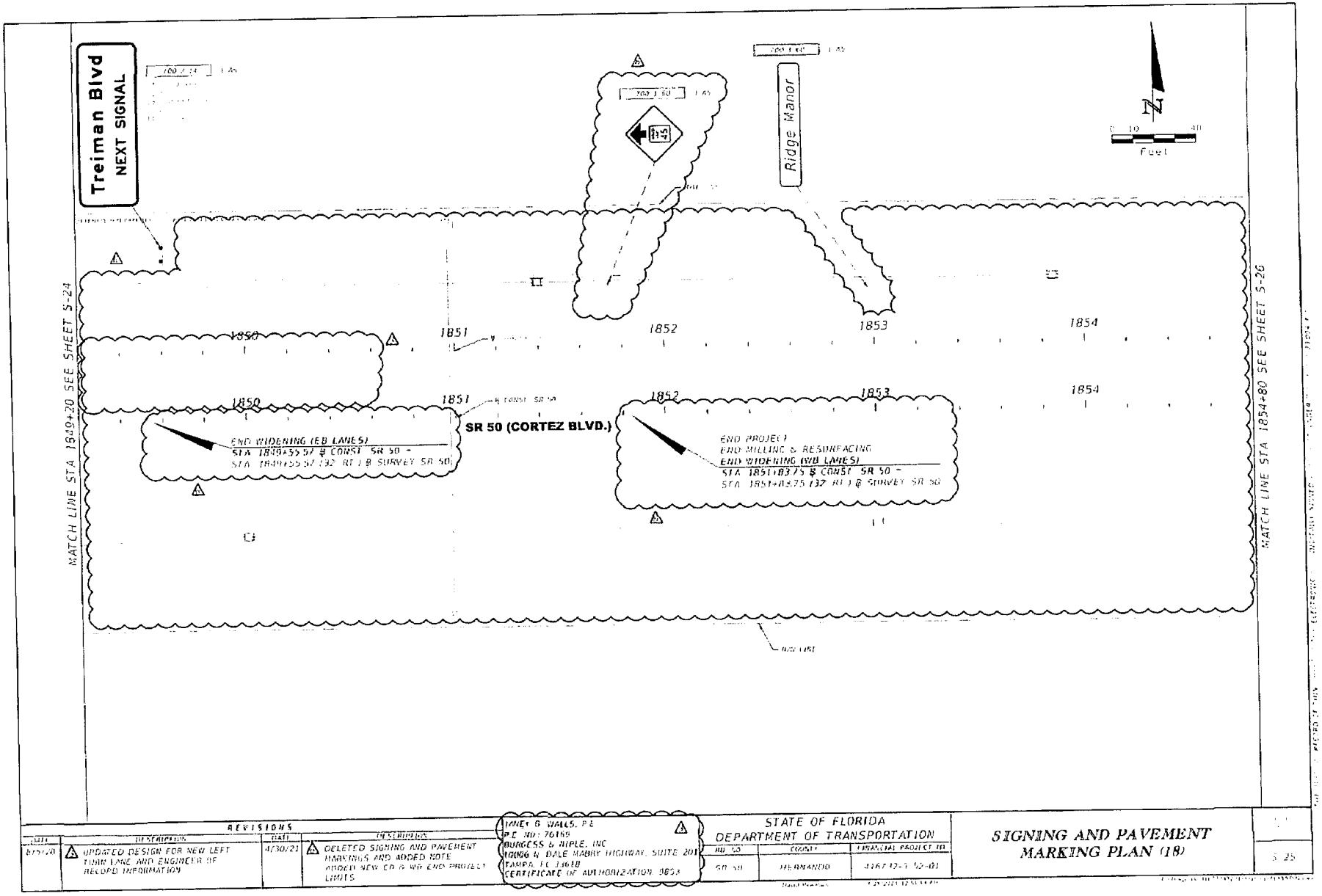
JAMES A WALLS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC
10006 N. DALE MABRY HIGHWAY SUITE 201
TAMPA FL 33618
CERTIFICATE OF AUTHORIZATION 9853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416232 1 52-01

SIGNING AND PAVEMENT MARKING PLAN (16)


MATCH LINE STA 1843+60 SEE SHEET S-23
Dade City
Ocala
Groveland 22
Clermont 27
Orlando 53
DO NOT ENTER
Treiman Blvd
NEXT SIGNAL
JCT 301
SPEED LIMIT 55
SPEED LIMIT 45
SR 50 (CORTEZ BLVD.)
1844
1845
1846
1847
1848
1849
MATCH LINE STA 1849+20 SEE SHEET S-25
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
SIGNING AND PAVEMENT MARKING PLAN (17)
S-24



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
8/29/23	⚠ UPDATED DESIGN FOR NEW LEFT TURN LANE AND ENGINEER OF RECORD INFORMATION	4/30/23	⚠ DELETED SIGNING AND PAVEMENT MARKINGS AND ADDED NOTE ADDED NEW EOR & WB END PROJECT LIMITS

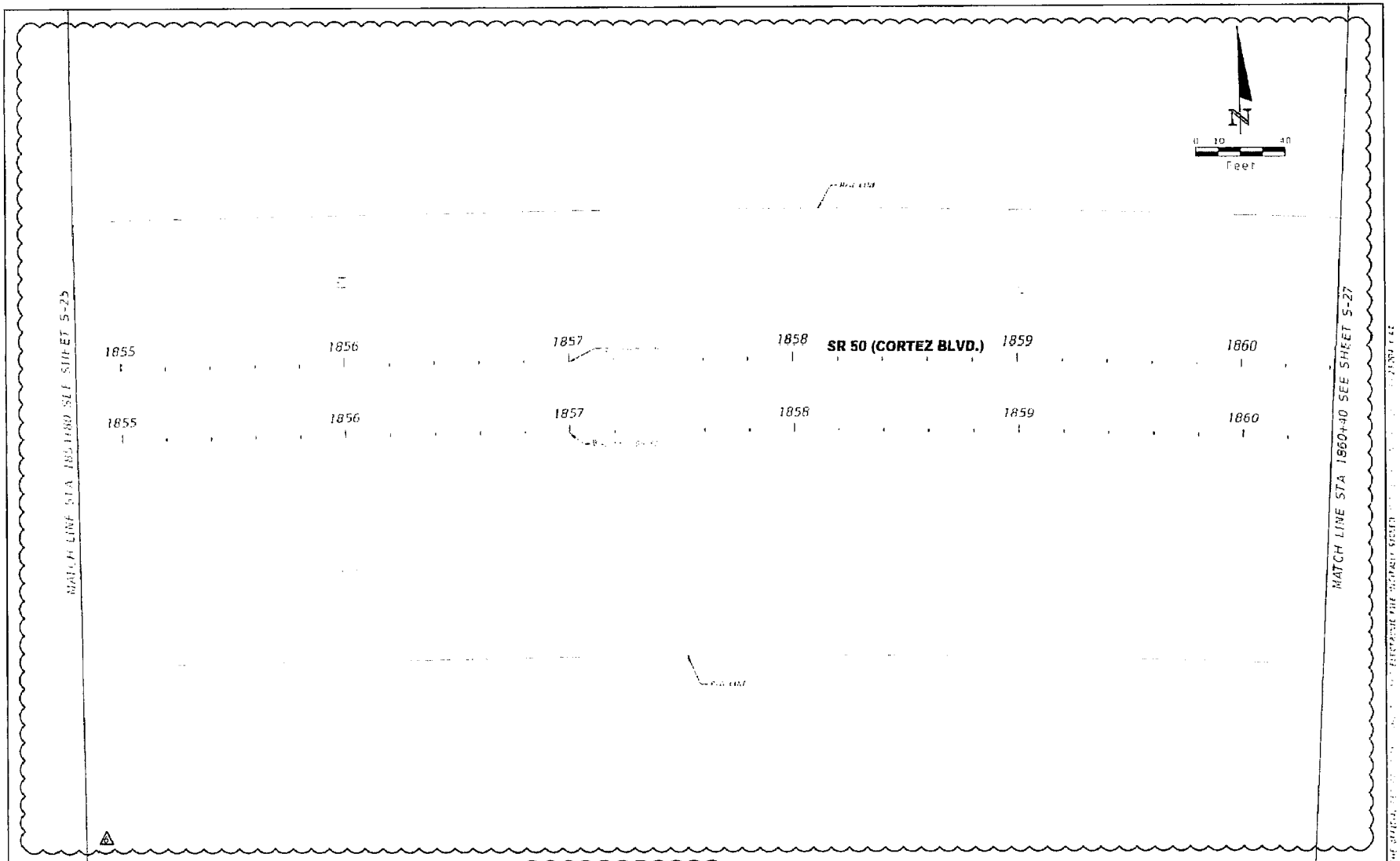
JANET G. WALLS, P.E.
P.E. NO.: 76169
BURGESS & NIPLE, INC
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 0853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	436743-1-52-01

SIGNING AND PAVEMENT MARKING PLAN (18)

S 25



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	⚠ DELETED SIGNING AND PAVEMENT MARKINGS THIS SHEET. UPDATED ENGINEER OF RECORD INFORMATION		

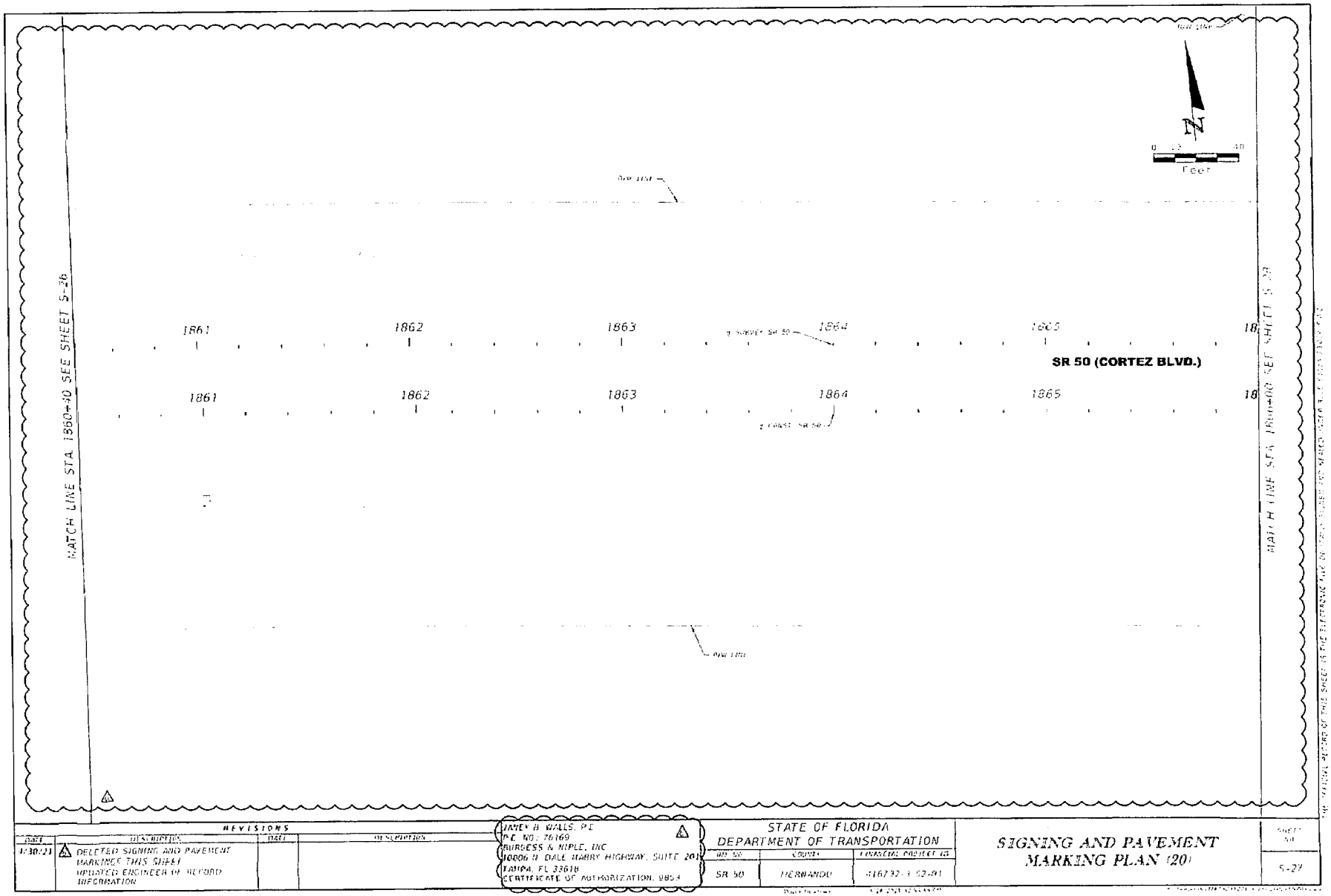
JAREY R. WALLS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC
10000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 0853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732 3 52 01

SIGNING AND PAVEMENT MARKING PLAN (19)

SHEET
S-26



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	⚠ DELETED SIGNING AND PAVEMENT MARKINGS THIS SHEET UPDATED ENGINEER OF RECORD INFORMATION		

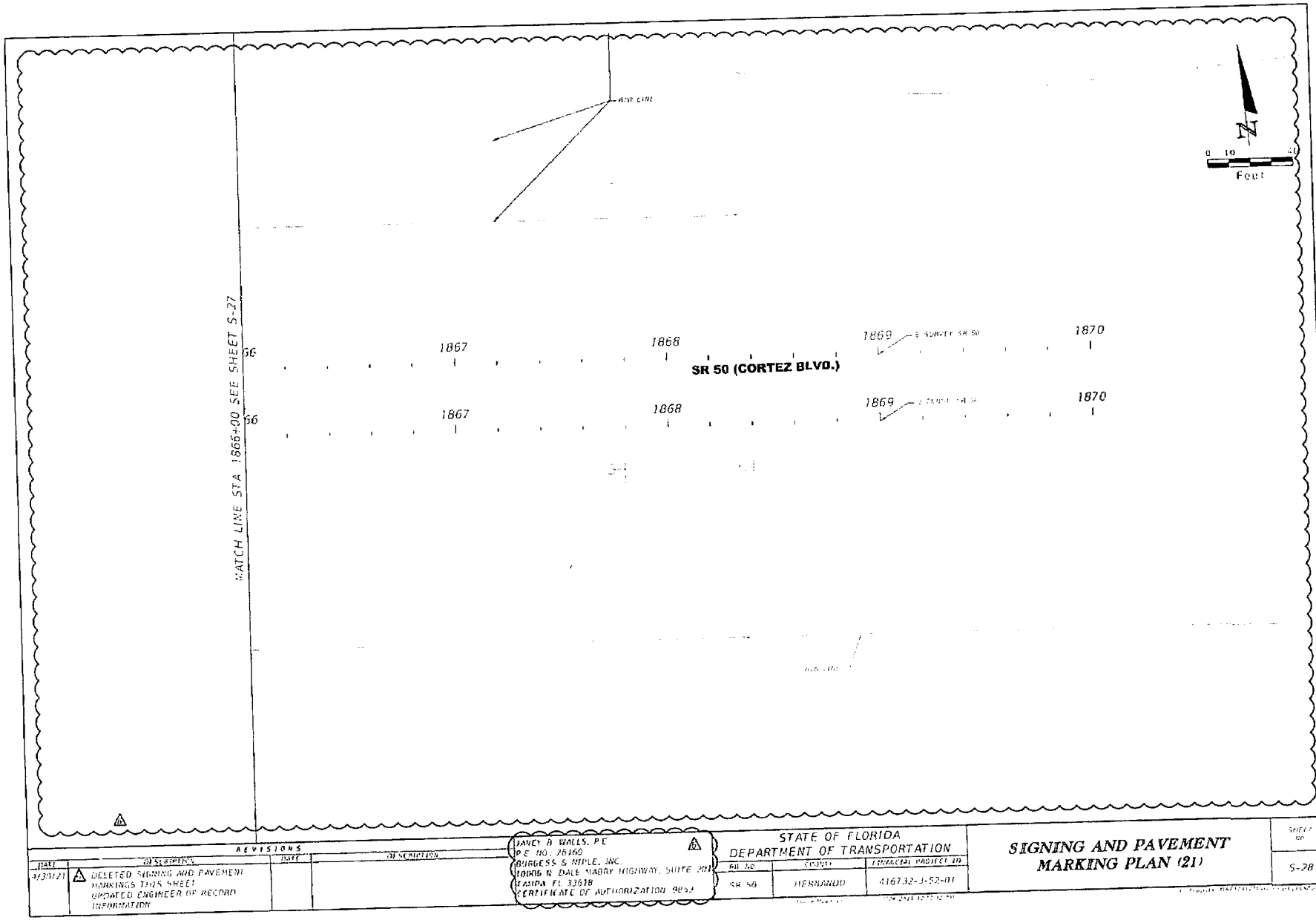
JAMES B. WALLS, P.E.
P.E. NO.: 76169
BURGESS & NIPLE, INC
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9854

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-1-52-01

SIGNING AND PAVEMENT MARKING PLAN (20)

SHEET NO.
5-27



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
9/30/21	DELETED SIGNING AND PAVEMENT MARKINGS THIS SHEET. UPDATED ENGINEER OF RECORD INFORMATION		

JANEY B. WALLS, P.E.
P.E. NO.: 76169
BURGESS & NIPLE, INC.
10806 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 9854

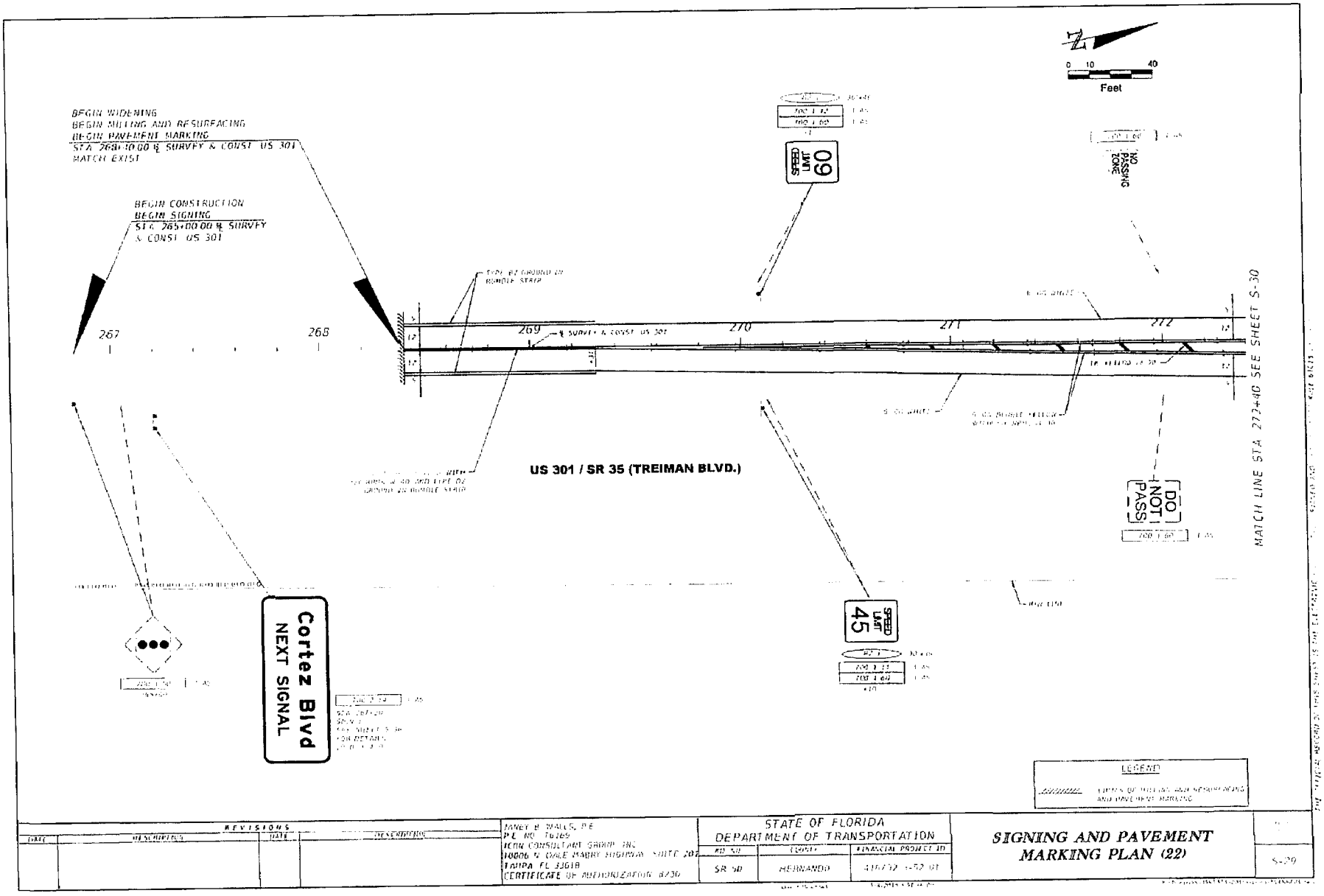
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (21)

SHEET NO. S-28

THE SPECIAL WORDING ON THIS SHEET IS THE ELECTRONIC FILE AUTHENTICATION REQUIRED BY RULE 61G15-23.001 F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JANET P. WALLS, P.E.
P.E. NO. 76169
KCIM CONSULTANT GROUP, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 202
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 8430

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	417752-1-52-01

SIGNING AND PAVEMENT MARKING PLAN (22)

S-29

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

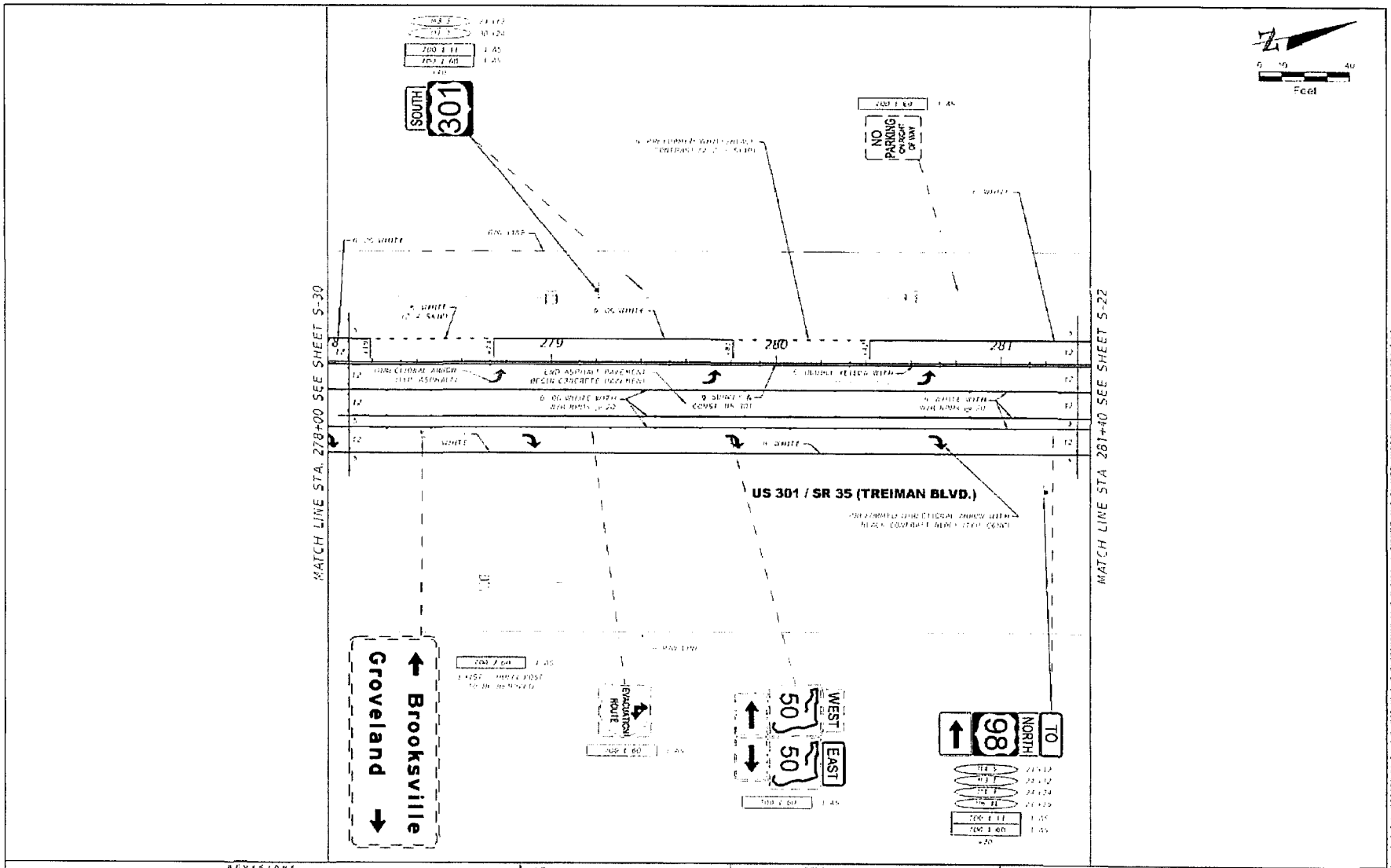
JAMES B. WATTS, P.E.
P.E. NO. 76169
ICON CONSULTANT GROUP, INC.
10008 N. DALE MABRY HIGHWAY SUITE 207
TAMPA FL 33618
CERTIFICATE OF AUTHORIZATION #230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (23)

SHEET NO. S-30



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

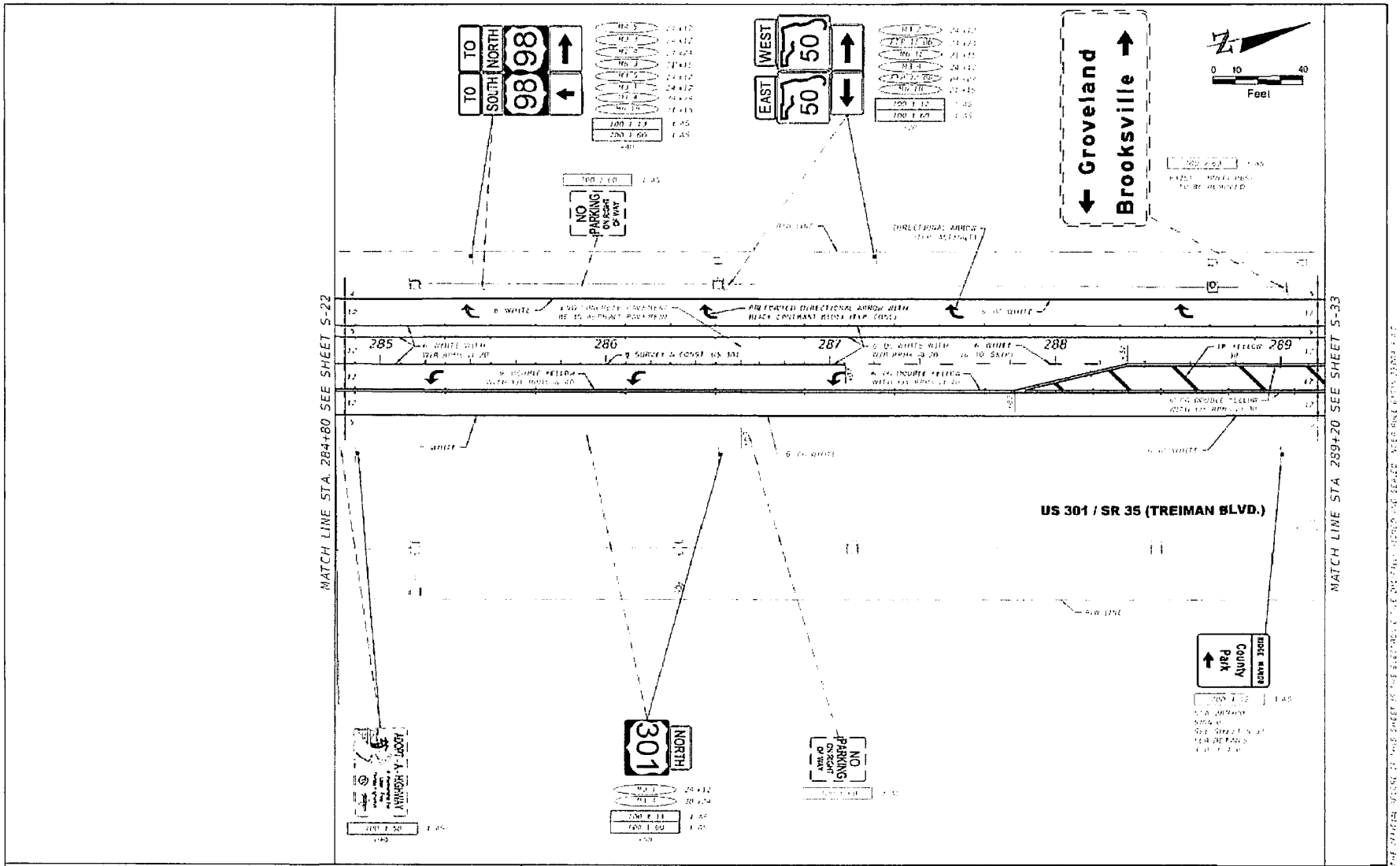
JAMES B. WALLS, P.E.
P.E. NO. 76169
ICOR CONSULTANT GROUP, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 3239

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DIST. NO.	COUNTY	FINANCIAL PROJECT ID
07	HERNANDO	416737 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (24)

SHEET NO. S-31



REVISIONS

DESCRIPTION	DATE	DESCRIPTION

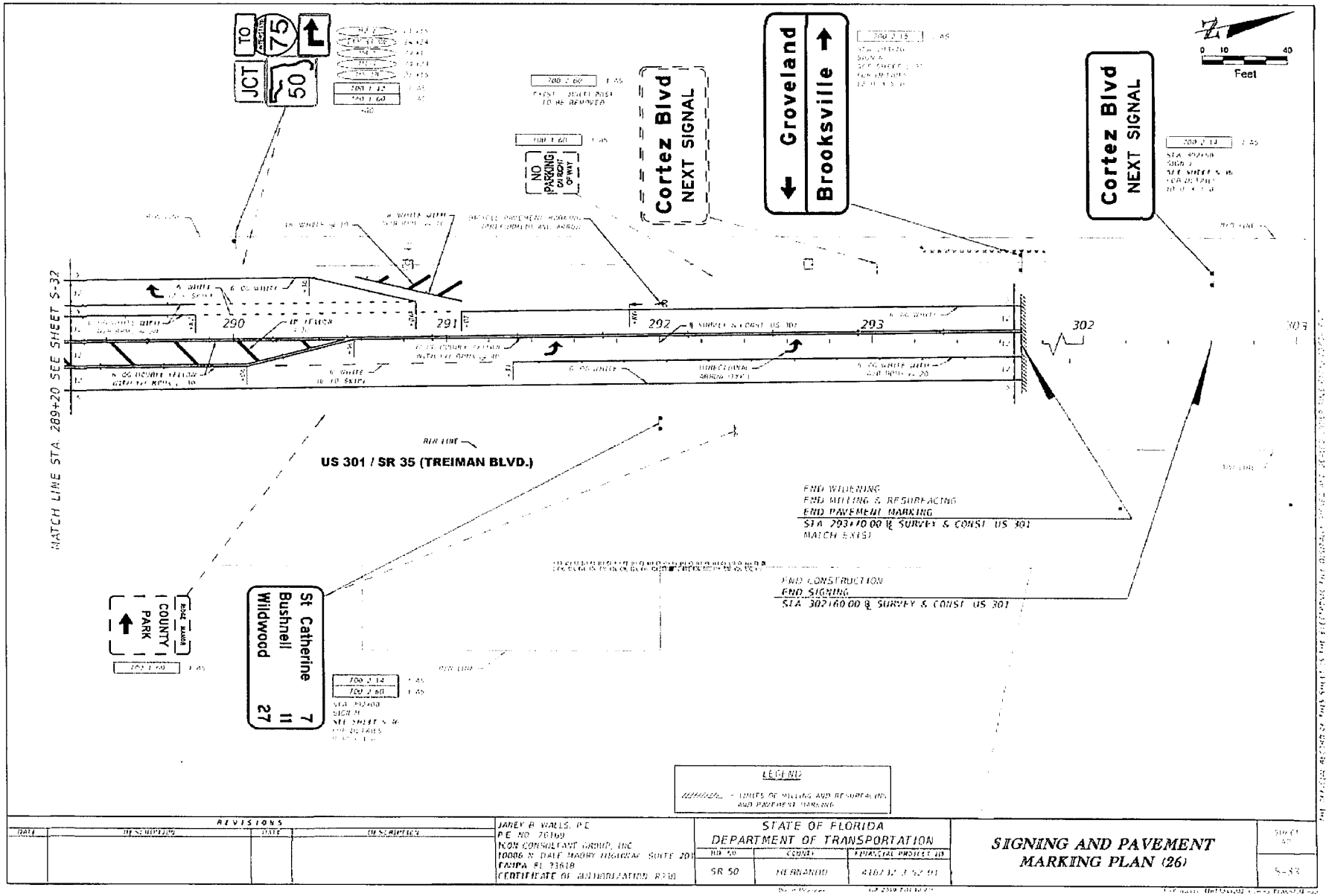
JANEY D. WALLS, P.E.
P.E. NO. 76169
ILON CONSULTANT GROUP, INC.
10008 N. DALE MABRY HIGHWAY SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 8230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DIST. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416737-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (25)

SHEET NO.
S-32



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JANEY B. WALLS, P.E.
P.E. NO. 76169
NON CONSULTANT GROUP, INC
10008 N. DALE MABRY HIGHWAY SUITE 201
TAMPA FL 33618
CERTIFICATE OF AUTHORIZATION #7510

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

HIGHWAY	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732 3 52 01

SIGNING AND PAVEMENT MARKING PLAN (26)

SHEET NO.
S-33

ADDITIONAL BACKGROUND TRAFFIC

TRANSPORTATION ANALYSIS

STATEWIDE LOGISTICS CENTER

Prepared For

CENTRAL FLORIDA DEVELOPMENT

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

FIGURE 3
PROJECT TRAFFIC

LINCKS & ASSOCIATES, INC.

TRANSPORTATION ANALYSIS

BENTON HILL ESTATES

Prepared For

MERITAGE HOMES

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

TRANSPORTATION ANALYSIS

BENTON HILLS ESTATES

Prepared For

MERITAGE HOMES

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

January, 2022

Project No. 21130

Steven J. Henry, P.E.
P.E. No. 51555

_____
Date

TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends			PM Peak Hour Trip Ends		
				In	Out	Total	In	Out	Total
Single Family	210	660 DU's	5,727	108	307	415	369	217	586

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

FIGURE 3
PROJECT TRAFFIC

TRANSPORTATION ANALYSIS

KETTERING INDUSTRIAL

Prepared For

JDC PROPERTY GROUP, L.L.C

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

TRANSPORTATION ANALYSIS

KETTERING INDUSTRIAL

Prepared For

JDC PROPERTY GROUP, L.L.C

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

January, 2022

Project No. 21241

Steven J. Henry, P.E.
P.E. No. 51555

_____
Date

TABLE 1

ESTIMATED STREET PROJECT TRIP ENDS (1)

Land Use	Size	Daily Trip Ends	AM Peak Hour Trip Ends			PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total
Warehouse/ Distribution Facility	337,137 SF	3,052	141	195	336	118	116	234

(1) Source: Data provided by End User

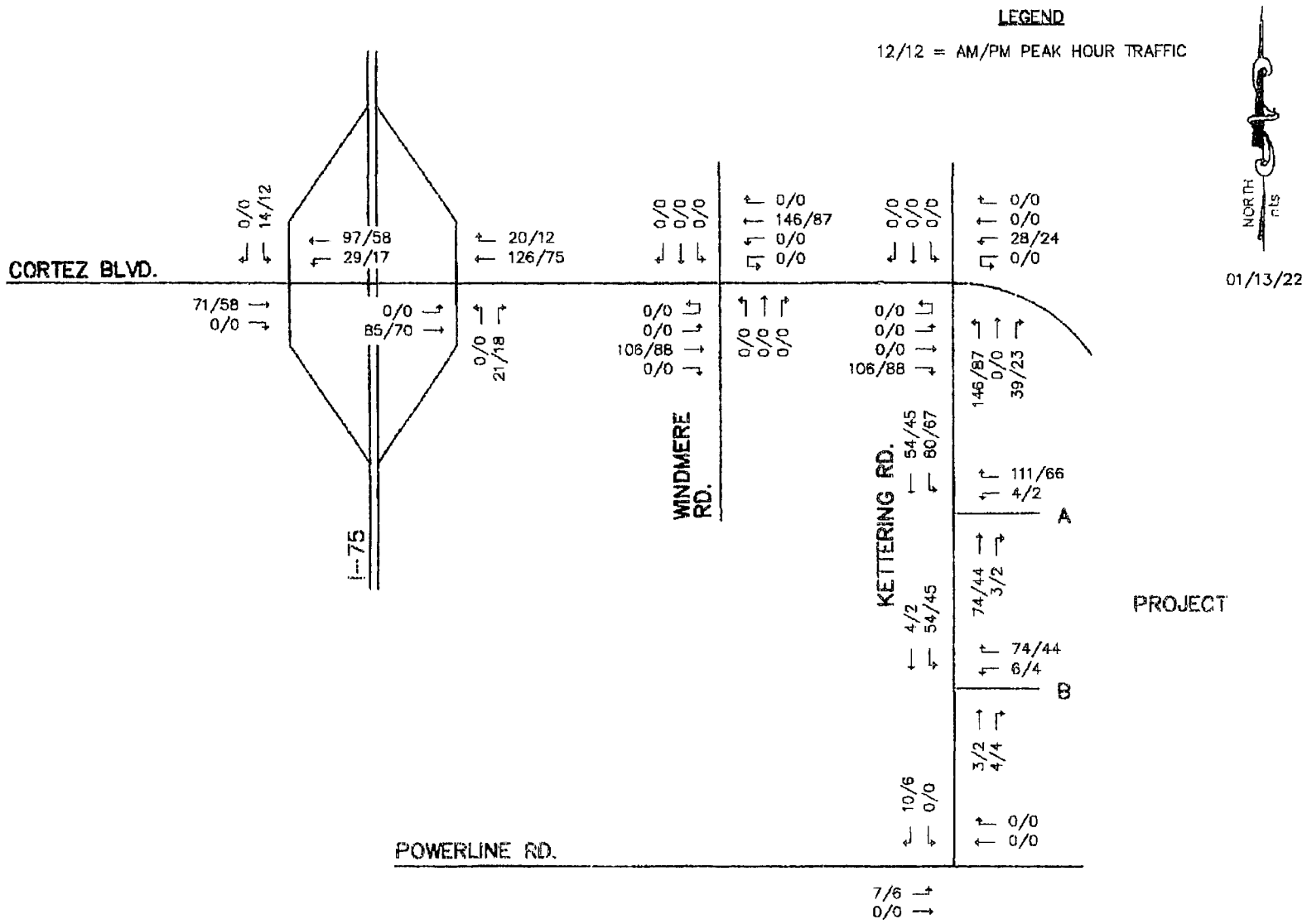


FIGURE 3
PROJECT TRAFFIC

LINCKS & ASSOCIATES, INC.

SIGNAL TIMINGS

CONTROLLER OPERATION NOTES

1. MAJOR STREETS ARE
   - SR 50 (CORTEZ BOULEVARD) MOVEMENTS 2 AND 6
2. MINOR STREETS ARE
   - US 98 (MCKETHAN ROAD), MOVEMENT 8
   - OLANCHA ROAD, MOVEMENT 4
3. PROGRAM SPECIAL SIGNAL OPERATING PLAN WITH THE FOLLOWING:
   - CONCURRENT/ACTUATED PEDESTRIANS FOR MOVEMENTS 2 (P2), 4 (P4), 6 (P6), AND 8 (P8).
   - WHEN THE SIGNAL IS IN FLASHING MODE, MOVEMENTS 2 AND 6 FLASH YELLOW, ALL OTHER MOVEMENTS FLASH RED.
   - WIRE EACH PHASE/MOVEMENT FROM THE SIGNAL DISPLAY TO THE CONTROLLER AS A SEPARATE PHASE/MOVEMENT. THIS INCLUDES LEFT TURN MOVEMENTS. EACH LEFT TURN MOVEMENT SHALL HAVE CONDUCTORS AVAILABLE FOR PROTECTED AND PERMISSIVE OPERATION
4. PROGRAM MOVEMENT 6R AS OVERLAP A TO COME UP WITH MOVEMENT 4 AND MATCH YELLOW AND ALL RED INTERVALS
5. PROGRAM ALL DETECTION ZONES AS 6' X 30' AND LOCATED 2' AHEAD OF THE STOP BAR

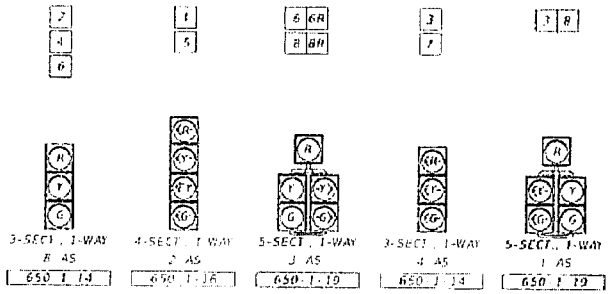
INTERSECTION NOTES

1. THE POSTED SPEED LIMIT IS AS FOLLOWS
   - SR 50 (CORTEZ BOULEVARD) = 55 MPH
   - MCKETHAN ROAD = 35 MPH
   - OLANCHA ROAD = 35 MPH
2. STREET LIGHTING LUMINAIRE BRACKET ARMS WILL BE ADDED TO ALL FOUR STEEL SIGNAL STRAIN POLES AT THIS INTERSECTION. SEE THE STRAIN POLE SCHEDULE FOR BRACKET ARM DETAILS. ALSO, SEE THE LIGHTING PLANS FOR THE LUMINAIRES TO BE ATTACHED AND THE ASSOCIATED DETAILS

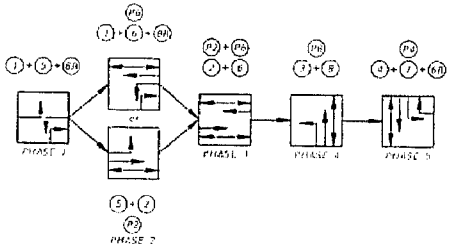
REMOVAL PAY ITEMS

632-7-6	1 PI
641-2-80	2 EA
670-5-600	2 AS

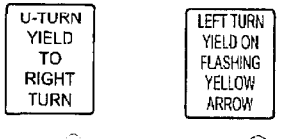
SIGNAL HEAD DETAILS



SPECIAL SIGP



REGULATORY SIGNS

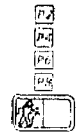


SIGN (C) R10-16 30" x 36"

SIGN (J) FTP-R5-13 30" x 36"

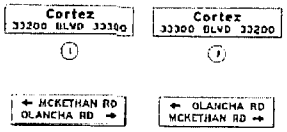
706-3-201 3 AS

PEDESTRIAN HEAD DETAILS



PED SIGNAL COUNT-DOWN 1-SECT., 1-WAY
8 AS
650-1-21

INTERNALLY ILLUMINATED STREET NAME SIGNS



CONTROLLER TIMINGS

TIMING FUNCTION	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
	MINIMUM GREEN	5	20	10	10	5	20	10	10
	EXTENSION	2.5	4.0	1.5	0.5	0.2	5.0	1.5	0.5
	MAXIMUM GREEN 1	20	50	30	30	20	50	30	30
	MAXIMUM GREEN 2	40	40	40	40	40	40	40	40
	YELLOW CLEARANCE	3.5	3.5	3.5	3.5	3.0	3.5	3.5	3.0
	ALL RED	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
	PEDESTRIAN WALK		7			7		7	
	PED CLEARANCE		24			33		15	
	RECALL		MIN				MIN		

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE ENGINEER. INSTALL CONCURRENT TIMING OF INITIAL AND EXTENSION INTERVALS

VIDEO VEHICLE DETECTION ASSIGNMENTS

VIDEO DETECTION	DETECTION ZONE	DELAY (SEC)
V-1	DZ-5	
	DZ-2	
V-2	DZ-1	
	DZ-4	
V-3	DZ-1	
	DZ-6	
	DZ-6R	
V-4	DZ-3	
	DZ-8	
	DZ-8R	

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. DATES, PE
PE LICENSE NUMBER 49287
HDR Engineering, Inc
4830 W Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

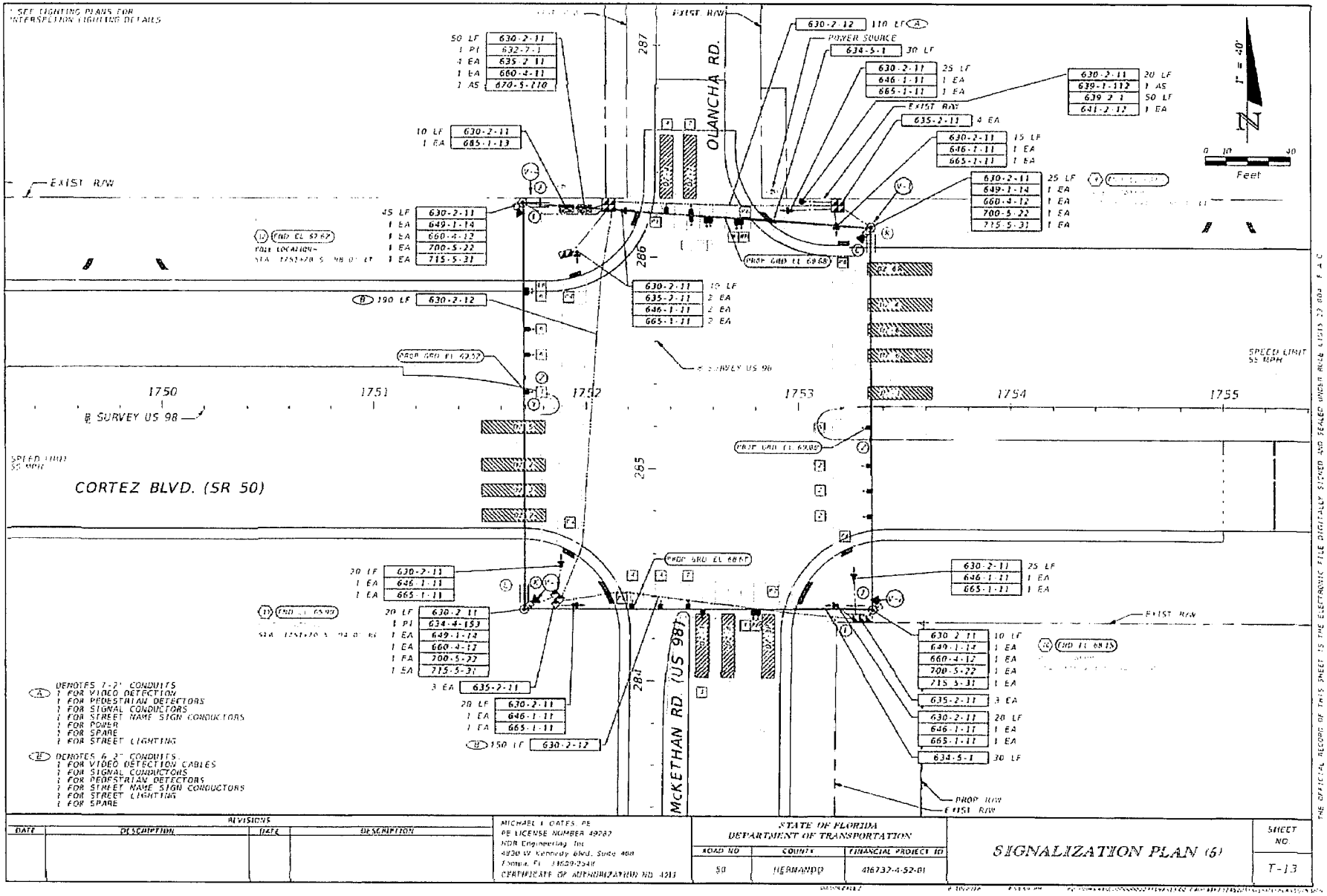
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
50	HERNANDO	416732-4-52-01

SIGNALIZATION PLAN (6)

SHEET NO. T-14

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


SEE LIGHTING PLANS FOR INTERSECTION LIGHTING DETAILS
EXIST R/W
OLANCHA RD.
287
286
285
284
CORTEZ BLVD. (SR 50)
McKETHAN RD. (US 98)
℄ SURVEY US 98
1750
1751
1752
1753
1754
1755
SPEED LIMIT 55 MPH
1" = 40'
0 20 40
Feet
PROP GRD EL 69.68
PROP GRD EL 69.57
PROP GRD EL 69.05
PROP GRD EL 68.84
PROP R/W
EXIST R/W
(A) DENOTES 7-2" CONDUITS
1 FOR VIDEO DETECTION
1 FOR PEDESTRIAN DETECTORS
1 FOR SIGNAL CONDUCTORS
1 FOR STREET NAME SIGN CONDUCTORS
1 FOR POWER
1 FOR SPARE
1 FOR STREET LIGHTING
(B) DENOTES 4-2" CONDUITS
1 FOR VIDEO DETECTION CABLES
1 FOR SIGNAL CONDUCTORS
1 FOR PEDESTRIAN DETECTORS
1 FOR STREET NAME SIGN CONDUCTORS
1 FOR STREET LIGHTING
1 FOR SPARE
REVISIONS
DATE DESCRIPTION DATE DESCRIPTION
MICHAEL T. OATES, PE
PE LICENSE NUMBER 49787
NDR Engineering, Inc.
4030 W. Kennedy Blvd., Suite 400
Tampa, FL 33609-2448
CERTIFICATE OF AUTHORIZATION NO. 4313
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. 50
COUNTY HERNANDO
FINANCIAL PROJECT ID 416737-4-52-01
SIGNALIZATION PLAN (6)
SHEET NO. T-13
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004 F.A.C.

Windemere

CONTROLLER OPERATION NOTES:

1 MAJOR STREET IS SR 50 (CORTEZ BOULEVARD), MOVEMENTS 2 AND 6.

2 MINOR STREETS ARE
- BRONSON BOULEVARD, MOVEMENT 4
- WINDMERE ROAD, MOVEMENT 8

3 PROGRAM SIGNAL OPERATING PLAN NO. 1 WITH THE FOLLOWING:
CONCURRENT/ACTUATED PEDESTRIANS FOR MOVEMENTS 2 (P2), 4 (P4) AND 6 (P6)
WHEN THE SIGNAL IS IN FLASHING MODE, MOVEMENTS 2 AND 6 FLASH YELLOW. ALL OTHER SIGNALS FLASH RED.
WIRE EACH PHASE/MOVEMENT FROM THE SIGNAL DISPLAY TO THE CONTROLLER AS A SEPARATE PHASE/MOVEMENT. THIS INCLUDES LEFT TURN MOVEMENTS. EACH LEFT TURN MOVEMENT SHALL HAVE CONDUCTORS AVAILABLE FOR PROTECTED AND PERMISSIVE OPERATION.

4 WIRE THE CABINET FOR SOP 10 BUT THE INITIAL OPERATION IS SOP 7

CONSTRUCTION NOTES:

1 ALL DETECTION ZONES ARE 6' X 70' AND PLACED 2' AHEAD OF THE STOP BAR

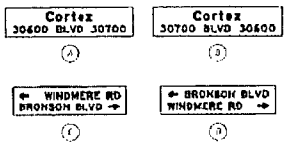
INTERSECTION NOTES:

1 THE POSTED SPEED LIMIT IS AS FOLLOWS:
- SR 50 (CORTEZ BOULEVARD) = 45 MPH
- WINDMERE ROAD = 30 MPH
- BRONSON BOULEVARD = 30 MPH

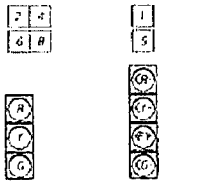
REMOVAL PAY ITEMS

632-7-6	1 PI
641-2-80	3 EA
646-1-80	2 EA
670-5-600	2 AS

INTERNALLY ILLUMINATED STREET NAME SIGNS



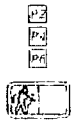
SIGNAL HEAD DETAILS



REGULATORY SIGNS

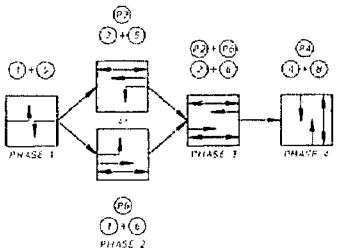
SIGN (G)
R10-6S-13
30" x 36"
700-3-201 2 AS

PEDESTRIAN HEAD DETAILS



PED SIGNAL
COUNT-DOWN
1-SECT 1-WAY
6 AS
653-1-11

SOP 7



CONTROLLER TIMINGS

TIMING FUNCTION	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
	MINIMUM GREEN	7	20		5	5	20		5
	EXTENSION	5.0	4.5		4.5	3.0	4.5		4.5
	MAXIMUM GREEN 1	30	50		30	15	50		30
	MAXIMUM GREEN 2	40	140		50	30	140		50
	YELLOW CLEARANCE	4.8	4.8		3.7	4.5	4.8		3.7
	ALL RED	2.6	2.6		3.0	2.3	2.0		3.0
	PEDESTRIAN WALK		7		7		7		
	PED CLEARANCE		24		50		24		
	RECALL		MIN				MIN		

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE ENGINEER. INSTALL CONCURRENT TIMING OF INITIAL AND EXTENSION INTERVALS

VIDEO VEHICLE DETECTION ASSIGNMENTS

VIDEO DETECTION	DETECTION ZONE	DELAY (SEC)
V-1	DZ-1	
	DZ-6	
	DZ 6R	
V-2	DZ-5	
	DZ-2	
V-3	DZ-8	
V-4	DZ-4	

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL T. OATES, PE
PE LICENSE NUMBER 39382
HDR Engineering, Inc
4830 W Kennedy Blvd, Suite 600
Tampa FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4715

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

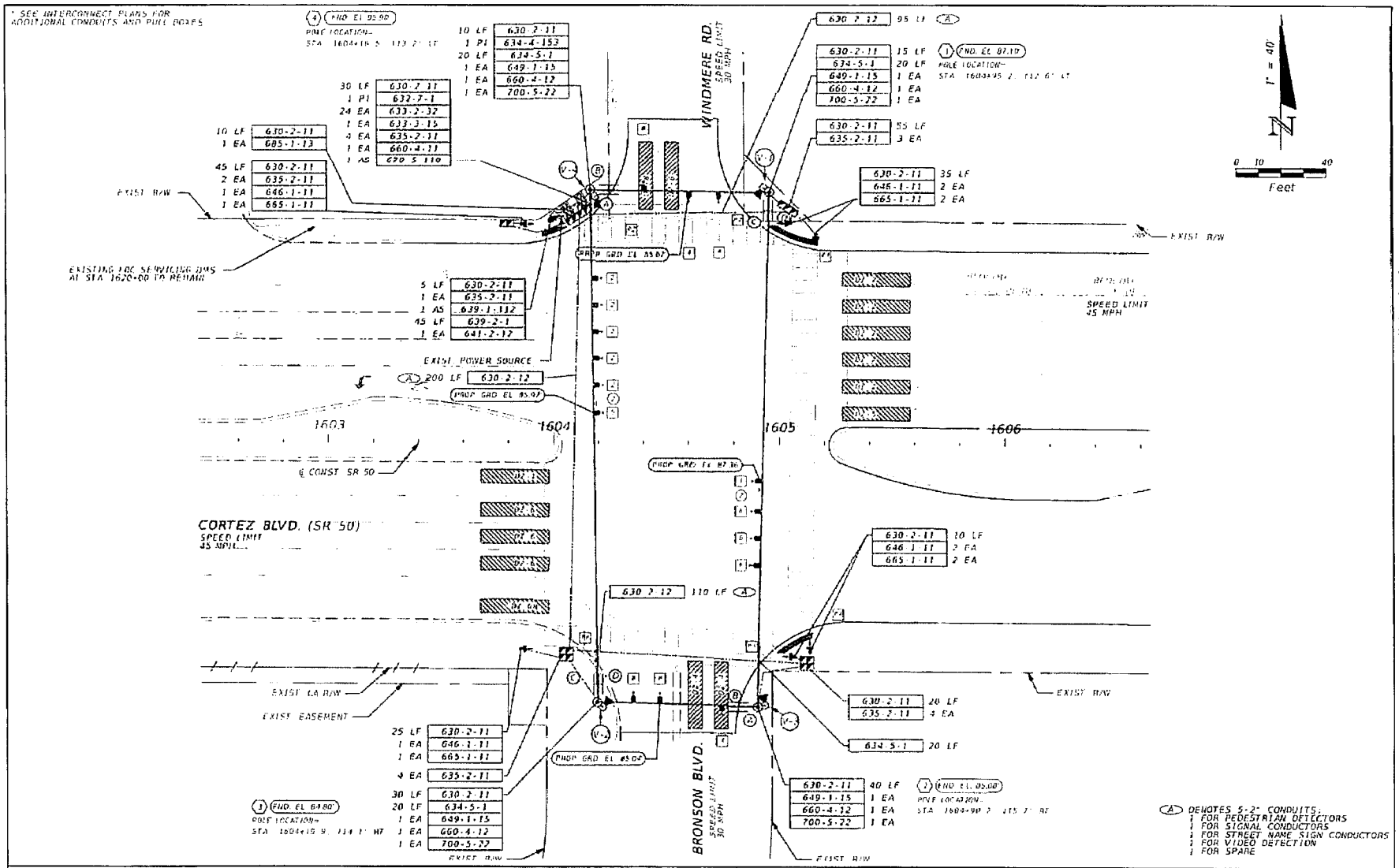
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
50	HERNANDO	41513?-4-52-01

SIGNALIZATION PLAN (2)

SHEET NO. T-10

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

612



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, PE
PE LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 W Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4313

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
50	HERNANDO	416732-4-52-01

SIGNALIZATION PLAN (1)

SHEET NO
T-9

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

Hernando County, FL

ECONOLITE

SR 50 - SR 50 @ I 75 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	7	15	0	10	7	15	0	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	7	7	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	32	0	24	0	29	0	22	0	0	11	12	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	35	0	25	25	35	0	25	0	0	0	0	0	0	0	0
Max2	25	35	0	25	25	35	0	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	X	X	X	X	X	X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

District Seven Traffic Signal Retiming Continuing Contract - Hernando County

FM: 433391-3-32-01

SR 50 (US 98) at Kettering Road/Croom Rital Road [3]		**Prepared By:** BMH	**Date:** 04/30/20
East-West Roadway	SR 50 (US 98)	**North-South Roadway**	Kettering Road/Croom Rital Road

PHASE TIMES

PHASE	1	2		4	5	6		8
MOVEMENT	EBL	WB		NB	WBL	EB		SB
LEFT TURN	Prot	Prot		Perm	Prot	Prot		Perm
MIN GRN	5	30		8	5	30		8
GAP EXT	3.0	5.0		4.0	3.0	5.0		4.0
YEL CLR	5.5	5.5		5.5	5.5	5.5		5.5
RED CLR	2.0	2.0		2.6	2.0	2.0		2.6
MAX 1	10	50		25	20	50		25
MAX 2	10	70		20	20	70		20
MAX 3				45				
MAX GREEN EXT				5				
WALK								
PED CLR								

ACTION PLAN

	Plan	Start	End	Action Plan
All Week	FREE	0:00	24:00	100

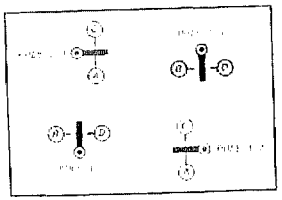
COORDINATION PATTERN TABLES

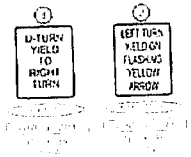
Cycle Length	Offset	Pattern	Alt Sequence
FREE			

NOTES

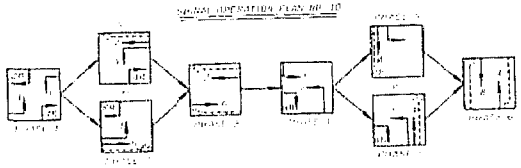
1. Controller Type: Econolite ASC/2S-2100
2. Force-off Mode: Floating
3. Maximum Mode: Inhibit Max

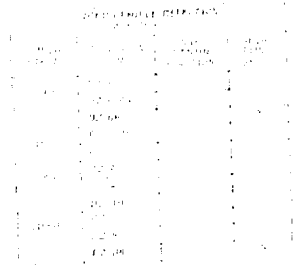
INTERNALLY ILLUMINATED
STREET NAME SIGNS

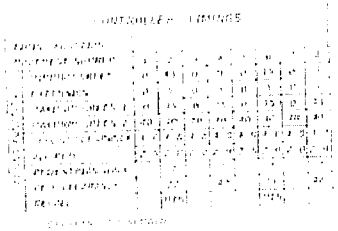




A	H
Cortez **34900 BLVD 35000**	**Treiman** **5225 BLVD 5220**
F	G
Cortez **35000 BLVD 34900**	**Treiman** **5220 BLVD 5225**

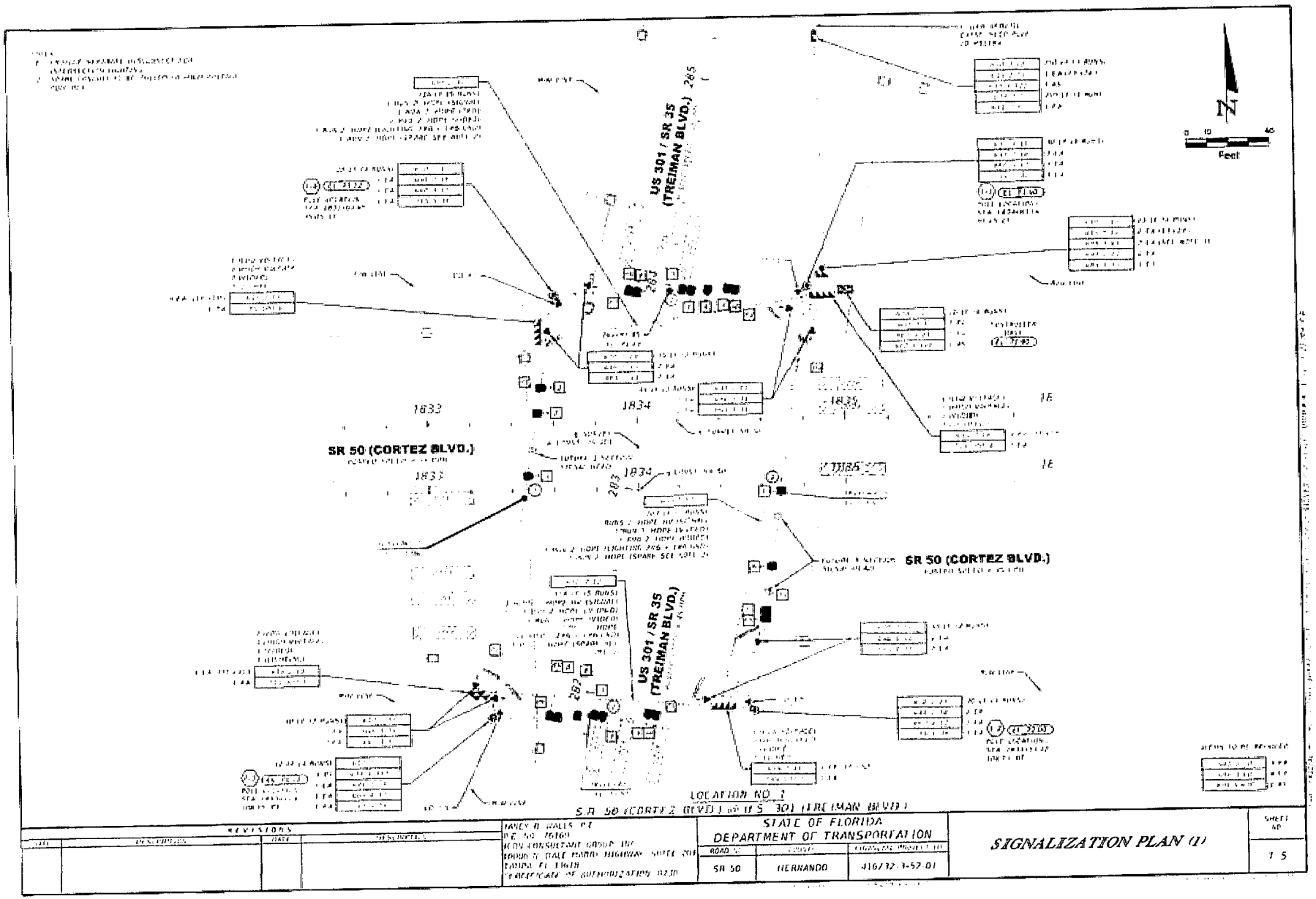






REVISIONS				JAMES B. WALLS, P.E.	STATE OF FLORIDA			SIGNALIZATION PLAN (2)	SHEET
DATE	DESCRIPTION	DATE	DESCRIPTION	P.E. NO. 26169	DEPARTMENT OF TRANSPORTATION				
				KBN CONSULTING ENGINEERS, INC.	DISTRICT	COUNTY	FINANCIAL PROJECT ID		
				4830 W. KENNEDY BLVD., SUITE 201	07	HERNANDO			
				TAMPA, FL 33609					
				CERTIFICATE OF AUTHORIZATION #2830					

VS301



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

NANCY A. WALLS P.E.
P.E. NO. 76160
KCM CONSULTANT GROUP, INC.
4000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION #230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNALIZATION PLAN (1)

SHEET NO. 7 5

618

Hernando County, FL

ECONOLITE

1-Cortez Blvd @ Jasmine St - 192.168.150.83 - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	2	00:00
2	2	07:00
3	2	07:45
4	2	09:00
5	2	15:00
6	2	15:45
7	2	21:30

Day Plan #2

Event	Action Plan	Start Time
1	99	00:00
2	2	09:00
3	99	18:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	73	Offsets In	Seconds
Offset Value	55s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	10	25	0	30	35	25	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	65s	90s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	60	Std (COS)	10	Offsets In	Seconds
Offset Value	45s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	15	20	0	20	20	20	0	20	0	0	0	0	0	0	0	0

Hernando County, FL

ECONOLITE

1-Cortez Blvd @ Jasmine St - 192.168.150.83 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	25	0	30	35	25	0	30	0	0	0	0	0	0	0	0
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X

Ring	1	2	3	4
Split Sum	70s	90s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	25	0	30	35	25	0	30	0	0	0	0	0	0	0	0
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X

Ring	1	2	3	4
Split Sum	65s	90s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	20	0	20	20	20	0	20	0	0	0	0	0	0	0	0
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X

Hernando County, FL

ECONOLITE

1-Cortez Blvd @ Jasmine St - 192.168.150.83 - Econolite Type - ASC/3

Preempt Plan

Preempt Plan (MM) 4-1

No Enabled Preempts

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Hernando County, FL

ECONOLITE

3 - Cortez Blvd @ Main St - 192.168.150.79 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B									

Sequence 1

Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	2471
Enable Automatic Backup to Datakey	No

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	73	Offsets In	Seconds
Offset Value	62s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	15	45	0	20	15	45	0	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	60	Std (COS)	10	Offsets In	Seconds
Offset Value	50s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	15	25	0	20	15	25	0	20	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	60s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													X	X	X	X
Special Funciton Outputs																

Hernando County, FL

ECONOLITE

3 - Cortez Blvd @ Main St - 192.168.150.79 - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	99	00:00
2	3	07:00
3	2	07:45
4	3	09:00
5	2	15:00
6	3	15:45
7	99	21:30

Day Plan #2

Event	Action Plan	Start Time
1	99	06:00
2	2	09:00
3	99	18:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

INTERSECTION ANALYSIS

PEAK SEASON WITH EXISTING/BUDGETED IMPROVEMENTS

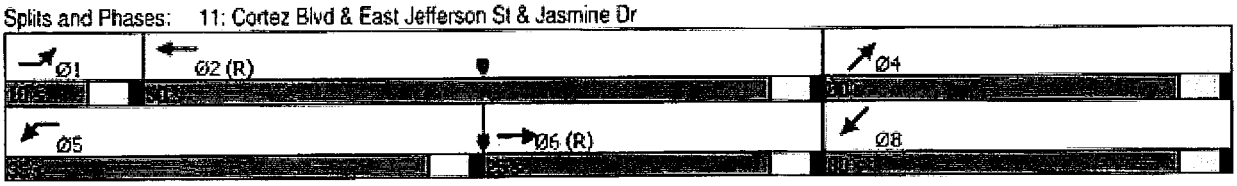
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	354	10	679	404	23	6	140	720	28	104	3
Future Volume (vph)	10	354	10	679	404	23	6	140	720	28	104	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	400		400	400		0	300		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1855	0
Flt Permitted	0.950			0.950			0.625			0.511		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1164	1863	1583	952	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			61			750		2	
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		2005			1665			2021			1421	
Travel Time (s)		30.4			25.2			30.6			32.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	369	10	707	421	24	6	146	750	29	108	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	369	10	707	421	24	6	146	750	29	111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		Free	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0	25.0	35.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	27.8%	27.8%	38.9%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	21.0	21.0	31.0	46.0	46.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	6.1	41.5	41.5	24.1	67.4	67.4	12.4	12.4	90.0	12.4	12.4	
Actuated g/C Ratio	0.07	0.46	0.46	0.27	0.75	0.75	0.14	0.14	1.00	0.14	0.14	
v/c Ratio	0.08	0.23	0.01	0.77	0.16	0.02	0.04	0.57	0.47	0.22	0.43	
Control Delay	40.4	16.8	0.0	36.2	4.4	0.2	31.7	44.4	1.0	37.0	39.2	
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	40.4	16.8	0.0	36.2	4.4	0.2	31.7	44.4	1.0	37.0	39.2	
LOS	D	B	A	D	A	A	C	D	A	D	D	
Approach Delay		17.0			23.8			8.2			38.7	
Approach LOS		B			C			A			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 54.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Cortez Blvd & East Jefferson St & Jasmine Dr



HCS7 Two-Way Stop-Control Report

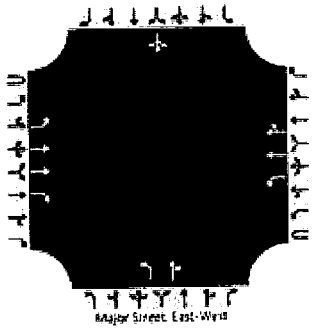
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Lockhart Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	TU	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		1	1	0		0	1	0
Configuration		L	T	R		L	T	TR		L		TR			LTR	
Volume (veh/h)	1	0	636	20	3	42	783	0		61	0	43		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Left + Thru														

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.16			6.46	4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.23			2.53	2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				47				64		45			0	
Capacity, c (veh/h)		433				855				268		662				
v/c Ratio		0.00				0.05				0.24		0.07				
95% Queue Length, Q_{95} (veh)		0.0				0.2				0.9		0.2				
Control Delay (s/veh)		13.3				9.5				22.6		10.8				
Level of Service (LOS)		B				A				C		B				
Approach Delay (s/veh)		0.0				0.5				17.7						
Approach LOS										C						

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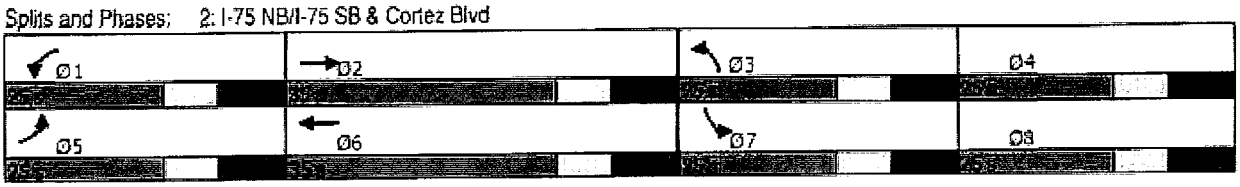
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	489	92	154	497	121	116	0	319	108	0	291
Future Volume (vph)	151	489	92	154	497	121	116	0	319	108	0	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		1	1		1	3		2	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	0.88	0.94	1.00	0.88
Fri			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			295			326			297
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	154	499	94	157	507	123	118	0	326	110	0	297
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	499	94	157	507	123	118	0	326	110	0	297
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*		*Cl+Ex*	*Cl+Ex*		*Cl+Ex*
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3			7		
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3		8	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	10.0		5.0	10.0		10.0
Minimum Split (s)	17.9	28.9	28.9	17.9	28.9	28.9	20.9		25.0	20.9		20.9
Total Split (s)	25.0	35.0	35.0	25.0	35.0	35.0	25.0		25.0	25.0		25.0
Total Split (%)	22.7%	31.8%	31.8%	22.7%	31.8%	31.8%	22.7%		22.7%	22.7%		22.7%
Maximum Green (s)	14.1	24.1	24.1	14.1	24.1	24.1	14.1		14.1	14.1		14.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	Min	Min	None	Min	Min	None		None	None		None
Act Effct Green (s)	9.4	16.1	16.1	9.5	16.2	16.2	10.0		10.1	10.0		10.1
Actuated g/C Ratio	0.11	0.18	0.18	0.11	0.18	0.18	0.11		0.11	0.11		0.11
v/c Ratio	0.43	0.55	0.18	0.43	0.55	0.23	0.21		0.54	0.20		0.51
Control Delay	41.5	36.0	0.7	41.5	36.0	1.0	38.1		8.3	38.0		8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	41.5	36.0	0.7	41.5	36.0	1.0	38.1		8.3	38.0		8.3
LOS	D	D	A	D	D	A	D		A	D		A
Approach Delay		32.7			31.6			16.2			16.3	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 89.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 48.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd



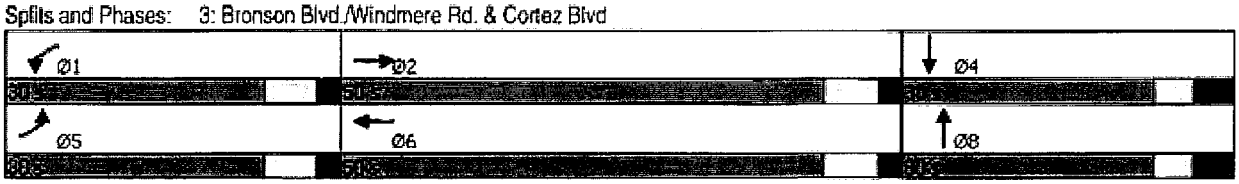
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	555	175	78	587	15	149	45	78	38	12	37
Future Volume (vph)	182	555	175	78	587	15	149	45	78	38	12	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	350		0	105		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996			0.905			0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	7514	0	1770	1686	0	1770	1652	0
Flt Permitted	0.299			0.421			0.723			0.674		
Satd. Flow (perm)	557	5085	1583	784	7514	0	1347	1686	0	1255	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184		6			72			39	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		840			700			700			800	
Travel Time (s)		12.7			10.6			15.9			18.2	
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
Adj. Flow (vph)	192	584	184	82	618	16	157	47	82	40	13	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	584	184	82	634	0	157	129	0	40	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0		17.4	17.4		17.4	17.4	
Total Split (s)	30.0	50.0	50.0	30.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	27.3%	45.5%	45.5%	27.3%	45.5%		27.3%	27.3%		27.3%	27.3%	
Maximum Green (s)	23.0	43.0	43.0	23.0	43.0		22.6	22.6		22.6	22.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		3.7	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.4	7.4		7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)	28.8	20.6	20.6	22.6	15.1		12.6	12.6		12.6	12.6	
Actuated g/C Ratio	0.49	0.35	0.35	0.38	0.26		0.21	0.21		0.21	0.21	
v/c Ratio	0.40	0.33	0.27	0.19	0.33		0.55	0.31		0.15	0.14	
Control Delay	10.4	16.6	4.6	9.3	19.1		29.0	12.4		20.7	10.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.4	16.6	4.6	9.3	19.1		29.0	12.4		20.7	10.2	
LOS	B	B	A	A	B		C	B		C	B	
Approach Delay		13.1			18.0			21.5			14.8	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 59.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 16.0 Intersection LOS: B
Intersection Capacity Utilization 63.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Bronson Blvd./Windmere Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

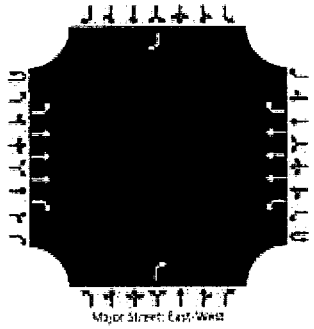
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Parkland Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	0	1	3	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	6	12	653	37	35	58	597	38				28				20
Percent Heavy Vehicles (%)	3	3			3	3						3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3						7.1				7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36						7.16				7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1						3.9				3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13						3.93				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				99						30				21
Capacity, c (veh/h)		625				594						552				576
v/c Ratio		0.03				0.17						0.05				0.04
95% Queue Length, Q_{95} (veh)		0.1				0.6						0.2				0.1
Control Delay (s/veh)		10.9				12.3						11.9				11.5
Level of Service (LOS)		B				B						B				B
Approach Delay (s/veh)		0.3				1.6				11.9				11.5		
Approach LOS										B				B		

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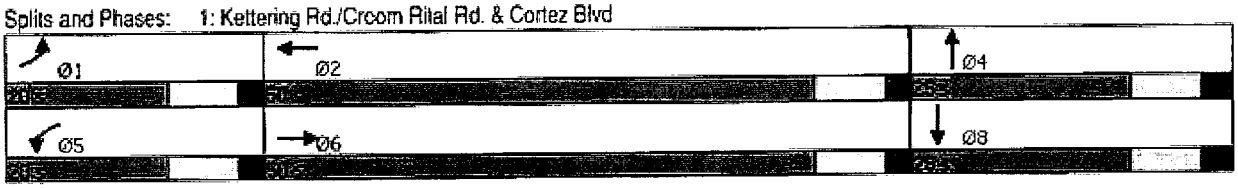
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑							
Traffic Volume (vph)	31	648	44	28	571	14	59	2	45	7	2	5
Future Volume (vph)	31	648	44	28	571	14	59	2	45	7	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.952	
Flt Protected	0.950			0.950				0.954			0.976	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1777	1583	0	1731	0
Flt Permitted	0.950			0.950				0.723			0.809	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	0	1347	1583	0	1435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			145			138		5	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2695			10277			1000			500	
Travel Time (s)		40.8			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	32	675	46	29	595	15	61	2	47	7	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	675	46	29	595	15	0	63	47	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	16.1	16.1	16.1	16.1	16.1	
Total Split (s)	20.0	50.0	50.0	20.0	50.0	50.0	25.0	25.0	25.0	25.0	25.0	
Total Split (%)	21.1%	52.6%	52.6%	21.1%	52.6%	52.6%	26.3%	26.3%	26.3%	26.3%	26.3%	
Maximum Green (s)	12.5	42.5	42.5	12.5	42.5	42.5	16.9	16.9	16.9	16.9	16.9	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5		8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	6.8	36.0	36.0	6.7	35.9	35.9		9.3	9.3		9.3	
Actuated g/C Ratio	0.11	0.59	0.59	0.11	0.59	0.59		0.15	0.15		0.15	
v/c Ratio	0.16	0.22	0.05	0.15	0.20	0.02		0.31	0.13		0.06	
Control Delay	29.6	9.9	0.1	29.6	9.8	0.0		29.8	0.8		21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	29.6	9.9	0.1	29.6	9.8	0.0		29.8	0.8		21.9	
LOS	C	A	A	C	A	A		C	A		C	
Approach Delay		10.1			10.5			17.4			21.9	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 60.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 58.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

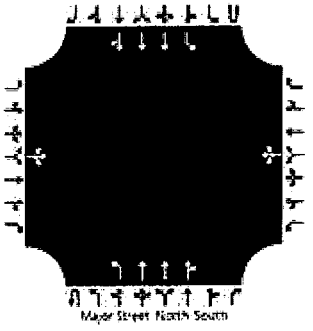
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Ridge Manor Blvd
North/South Street	Cortez Blvd
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		3	2	4		3	0	58	0	2	567	6	0	116	556	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru														

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				63			2				120		
Capacity, c (veh/h)			281				561			622				610		
v/c Ratio			0.03				0.11			0.00				0.20		
95% Queue Length, Q_{95} (veh)			0.1				0.4			0.0				0.7		
Control Delay (s/veh)			18.2				12.2			10.8				12.3		
Level of Service (LOS)			C				B			B				B		
Approach Delay (s/veh)		18.2				12.2				0.0				2.1		
Approach LOS		C				B										

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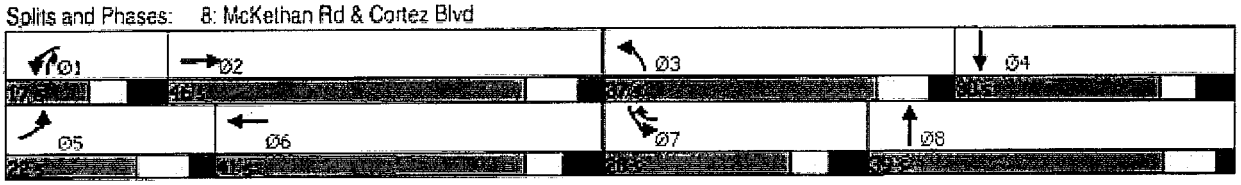
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	317	219	22	303	6	282	39	8	4	13	5
Future Volume (vph)	18	317	219	22	303	6	282	39	8	4	13	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		800	500		400	400		200	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.961	
Flt Protected	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1706	1583	1770	1790	0
Flt Permitted	0.450			0.545			0.545	0.561		0.950		
Satd. Flow (perm)	838	5085	1583	1015	5085	1583	964	993	1583	1770	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			181			112		5	
Link Speed (mph)		45			30			30			30	
Link Distance (ft)		10277			1013			1273			1001	
Travel Time (s)		155.7			23.0			28.9			22.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	330	228	23	316	6	294	41	8	4	14	5
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	19	330	228	23	316	6	168	167	8	4	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	20.0	27.7	27.7	13.2	26.2	26.2	27.7	25.7	13.2	26.2	26.2	
Total Split (s)	22.0	46.0	46.0	17.0	41.0	28.0	37.0	39.0	17.0	28.0	30.0	
Total Split (%)	16.9%	35.4%	35.4%	13.1%	31.5%	21.5%	28.5%	30.0%	13.1%	21.5%	23.1%	
Maximum Green (s)	13.8	37.8	37.8	8.8	32.8	19.8	28.8	31.3	8.8	19.8	21.8	
Yellow Time (s)	5.5	5.5	5.5	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	
All-Red Time (s)	2.7	2.7	2.7	4.2	4.2	4.2	2.7	2.2	4.2	4.2	4.2	
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)	8.2	8.2	8.2	8.2	8.2	8.2	8.2	7.7	8.2	8.2	8.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	Max	None	None	Max	Max	
Act Effct Green (s)	53.9	45.6	45.6	39.3	32.8	60.8	58.8	59.3	45.5	19.8	21.8	
Actuated g/C Ratio	0.41	0.35	0.35	0.30	0.25	0.47	0.45	0.46	0.35	0.15	0.17	
v/c Ratio	0.04	0.18	0.32	0.07	0.25	0.01	0.26	0.27	0.01	0.01	0.06	
Control Delay	22.4	31.1	4.1	23.5	39.4	0.0	23.2	22.7	0.0	47.2	37.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4	31.1	4.1	23.5	39.4	0.0	23.2	22.7	0.0	47.2	37.5	
LOS	C	C	A	C	D	A	C	C	A	D	D	
Approach Delay		20.1			37.6			22.4			39.2	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 45.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: McKethan Rd & Cortez Blvd



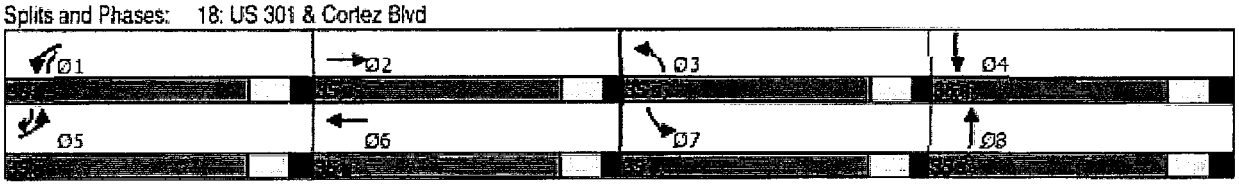
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	204	46	62	228	16	44	214	42	11	152	45
Future Volume (vph)	50	204	46	62	228	16	44	214	42	11	152	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	300		0	200		300	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.583			0.603			0.549			0.610		
Satd. Flow (perm)	1086	3539	1583	1123	3504	0	1023	1863	1583	1136	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		5				83			83
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		6987			1760			1365			907	
Travel Time (s)		105.9			26.7			20.7			13.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	56	229	52	70	256	18	49	240	47	12	171	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	229	52	70	274	0	49	240	47	12	171	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.3	24.8	24.8	12.3	24.8		11.8	25.7	12.3	11.8	25.7	12.3
Total Split (s)	35.0	35.0	35.0	35.0	35.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	27.7	28.2	28.2	27.7	28.2		28.2	27.3	27.7	28.2	27.3	27.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		2.0	2.9	2.5	2.0	2.9	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)	7.3	6.8	6.8	7.3	6.8		6.8	7.7	7.3	6.8	7.7	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.6	29.6	29.6	35.2	29.9		21.8	19.5	35.1	18.2	14.0	29.3
Actuated g/C Ratio	0.44	0.38	0.38	0.45	0.38		0.28	0.25	0.45	0.23	0.18	0.38
v/c Ratio	0.10	0.17	0.08	0.12	0.20		0.14	0.52	0.06	0.04	0.51	0.08
Control Delay	12.9	20.8	0.2	12.9	20.3		20.5	30.7	1.4	19.3	37.5	1.9
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	12.9	20.8	0.2	12.9	20.3		20.5	30.7	1.4	19.3	37.5	1.9
LOS	B	C	A	B	C		C	C	A	B	D	A
Approach Delay		16.3			18.8			25.1			28.8	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 77.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: US 301 & Cortez Blvd



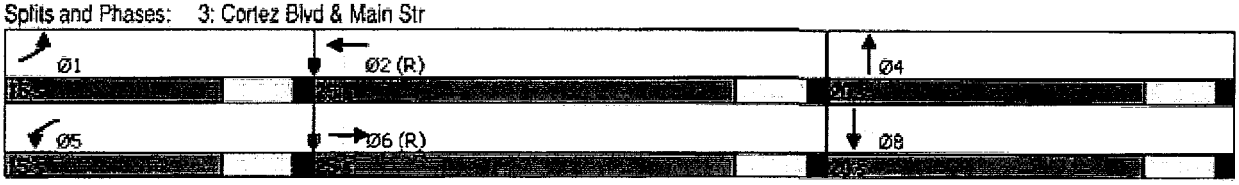
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	934	12	3	899	9	15	1	2	12	2	100
Future Volume (vph)	76	934	12	3	899	9	15	1	2	12	2	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		0	300		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.900			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1676	0	1770	1589	0
Flt Permitted	0.247			0.285			0.702			0.756		
Satd. Flow (perm)	460	3539	1583	531	3539	1583	1308	1676	0	1408	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		2			105	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		862			2594			709			741	
Travel Time (s)		13.1			39.3			16.1			16.8	
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
Adj. Flow (vph)	80	983	13	3	946	9	16	1	2	13	2	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	983	13	3	946	9	16	3	0	13	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	20.0	20.0		20.0	20.0	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	20.0	20.0		20.0	20.0	
Total Split (%)	25.0%	41.7%	41.7%	25.0%	41.7%	41.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5	20.5	15.5	15.5		15.5	15.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.7	45.1	45.1	42.8	40.4	40.4	6.8	6.8		6.8	6.8	
Actuated g/C Ratio	0.76	0.75	0.75	0.71	0.67	0.67	0.11	0.11		0.11	0.11	
v/c Ratio	0.16	0.37	0.01	0.01	0.40	0.01	0.11	0.02		0.08	0.39	
Control Delay	3.3	4.9	0.0	3.0	7.6	0.0	24.5	18.3		23.9	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.3	4.9	0.0	3.0	7.6	0.0	24.5	18.3		23.9	10.8	
LOS	A	A	A	A	A	A	C	B		C	B	
Approach Delay		4.7			7.5			23.6			12.2	
Approach LOS		A			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 48.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Cortez Blvd & Main Str



HCS7 Two-Way Stop-Control Report

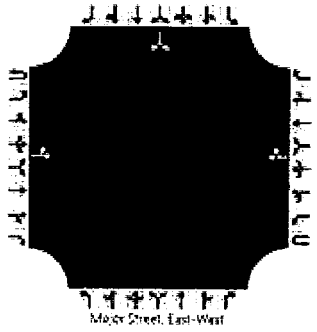
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Kettering Rd
Peak Hour Factor	0.50
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		27	4				2	3						2		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		54													28	
Capacity, c (veh/h)		1603													1032	
v/c Ratio		0.03													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		7.3													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)		6.4												8.6		
Approach LOS														A		

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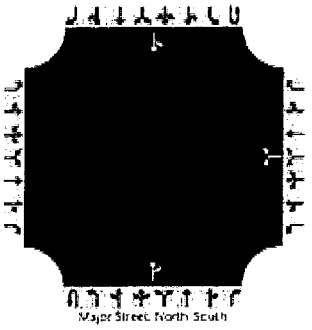
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Powerline Rd
Analysis Year	2022	North/South Street	Lockhart Rd
Time Analyzed	PM Peak	Peak Hour Factor	0.48
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Peakseason Traffic and Existing/Budgeted Geometry		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						12		72			7	4		6	9	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type / Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							175							13		
Capacity, c (veh/h)							1037							1586		
v/c Ratio							0.17							0.01		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
Control Delay (s/veh)							9.2							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.2							3.0			
Approach LOS						A										

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BACKGROUND WITH EXISTING/BUDGETED IMPROVEMENTS

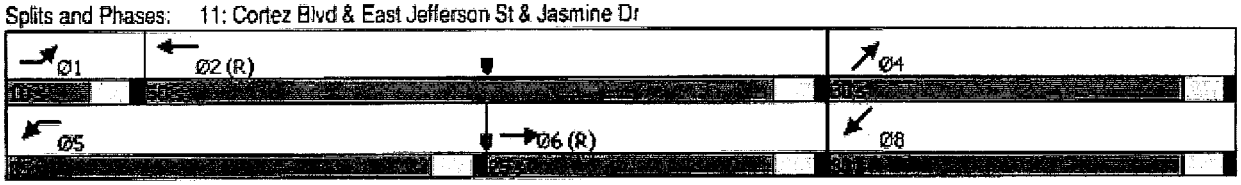
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	446	13	758	451	26	7	176	907	35	131	4
Future Volume (vph)	13	446	13	758	451	26	7	176	907	35	131	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	400		400	400		0	300		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1855	0
Flt Permitted	0.950			0.950			0.554			0.433		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1032	1863	1583	807	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			61			747		2	
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		2005			1665			2021			1421	
Travel Time (s)		30.4			25.2			30.6			32.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	14	465	14	790	470	27	7	183	945	36	136	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	465	14	790	470	27	7	183	945	36	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		Free	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0	25.0	35.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	27.8%	27.8%	38.9%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	21.0	21.0	31.0	46.0	46.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	6.3	37.6	37.6	26.2	65.5	65.5	14.1	14.1	90.0	14.1	14.1	
Actuated g/C Ratio	0.07	0.42	0.42	0.29	0.73	0.73	0.16	0.16	1.00	0.16	0.16	
v/c Ratio	0.11	0.31	0.02	0.79	0.18	0.02	0.04	0.63	0.60	0.29	0.48	
Control Delay	40.8	20.2	0.1	35.3	5.2	0.5	30.1	44.5	1.7	37.7	38.6	
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	40.8	20.2	0.1	35.3	5.2	0.5	30.1	44.5	1.7	37.7	38.6	
LOS	D	C	A	D	A	A	C	D	A	D	D	
Approach Delay		20.2			23.6			8.7			38.4	
Approach LOS		C			C			A			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: Cortez Blvd & East Jefferson St & Jasmine Dr



HCS7 Two-Way Stop-Control Report

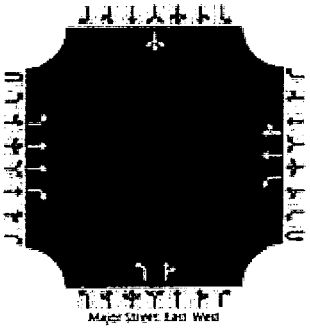
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Lockhart Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		1	1	0		0	1	0
Configuration		L	T	R		L	T	TR		L		TR			LTR	
Volume (veh/h)	1	0	710	22	4	50	942	0		77	0	54		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage			Left + Thru								1					

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.16			6.46	4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.23			2.53	2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				56				80		56			0	
Capacity, c (veh/h)		339				786				226		625				
v/c Ratio		0.00				0.07				0.36		0.09				
95% Queue Length, Q_{95} (veh)		0.0				0.2				1.5		0.3				
Control Delay (s/veh)		15.7				9.9				29.5		11.3				
Level of Service (LOS)		C				A				D		B				
Approach Delay (s/veh)		0.0				0.5				22.0						
Approach LOS										C						

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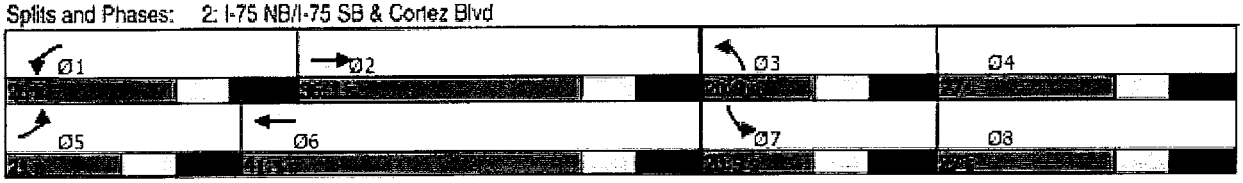
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	777	111	305	918	205	147	0	546	191	0	362
Future Volume (vph)	182	777	111	305	918	205	147	0	546	191	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		1	1		1	3		2	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	0.88	0.94	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			295			461			369
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	793	113	311	937	209	150	0	557	195	0	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	793	113	311	937	209	150	0	557	195	0	369
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*		*Cl+Ex*	*Cl+Ex*		*Cl+Ex*
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3			7		
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3		8	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	10.0		5.0	10.0		10.0
Minimum Split (s)	17.9	28.9	28.9	17.9	28.9	28.9	20.9		25.0	20.9		20.9
Total Split (s)	21.0	36.1	36.1	26.0	41.1	41.1	20.9		27.0	20.9		27.0
Total Split (%)	19.1%	32.8%	32.8%	23.6%	37.4%	37.4%	19.0%		24.5%	19.0%		24.5%
Maximum Green (s)	10.1	25.2	25.2	15.1	30.2	30.2	10.0		16.1	10.0		16.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	Min	Min	None	Min	Min	None		None	None		None
Act Effct Green (s)	9.5	22.0	22.0	13.4	25.9	25.9	10.0		11.7	10.0		11.7
Actuated g/C Ratio	0.09	0.22	0.22	0.13	0.26	0.26	0.10		0.12	0.10		0.12
v/c Ratio	0.58	0.72	0.20	0.68	0.72	0.33	0.30		0.76	0.39		0.57
Control Delay	52.7	41.0	0.8	50.7	37.8	2.0	45.6		16.3	46.6		8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	52.7	41.0	0.8	50.7	37.8	2.0	45.6		16.3	46.6		8.2
LOS	D	D	A	D	D	A	D		B	D		A
Approach Delay		38.8			35.4			22.5			21.5	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 101
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1081	219	98	1114	19	186	56	98	48	15	46
Future Volume (vph)	227	1081	219	98	1114	19	186	56	98	48	15	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	350		0	105		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.905			0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	7521	0	1770	1686	0	1770	1652	0
Flt Permitted	0.130			0.238			0.715			0.654		
Satd. Flow (perm)	242	5085	1583	443	7521	0	1332	1686	0	1218	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231		3			82			48	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		840			700			700			800	
Travel Time (s)		12.7			10.6			15.9			18.2	
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
Adj. Flow (vph)	239	1138	231	103	1173	20	196	59	103	51	16	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	1138	231	103	1193	0	196	162	0	51	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0		17.4	17.4		17.4	17.4	
Total Split (s)	31.0	51.0	51.0	18.0	38.0		41.0	41.0		41.0	41.0	
Total Split (%)	28.2%	46.4%	46.4%	16.4%	34.5%		37.3%	37.3%		37.3%	37.3%	
Maximum Green (s)	24.0	44.0	44.0	11.0	31.0		33.6	33.6		33.6	33.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		3.7	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.4	7.4		7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)	41.2	30.8	30.8	30.1	21.9		17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.55	0.41	0.41	0.40	0.29		0.23	0.23		0.23	0.23	
v/c Ratio	0.59	0.54	0.29	0.32	0.54		0.64	0.36		0.18	0.15	
Control Delay	19.2	19.5	3.8	12.8	23.9		37.8	16.1		26.7	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.2	19.5	3.8	12.8	23.9		37.8	16.1		26.7	11.9	
LOS	B	B	A	B	C		D	B		C	B	
Approach Delay		17.2			23.0			28.0			18.4	
Approach LOS		B			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 74.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 69.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Bronson Blvd./Windmere Rd. & Cortez Blvd

HCS7 Two-Way Stop-Control Report

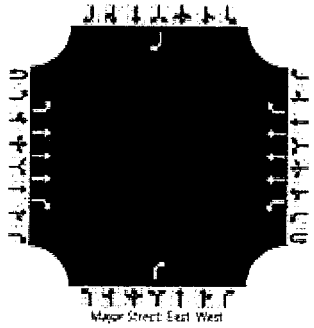
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Parkland Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	0	1	3	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	8	15	1204	46	44	73	1127	48				35				25
Percent Heavy Vehicles (%)	3	3			3	3						3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3						7.1				7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36						7.16				7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1						3.9				3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13						3.93				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				124						37				27
Capacity, c (veh/h)		338				311						356				379
v/c Ratio		0.07				0.40						0.10				0.07
95% Queue Length, Q_{95} (veh)		0.2				1.9						0.3				0.2
Control Delay (s/veh)		16.5				24.1						16.3				15.2
Level of Service (LOS)		C				C						C				C
Approach Delay (s/veh)		0.3				2.2				16.3				15.2		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

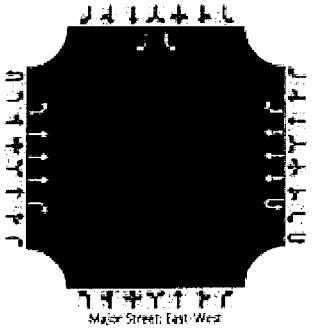
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Shrman Hills Realigment
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	1	0	3	1		0	0	0		1	0	1
Configuration		L	T	R	U		T	R						L		R
Volume (veh/h)	0	170	1291	0	0		1161	37						72		2
Percent Heavy Vehicles (%)	3	3			3									3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No								No		
Median Type / Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3			5.6									6.4		7.1
Critical Headway (sec)		5.36			5.66									6.46		7.16
Base Follow-Up Headway (sec)		3.1			2.3									3.8		3.9
Follow-Up Headway (sec)		3.13			2.33									3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		179			0									76		2
Capacity, c (veh/h)		290			440									66		372
v/c Ratio		0.62			0.00									1.16		0.01
95% Queue Length, Q_{95} (veh)		3.8			0.0									6.0		0.0
Control Delay (s/veh)		35.6			13.2									267.4		14.7
Level of Service (LOS)		E			B									F		B
Approach Delay (s/veh)		4.1				0.0								260.6		
Approach LOS														F		

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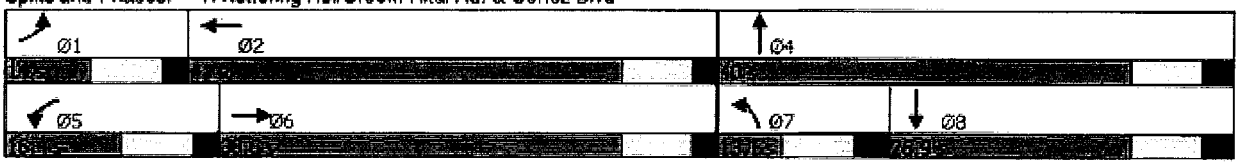
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Future Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.952	
Flt Protected	0.950			0.950				0.953			0.974	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1775	1583	0	1727	0
Flt Permitted	0.950			0.950				0.715			0.763	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	0	1332	1583	0	1353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			460			238			171		6	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2060			10277			1000			500	
Travel Time (s)		31.2			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	844	460	154	744	19	473	2	171	9	2	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	844	460	154	744	19	0	475	171	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2	4		4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	13.1	16.1	16.1	16.1	16.1	
Total Split (s)	14.0	38.6	38.6	16.4	41.0	41.0	13.1	40.0	40.0	26.9	26.9	
Total Split (%)	14.7%	40.6%	40.6%	17.3%	43.2%	43.2%	13.8%	42.1%	42.1%	28.3%	28.3%	
Maximum Green (s)	6.5	31.1	31.1	8.9	33.5	33.5	5.0	31.9	31.9	18.8	18.8	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5		8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	6.3	30.2	30.2	8.9	38.2	38.2		31.9	31.9		31.9	
Actuated g/C Ratio	0.07	0.32	0.32	0.09	0.41	0.41		0.34	0.34		0.34	
v/c Ratio	0.35	0.52	0.56	0.92	0.36	0.02		1.05	0.26		0.04	
Control Delay	50.4	27.4	5.3	96.9	21.2	0.1		89.5	4.8		16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	50.4	27.4	5.3	96.9	21.2	0.1		89.5	4.8		16.8	
LOS	D	C	A	F	C	A		F	A		B	
Approach Delay		20.5			33.5			67.0			16.8	
Approach LOS		C			C			E			B	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 94.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15

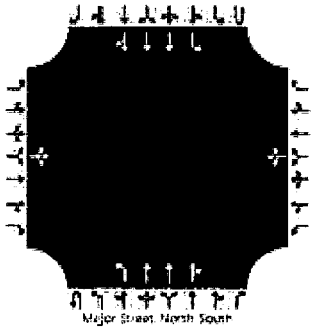
Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Ridge Manor Blvd
Analysis Year	2035	North/South Street	Cortez Blvd
Time Analyzed	PM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background Traffic and Existing/Budgeted Geometry		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	2	5		4	0	70	0	2	703	7	0	145	696	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				76			2				149		
Capacity, c (veh/h)			196				489			531				523		
v/c Ratio			0.06				0.16			0.00				0.29		
95% Queue Length, Q_{95} (veh)			0.2				0.5			0.0				1.2		
Control Delay (s/veh)			24.5				13.7			11.8				14.6		
Level of Service (LOS)			C				B			B				B		
Approach Delay (s/veh)		24.5				13.7				0.0				2.5		
Approach LOS		C				B										

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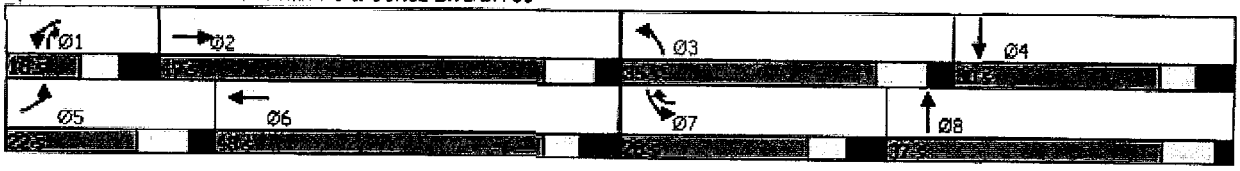
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	393	271	27	372	7	332	46	9	5	15	6
Future Volume (vph)	22	393	271	27	372	7	332	46	9	5	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		800	500		400	400		200	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.959	
Flt Protected	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1706	1583	1770	1786	0
Flt Permitted	0.423			0.503			0.565	0.582		0.950		
Satd. Flow (perm)	788	5085	1583	937	5085	1583	1000	1030	1583	1770	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			282			112			112		6	
Link Speed (mph)		45			30			30			30	
Link Distance (ft)		10277			1013			1273			1001	
Travel Time (s)		155.7			23.0			28.9			22.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	409	282	28	388	7	346	48	9	5	16	6
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	23	409	282	28	388	7	197	197	9	5	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	20.0	27.7	27.7	13.2	26.2	26.2	27.7	25.7	13.2	26.2	26.2	
Total Split (s)	22.0	49.0	49.0	16.0	43.0	28.0	35.0	37.0	16.0	28.0	30.0	
Total Split (%)	16.9%	37.7%	37.7%	12.3%	33.1%	21.5%	26.9%	28.5%	12.3%	21.5%	23.1%	
Maximum Green (s)	13.8	40.8	40.8	7.8	34.8	19.8	26.8	29.3	7.8	19.8	21.8	
Yellow Time (s)	5.5	5.5	5.5	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	
All-Red Time (s)	2.7	2.7	2.7	4.2	4.2	4.2	2.7	2.2	4.2	4.2	4.2	
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)	8.2	8.2	8.2	8.2	8.2	8.2	8.2	7.7	8.2	8.2	8.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	Max	None	None	Max	Max	
Act Effct Green (s)	55.8	47.5	47.5	41.4	34.8	62.8	55.6	56.6	43.6	19.8	21.8	
Actuated g/C Ratio	0.43	0.37	0.37	0.32	0.27	0.48	0.43	0.44	0.34	0.15	0.17	
v/c Ratio	0.05	0.22	0.37	0.08	0.29	0.01	0.35	0.33	0.01	0.02	0.07	
Control Delay	21.3	30.2	5.1	22.5	38.4	0.0	25.4	24.9	0.0	47.2	37.2	
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	21.3	30.2	5.1	22.5	38.4	0.0	25.4	24.9	0.0	47.2	37.2	
LOS	C	C	A	C	D	A	C	C	A	D	D	
Approach Delay		20.0			36.7			24.6			39.0	
Approach LOS		B			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 26.0 Intersection LOS: C
Intersection Capacity Utilization 48.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: McKethan Rd & Cortez Blvd/SR 50



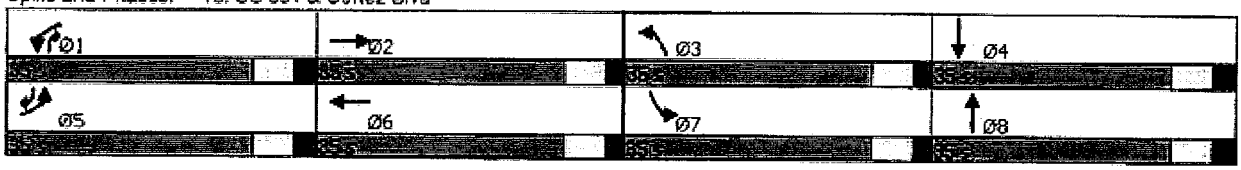
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	251	56	72	266	19	55	263	53	14	184	54
Future Volume (vph)	61	251	56	72	266	19	55	263	53	14	184	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	300		0	200		300	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.558			0.573			0.495			0.527		
Satd. Flow (perm)	1039	3539	1583	1067	3504	0	922	1863	1583	982	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		5				83			83
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		6987			1760			1365			907	
Travel Time (s)		105.9			26.7			20.7			13.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	69	282	63	81	299	21	62	296	60	16	207	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	282	63	81	320	0	62	296	60	16	207	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*		*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.3	24.8	24.8	12.3	24.8		11.8	25.7	12.3	11.8	25.7	12.3
Total Split (s)	35.0	35.0	35.0	35.0	35.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	27.7	28.2	28.2	27.7	28.2		28.2	27.3	27.7	28.2	27.3	27.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		2.0	2.9	2.5	2.0	2.9	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)	7.3	6.8	6.8	7.3	6.8		6.8	7.7	7.3	6.8	7.7	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	35.0	29.5	29.5	35.5	29.8		27.7	23.7	39.8	23.0	17.4	33.3
Actuated g/C Ratio	0.41	0.35	0.35	0.42	0.35		0.33	0.28	0.47	0.27	0.21	0.39
v/c Ratio	0.14	0.23	0.10	0.16	0.26		0.16	0.57	0.08	0.05	0.54	0.09
Control Delay	15.4	24.2	0.3	15.4	23.8		19.9	33.1	2.2	18.8	38.2	2.7
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	15.4	24.2	0.3	15.4	23.8		19.9	33.1	2.2	18.8	38.2	2.7
LOS	B	C	A	B	C		B	C	A	B	D	A
Approach Delay		19.1			22.1			26.7			29.4	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 84.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 23.9 Intersection LOS: C
Intersection Capacity Utilization 54.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: US 301 & Cortez Blvd



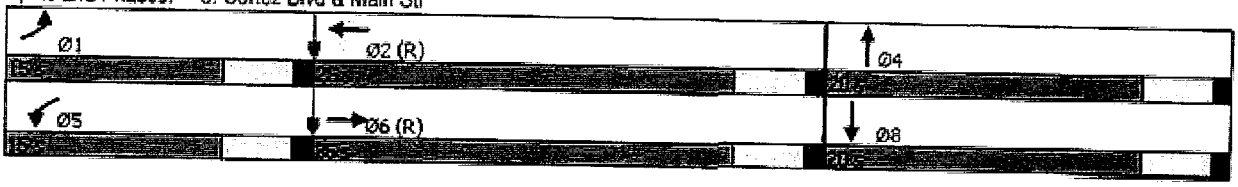
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1177	15	3	1133	11	19	1	2	15	2	126
Future Volume (vph)	95	1177	15	3	1133	11	19	1	2	15	2	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		0	300		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.900			0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1676	0	1770	1587	0
Flt Permitted	0.158			0.207			0.678			0.756		
Satd. Flow (perm)	294	3539	1583	386	3539	1583	1263	1676	0	1408	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		2			133	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		862			2594			709			741	
Travel Time (s)		13.1			39.3			16.1			16.8	
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
Adj. Flow (vph)	100	1239	16	3	1193	12	20	1	2	16	2	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1239	16	3	1193	12	20	3	0	16	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*		*Cl+Ex*	*Cl+Ex*	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	20.0	20.0		20.0	20.0	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	20.0	20.0		20.0	20.0	
Total Split (%)	25.0%	41.7%	41.7%	25.0%	41.7%	41.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5	20.5	15.5	15.5		15.5	15.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.6	44.9	44.9	41.4	37.9	37.9	7.0	7.0		7.0	7.0	
Actuated g/C Ratio	0.76	0.75	0.75	0.69	0.63	0.63	0.12	0.12		0.12	0.12	
v/c Ratio	0.26	0.47	0.01	0.01	0.53	0.01	0.14	0.02		0.10	0.45	
Control Delay	4.4	5.8	0.0	3.0	10.0	0.0	24.8	18.0		23.8	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.4	5.8	0.0	3.0	10.0	0.0	24.8	18.0		23.8	10.4	
LOS	A	A	A	A	B	A	C	B		C	B	
Approach Delay		5.6			9.9			23.9			11.9	
Approach LOS		A			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Cortez Blvd & Main Str



HCS7 Two-Way Stop-Control Report

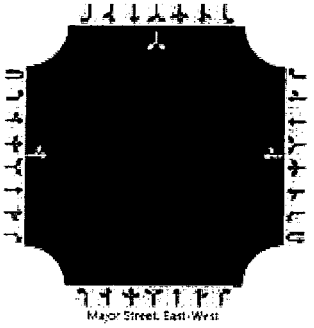
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Kettering Rd
Peak Hour Factor	0.50
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		81	5				2	4						2		90
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type / Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		162													184	
Capacity, c (veh/h)		1600													1052	
v/c Ratio		0.10													0.17	
95% Queue Length, Q_{95} (veh)		0.3													0.6	
Control Delay (s/veh)		7.5													9.1	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	7.1												9.1			
Approach LOS													A			

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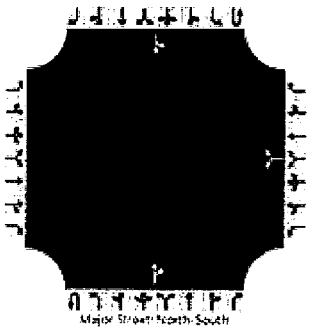
HCS7 Two-Way Stop-Control Report

General Information

Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Powerline Rd
Analysis Year	2035	North/South Street	Lockhart Rd
Time Analyzed	PM Peak	Peak Hour Factor	0.48
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background Traffic and Existing/Budgeted Geometry		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						15		91			9	5		8	11	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							221							17		
Capacity, c (veh/h)							1027							1577		
v/c Ratio							0.21							0.01		
95% Queue Length, Q_{95} (veh)							0.8							0.0		
Control Delay (s/veh)							9.5							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.5							3.1			
Approach LOS						A										

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BACKGROUND WITH REQUIRED IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	170	1291	0	0	0	1161	37	0	0	0	72	0
Future Volume (vph)	170	1291	0	0	0	1161	37	0	0	0	72	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		300		600		485	0		0	0	
Storage Lanes	1		1		1		1	0		0	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt							0.850					
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	5085	1863	1863	0	5085	1583	0	0	0	1770	0
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1770	5085	1863	1863	0	5085	1583	0	0	0	1770	0
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							96					
Link Speed (mph)		45				45			30			30
Link Distance (ft)		635				2060			109			832
Travel Time (s)		9.6				31.2			2.5			18.9
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
Adj. Flow (vph)	179	1359	0	0	0	1222	39	0	0	0	76	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	1359	0	0	0	1222	39	0	0	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1		2	1				1	
Detector Template	Left	Thru	Right	Left		Thru	Right				Left	
Leading Detector (ft)	20	100	20	20		100	20				20	
Trailing Detector (ft)	0	0	0	0		0	0				0	
Detector 1 Position(ft)	0	0	0	0		0	0				0	
Detector 1 Size(ft)	20	6	20	20		6	20				20	
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*		*Cl+Ex*	*Cl+Ex*				*Cl+Ex*	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Detector 2 Position(ft)		94				94						
Detector 2 Size(ft)		6				6						
Detector 2 Type		Cl+Ex				Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0						
Turn Type	Prot	NA	Perm	Perm		NA	Perm				Prot	
Protected Phases	7	4				8					6	
Permitted Phases			4	8			8					

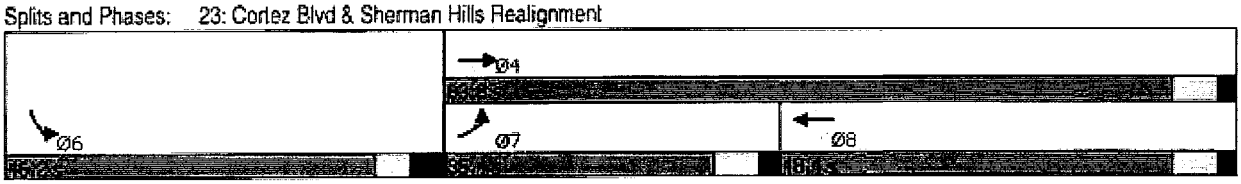
Lane Group	SBR
Lane Configurations	↱
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	92
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	2
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	4	4	8		8	8				6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0				5.0	
Minimum Split (s)	12.0	25.0	25.0	25.0		25.0	25.0				25.4	
Total Split (s)	35.4	83.8	83.8	48.4		48.4	48.4				46.2	
Total Split (%)	27.2%	64.5%	64.5%	37.2%		37.2%	37.2%				35.5%	
Maximum Green (s)	28.4	76.8	76.8	41.4		41.4	41.4				38.8	
Yellow Time (s)	4.9	4.9	4.9	4.9		4.9	4.9				3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1		2.1	2.1				3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0				7.4	
Lead/Lag	Lead			Lag		Lag	Lag					
Lead-Lag Optimize?	Yes			Yes		Yes	Yes					
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0				3.0	
Recall Mode	None	None	None	None		None	None				Min	
Walk Time (s)		7.0	7.0	7.0		7.0	7.0				7.0	
Flash Dont Walk (s)		11.0	11.0	11.0		11.0	11.0				11.0	
Pedestrian Calls (#/hr)		0	0	0		0	0				0	
Act Effct Green (s)	13.6	47.8				26.9	26.9				9.1	
Actuated g/C Ratio	0.19	0.67				0.37	0.37				0.13	
v/c Ratio	0.53	0.40				0.64	0.06				0.34	
Control Delay	34.5	5.8				20.4	0.2				36.2	
Queue Delay	0.0	0.0				0.0	0.0				0.0	
Total Delay	34.5	5.8				20.4	0.2				36.2	
LOS	C	A				C	A				D	
Approach Delay		9.1				19.8						35.3
Approach LOS		A				B						D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 71.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 50.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: Cortez Blvd & Sherman Hills Realignment



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.4
Total Split (s)	46.2
Total Split (%)	35.5%
Maximum Green (s)	38.8
Yellow Time (s)	3.7
All-Red Time (s)	3.7
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.4
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	9.1
Actuated g/C Ratio	0.13
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

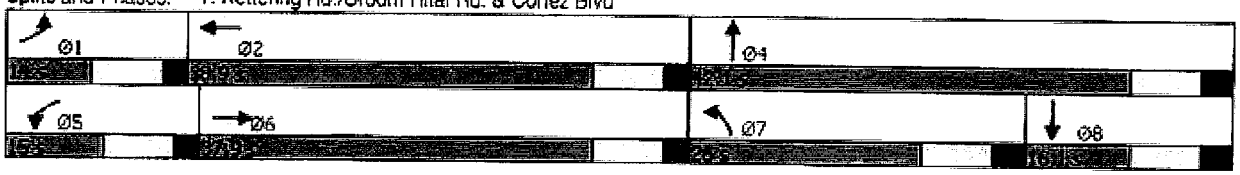
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Future Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	2		1	2		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.952	
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1727	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			460			238			171		6	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2060			10277			1000			500	
Travel Time (s)		31.2			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	844	460	154	744	19	473	2	171	9	2	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	844	460	154	744	19	473	2	171	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2			4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	13.1	16.1	16.1	16.1	16.1	
Total Split (s)	14.0	37.9	37.9	15.0	38.9	38.9	26.0	42.1	42.1	16.1	16.1	
Total Split (%)	14.7%	39.9%	39.9%	15.8%	40.9%	40.9%	27.4%	44.3%	44.3%	16.9%	16.9%	
Maximum Green (s)	6.5	30.4	30.4	7.5	31.4	31.4	17.9	34.0	34.0	8.0	8.0	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	8.1	8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	6.3	30.5	30.5	7.4	37.7	37.7	15.3	20.9	20.9		8.1	
Actuated g/C Ratio	0.08	0.37	0.37	0.09	0.46	0.46	0.19	0.25	0.25		0.10	
v/c Ratio	0.30	0.45	0.53	0.50	0.32	0.02	0.74	0.00	0.32		0.09	
Control Delay	45.7	22.0	4.9	44.0	18.1	0.1	40.5	20.0	5.2		32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	45.7	22.0	4.9	44.0	18.1	0.1	40.5	20.0	5.2		32.3	
LOS	D	C	A	D	B	A	D	B	A		C	
Approach Delay		16.9			22.1			31.1			32.3	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 82.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



BACKGROUND PLUS PROJECT WITH REQUIRED IMPROVEMENTS FOR BACKGROUND

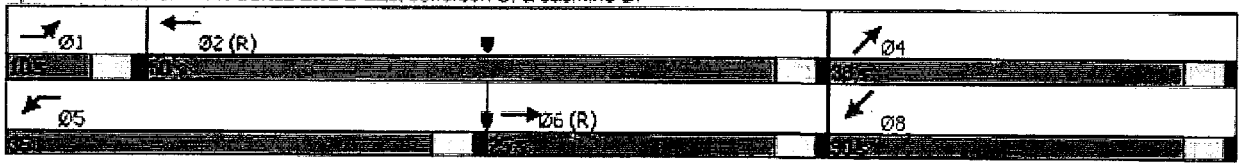
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	504	13	826	490	30	7	176	1009	41	131	4
Future Volume (vph)	13	504	13	826	490	30	7	176	1009	41	131	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	400		400	400		0	300		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1855	0
Flt Permitted	0.950			0.950			0.554			0.433		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1032	1863	1583	807	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			61			730		2	
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		2005			1665			2021			1421	
Travel Time (s)		30.4			25.2			30.6			32.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	14	525	14	860	510	31	7	183	1051	43	136	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	525	14	860	510	31	7	183	1051	43	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		Free	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0	25.0	35.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	27.8%	27.8%	38.9%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	21.0	21.0	31.0	46.0	46.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	6.3	35.8	35.8	28.1	65.5	65.5	14.1	14.1	90.0	14.1	14.1	
Actuated g/C Ratio	0.07	0.40	0.40	0.31	0.73	0.73	0.16	0.16	1.00	0.16	0.16	
v/c Ratio	0.11	0.37	0.02	0.80	0.20	0.03	0.04	0.63	0.66	0.34	0.48	
Control Delay	40.8	22.1	0.1	34.5	5.2	0.8	30.1	44.5	2.2	39.8	38.6	
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	40.8	22.1	0.1	34.5	5.2	0.8	30.1	44.5	2.2	39.8	38.6	
LOS	D	C	A	C	A	A	C	D	A	D	D	
Approach Delay		22.0			23.1			8.6			38.9	
Approach LOS		C			C			A			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 11: Cortez Blvd & East Jefferson St & Jasmine Dr



HCS7 Two-Way Stop-Control Report

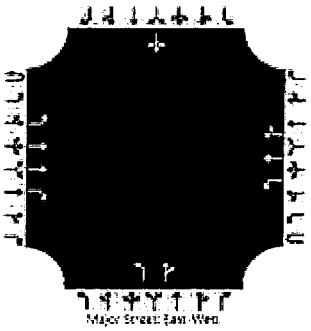
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Bck +Prj and req bck impr

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Lockhart Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		1	1	0		0	1	0
Configuration		L	T	R		L	T	TR		L		TR			LTR	
Volume (veh/h)	1	0	1117	22	4	102	1217	0		77	0	130		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.16			6.46	4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.23			2.53	2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				110				80		135			0	
Capacity, c (veh/h)		221				534				115		454				
v/c Ratio		0.00				0.21				0.70		0.30				
95% Queue Length, Q_{95} (veh)		0.0				0.8				3.7		1.2				
Control Delay (s/veh)		21.4				13.5				88.0		16.3				
Level of Service (LOS)		C				B				F		C				
Approach Delay (s/veh)		0.0				1.1				43.0						
Approach LOS										E						

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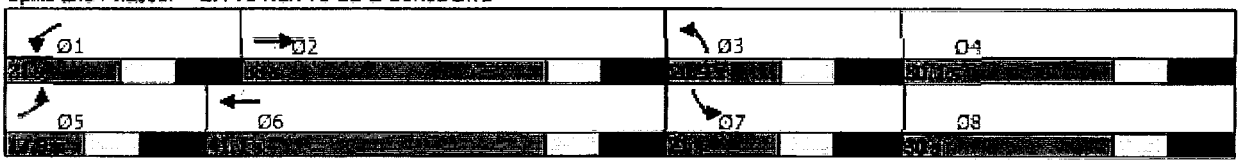
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Future Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		1	1		1	3		2	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	0.88	0.94	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			295			305			354
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3			7		
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3		8	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	10.0		5.0	10.0		10.0
Minimum Split (s)	17.9	28.9	28.9	17.9	28.9	28.9	20.9		25.0	20.9		20.9
Total Split (s)	17.9	38.0	38.0	21.0	41.1	41.1	20.9		30.0	21.0		30.1
Total Split (%)	16.3%	34.5%	34.5%	19.1%	37.4%	37.4%	19.0%		27.3%	19.1%		27.4%
Maximum Green (s)	7.0	27.1	27.1	10.1	30.2	30.2	10.0		19.1	10.1		19.2
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	Min	Min	None	Min	Min	None		None	None		None
Act Effct Green (s)	7.0	27.1	27.1	10.1	30.2	30.2	10.0		19.1	10.1		19.2
Actuated g/C Ratio	0.06	0.25	0.25	0.09	0.27	0.27	0.09		0.17	0.09		0.17
v/c Ratio	0.85	1.13	0.18	1.46	1.14	0.48	0.33		1.33	1.08		0.47
Control Delay	84.0	107.2	0.7	259.0	110.4	7.2	49.0		184.8	111.5		7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	84.0	107.2	0.7	259.0	110.4	7.2	49.0		184.8	111.5		7.3
LOS	F	F	A	F	F	A	D		F	F		A
Approach Delay		97.6			125.7			166.8			66.9	
Approach LOS		F			F			F			E	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 117.1 Intersection LOS: F
Intersection Capacity Utilization 91.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd



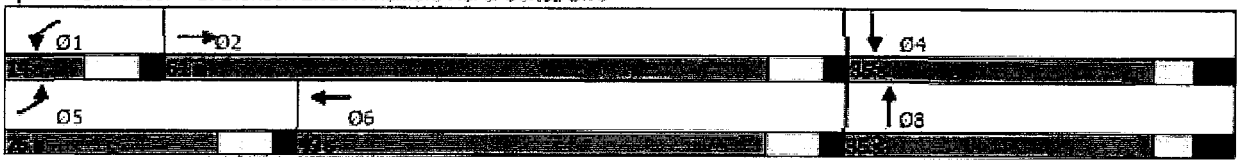
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	2323	312	131	1893	19	300	94	131	76	43	46
Future Volume (vph)	219	2323	312	131	1893	19	300	94	131	76	43	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	350		0	105		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.913			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	7537	0	1770	1701	0	1770	1719	0
Flt Permitted	0.075			0.086			0.697			0.498		
Satd. Flow (perm)	140	5085	1583	160	7537	0	1298	1701	0	928	1719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259		2			61			47	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		840			700			700			800	
Travel Time (s)		12.7			10.6			15.9			18.2	
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
Adj. Flow (vph)	231	2445	328	138	1993	20	316	99	138	80	45	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	2445	328	138	2013	0	316	237	0	80	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0		17.4	17.4		17.4	17.4	
Total Split (s)	26.0	61.0	61.0	14.0	49.0		35.0	35.0		35.0	35.0	
Total Split (%)	23.6%	55.5%	55.5%	12.7%	44.5%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	19.0	54.0	54.0	7.0	42.0		27.6	27.6		27.6	27.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		3.7	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.4	7.4		7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)	66.5	54.0	54.0	53.6	46.6		27.6	27.6		27.6	27.6	
Actuated g/C Ratio	0.60	0.49	0.49	0.49	0.42		0.25	0.25		0.25	0.25	
v/c Ratio	0.78	0.98	0.36	0.77	0.63		0.97	0.50		0.34	0.20	
Control Delay	42.5	41.7	5.1	50.3	26.5		85.4	30.1		38.9	18.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.5	41.7	5.1	50.3	26.5		85.4	30.1		38.9	18.8	
LOS	D	D	A	D	C		F	C		D	B	
Approach Delay		37.8			28.0			61.7			28.1	
Approach LOS		D			C			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 101.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Bronson Blvd./Windmere Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

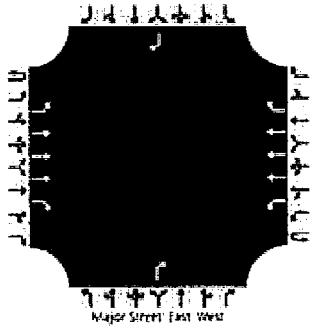
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Bck+Prj and Req Bck Impr

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Parkland Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	0	1	3	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	8	15	2369	127	44	140	1938	48				160				25
Percent Heavy Vehicles (%)	3	3			3	3						3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3						7.1				7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36						7.16				7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1						3.9				3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13						3.93				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				196						170		-		27
Capacity, c (veh/h)		128										138				196
v/c Ratio		0.19										1.24				0.14
95% Queue Length, Q_{95} (veh)		0.7										10.3				0.5
Control Delay (s/veh)		39.6										216.6				26.2
Level of Service (LOS)		E										F				D
Approach Delay (s/veh)		0.4								216.6				26.2		
Approach LOS										F				D		

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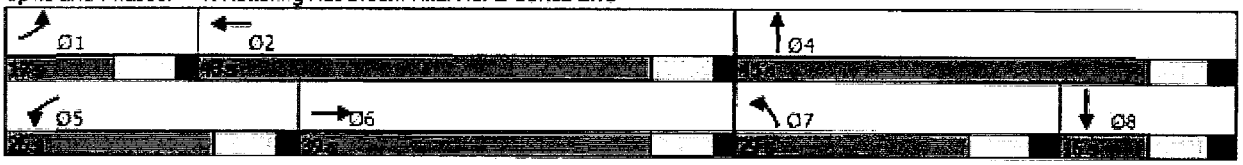
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1135	553	437	1036	18	517	2	260	9	34	6
Future Volume (vph)	61	1135	553	437	1036	18	517	2	260	9	34	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	2		1	2		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.984	
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1816	0
Flt Permitted	0.950			0.950			0.950				0.936	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1716	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			576			205			271		5	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2060			10277			1000			500	
Travel Time (s)		31.2			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	64	1182	576	455	1079	19	539	2	271	9	35	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1182	576	455	1079	19	539	2	271	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2			4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	8.0	8.0	7.9	7.9	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	13.1	16.1	16.1	16.0	16.0	
Total Split (s)	17.0	39.0	39.0	26.0	48.0	48.0	29.0	45.0	45.0	16.0	16.0	
Total Split (%)	15.5%	35.5%	35.5%	23.6%	43.6%	43.6%	26.4%	40.9%	40.9%	14.5%	14.5%	
Maximum Green (s)	9.5	31.5	31.5	18.5	40.5	40.5	20.9	36.9	36.9	7.9	7.9	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	8.1	8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	8.3	31.6	31.6	17.2	43.9	43.9	19.5	31.6	31.6		8.0	
Actuated g/C Ratio	0.08	0.30	0.30	0.17	0.42	0.42	0.19	0.30	0.30		0.08	
v/c Ratio	0.45	0.76	0.65	0.80	0.50	0.02	0.84	0.00	0.40		0.36	
Control Delay	58.8	38.0	6.6	54.5	25.7	0.1	54.4	24.5	5.2		52.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	58.8	38.0	6.6	54.5	25.7	0.1	54.4	24.5	5.2		52.9	
LOS	E	D	A	D	C	A	D	C	A		D	
Approach Delay		28.8			33.8			37.9			52.9	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 103.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 78.1% ICU Level of Service D
Analysis Period (min) 15

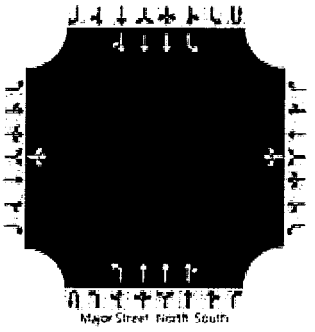
Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Ridge Manor Blvd
Analysis Year	2035	North/South Street	Cortez Blvd
Time Analyzed	PM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Bck +Proj and req Bck Impr		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	2	5		4	0	85	0	2	1297	7	0	155	1100	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left - Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				92			2				160		
Capacity, c (veh/h)			56				285			334				264		
v/c Ratio			0.20				0.32			0.01				0.61		
95% Queue Length, Q_{95} (veh)			0.7				1.3			0.0				3.6		
Control Delay (s/veh)			84.8				23.5			15.8				37.7		
Level of Service (LOS)			F				C			C				E		
Approach Delay (s/veh)		84.8				23.5				0.0				4.7		
Approach LOS		F				C										

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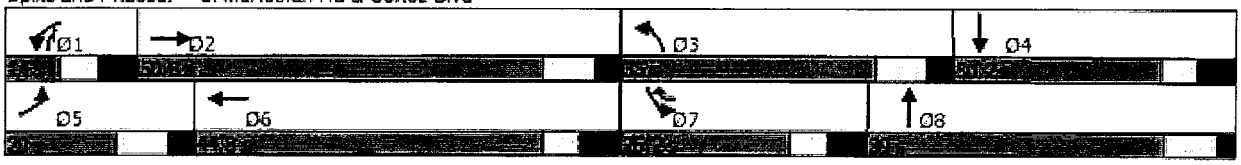
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	636	408	27	732	7	534	46	9	5	15	6
Future Volume (vph)	22	636	408	27	732	7	534	46	9	5	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		800	500		400	400		200	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.959	
Flt Protected	0.950			0.950			0.950	0.960		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1699	1583	1770	1786	0
Flt Permitted	0.225			0.388			0.545	0.545		0.950		
Satd. Flow (perm)	419	5085	1583	723	5085	1583	964	964	1583	1770	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			425			181			112		6	
Link Speed (mph)		45			30			30			30	
Link Distance (ft)		10277			1013			1273			1001	
Travel Time (s)		155.7			23.0			28.9			22.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	663	425	28	763	7	556	48	9	5	16	6
Shared Lane Traffic (%)							46%					
Lane Group Flow (vph)	23	663	425	28	763	7	300	304	9	5	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	20.0	27.7	27.7	13.2	26.2	26.2	27.7	25.7	13.2	26.2	26.2	
Total Split (s)	20.0	50.8	50.8	14.0	44.8	26.2	35.0	39.0	14.0	26.2	30.2	
Total Split (%)	15.4%	39.1%	39.1%	10.8%	34.5%	20.2%	26.9%	30.0%	10.8%	20.2%	23.2%	
Maximum Green (s)	11.8	42.6	42.6	5.8	36.6	18.0	26.8	31.3	5.8	18.0	22.0	
Yellow Time (s)	5.5	5.5	5.5	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	
All-Red Time (s)	2.7	2.7	2.7	4.2	4.2	4.2	2.7	2.2	4.2	4.2	4.2	
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)	8.2	8.2	8.2	8.2	8.2	8.2	8.2	7.7	8.2	8.2	8.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	Max	None	None	Max	Max	
Act Effct Green (s)	55.3	48.2	48.2	42.3	36.6	62.8	57.0	57.5	44.7	18.0	22.0	
Actuated g/C Ratio	0.43	0.37	0.37	0.33	0.28	0.48	0.44	0.44	0.34	0.14	0.17	
v/c Ratio	0.08	0.35	0.50	0.10	0.53	0.01	0.53	0.52	0.01	0.02	0.07	
Control Delay	21.7	31.3	5.1	22.8	41.1	0.0	28.9	28.4	0.0	48.8	37.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.7	31.3	5.1	22.8	41.1	0.0	28.9	28.4	0.0	48.8	37.0	
LOS	C	C	A	C	D	A	C	C	A	D	D	
Approach Delay		21.1			40.1			28.2			39.2	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: McKethan Rd & Cortez Blvd



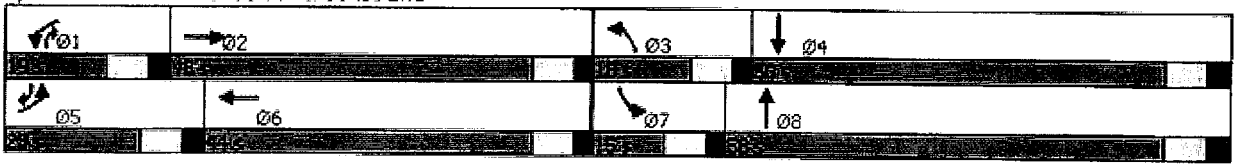
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	296	72	72	333	19	78	263	53	14	184	92
Future Volume (vph)	87	296	72	72	333	19	78	263	53	14	184	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	300		0	200		300	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3511	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.489			0.551			0.429			0.486		
Satd. Flow (perm)	911	3539	1583	1026	3511	0	799	1863	1583	905	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		4				83			103
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		6987			1760			1365			907	
Travel Time (s)		105.9			26.7			20.7			13.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	98	333	81	81	374	21	88	296	60	16	207	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	333	81	81	395	0	88	296	60	16	207	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	*Cl+Ex*	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pl	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.3	24.8	24.8	12.3	24.8		11.8	25.7	12.3	11.8	25.7	12.3
Total Split (s)	23.0	48.0	48.0	19.0	44.0		18.0	58.0	19.0	15.0	55.0	23.0
Total Split (%)	16.4%	34.3%	34.3%	13.6%	31.4%		12.9%	41.4%	13.6%	10.7%	39.3%	16.4%
Maximum Green (s)	15.7	41.2	41.2	11.7	37.2		11.2	50.3	11.7	8.2	47.3	15.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		2.0	2.9	2.5	2.0	2.9	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)	7.3	6.8	6.8	7.3	6.8		6.8	7.7	7.3	6.8	7.7	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	49.9	41.8	41.8	48.7	41.3		30.8	26.0	41.8	24.2	18.4	34.8
Actuated g/C Ratio	0.48	0.41	0.41	0.47	0.40		0.30	0.25	0.41	0.24	0.18	0.34
v/c Ratio	0.19	0.23	0.11	0.15	0.28		0.27	0.63	0.09	0.06	0.62	0.17
Control Delay	14.8	22.9	0.3	14.7	23.6		26.7	41.7	2.5	24.1	48.8	5.4
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	14.8	22.9	0.3	14.7	23.6		26.7	41.7	2.5	24.1	48.8	5.4
LOS	B	C	A	B	C		C	D	A	C	D	A
Approach Delay		17.8			22.1			33.4			33.9	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 102.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 18: US 301 & Cortez Blvd



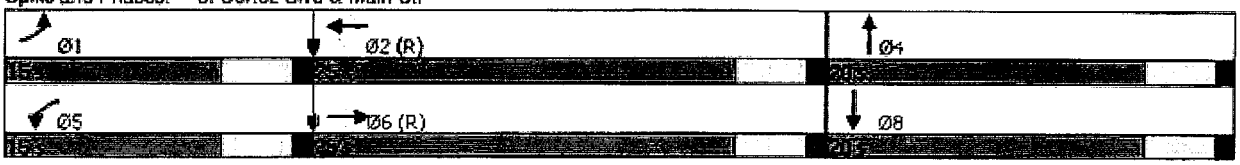
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1271	15	3	1196	11	19	1	2	15	2	126
Future Volume (vph)	95	1271	15	3	1196	11	19	1	2	15	2	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		0	300		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.900			0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1676	0	1770	1587	0
Flt Permitted	0.141			0.179			0.678			0.756		
Satd. Flow (perm)	263	3539	1583	333	3539	1583	1263	1676	0	1408	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		2			133	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		862			2594			709			741	
Travel Time (s)		13.1			39.3			16.1			16.8	
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
Adj. Flow (vph)	100	1338	16	3	1259	12	20	1	2	16	2	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1338	16	3	1259	12	20	3	0	16	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	20.0	20.0		20.0	20.0	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	20.0	20.0		20.0	20.0	
Total Split (%)	25.0%	41.7%	41.7%	25.0%	41.7%	41.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5	20.5	15.5	15.5		15.5	15.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.6	44.9	44.9	41.4	37.9	37.9	7.0	7.0		7.0	7.0	
Actuated g/C Ratio	0.76	0.75	0.75	0.69	0.63	0.63	0.12	0.12		0.12	0.12	
v/c Ratio	0.27	0.51	0.01	0.01	0.56	0.01	0.14	0.02		0.10	0.45	
Control Delay	4.6	6.2	0.0	3.0	10.4	0.0	24.8	18.0		23.8	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.6	6.2	0.0	3.0	10.4	0.0	24.8	18.0		23.8	10.4	
LOS	A	A	A	A	B	A	C	B		C	B	
Approach Delay		6.0			10.3			23.9			11.9	
Approach LOS		A			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Cortez Blvd & Main Str



HCS7 Two-Way Stop-Control Report

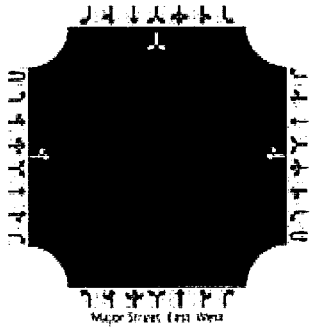
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Bck +Prj and Req Bck Imps

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Kettering Rd
Peak Hour Factor	0.50
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		154	5				2	12						7		140
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type / Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		308													294	
Capacity, c (veh/h)		1579													967	
v/c Ratio		0.20													0.30	
95% Queue Length, Q_{95} (veh)		0.7													1.3	
Control Delay (s/veh)		7.8													10.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	7.6												10.3			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

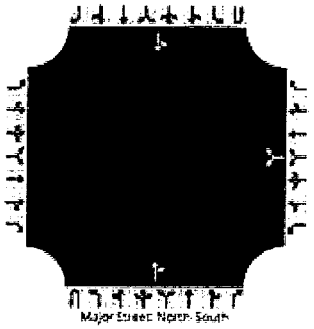
General Information

Analyst	
Agency/Co	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Bck Plus Proj and Reg Bck Impr

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Lockhart Rd
Peak Hour Factor	0.48
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						33		91			18	31		8	17	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							258							17		
Capacity, c (veh/h)							946							1484		
v/c Ratio							0.27							0.01		
95% Queue Length, Q_{95} (veh)							1.1							0.0		
Control Delay (s/veh)							10.2							7.5		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					10.2								2.4			
Approach LOS					B											

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BACKGROUND PLUS PROJECT WITH REQUIRED IMPROVEMENTS FOR PROJECT

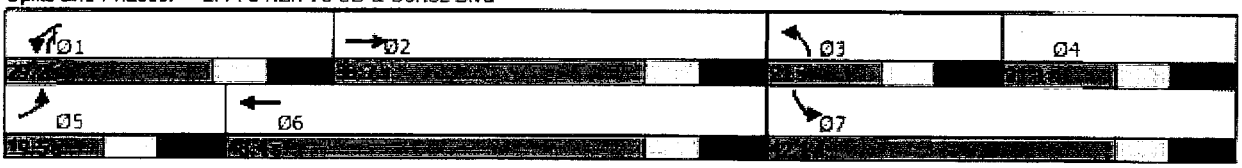
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Future Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		0	1		0	3		3	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.86	0.86	0.94	1.00	0.76	0.94	1.00	0.88
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6337	0	3433	5254	0	4990	0	3610	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	6337	0	3433	5254	0	4990	0	3610	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			48				186			369
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1526	0	459	1905	0	150	0	979	493	0	369
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1		1	1		1
Detector Template	Left	Thru		Left	Thru		Left		Right	Left		Right
Leading Detector (ft)	20	100		20	100		20		20	20		20
Trailing Detector (ft)	0	0		0	0		0		0	0		0
Detector 1 Position(ft)	0	0		0	0		0		0	0		0
Detector 1 Size(ft)	20	6		20	6		20		20	20		20
Detector 1 Type	*Cl+Ex*	*Cl+Ex*		*Cl+Ex*	*Cl+Ex*		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		Prot		pm+ov	Prot		Perm
Protected Phases	5	2		1	6		3		1	7		
Permitted Phases									3			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3		1	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		10.0		7.0	10.0		10.0
Minimum Split (s)	17.9	28.9		17.9	28.9		20.9		17.9	20.9		20.9
Total Split (s)	19.5	38.7		29.2	48.4		21.0		29.2	42.1		21.1
Total Split (%)	17.7%	35.2%		26.5%	44.0%		19.1%		26.5%	38.3%		19.2%
Maximum Green (s)	8.6	27.8		18.3	37.5		10.1		18.3	31.2		10.2
Yellow Time (s)	4.9	4.9		4.9	4.9		4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0		6.0	6.0		6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9		10.9	10.9		10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead			Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Recall Mode	None	Min		None	Min		None		None	None		None
Act Effct Green (s)	8.5	28.0		18.0	37.5		10.0		28.1	31.0		10.0
Actuated g/C Ratio	0.08	0.26		0.16	0.34		0.09		0.26	0.28		0.09
v/c Ratio	0.70	0.94		0.81	0.88		0.33		0.92	0.35		0.63
Control Delay	63.8	51.7		56.8	38.8		48.9		36.6	32.2		10.1
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	63.8	51.7		56.8	38.8		48.9		36.6	32.2		10.1
LOS	E	D		E	D		D		D	C		B
Approach Delay		53.0			42.3			38.2			22.7	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 109.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd



Intersection: 2: I-75 NB/I-75 SB & Cortez Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	TR
Maximum Queue (ft)	162	188	412	381	385	305	170	175	238	254	228	230
Average Queue (ft)	112	72	323	292	301	169	110	115	159	164	145	134
95th Queue (ft)	188	210	458	431	422	342	182	184	280	284	267	263
Link Distance (ft)			943	943	943	943		749	749	749	749	749
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435					620					
Storage Blk Time (%)			2									
Queuing Penalty (veh)			5									

Intersection: 2: I-75 NB/I-75 SB & Cortez Blvd

Movement	NB	NB	NB	NB	NB	NB	B6	B6	SB	SB	SB
Directions Served	L	L	L	R	R	R	T	T	L	L	L
Maximum Queue (ft)	84	90	486	504	505	443	16	50	162	134	173
Average Queue (ft)	57	54	161	359	381	268	0	8	106	72	110
95th Queue (ft)	90	98	526	603	601	577	0	75	168	134	178
Link Distance (ft)	645	645	645				1572	1572	745	745	745
Upstream Blk Time (%)			2	1	0						
Queuing Penalty (veh)			0	0	0						
Storage Bay Dist (ft)				545	545	545					
Storage Blk Time (%)			0	7	5	0					
Queuing Penalty (veh)			1	3	3	0					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Future Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	10.9	10.9		10.9	10.9		10.9		10.9	10.9		10.9
Lane Util. Factor	0.97	0.86		0.97	0.86		0.94		0.76	0.94		0.88
Frt	1.00	0.99		1.00	0.98		1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)	3433	6337		3433	6251		4990		3610	4990		2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)	3433	6337		3433	6251		4990		3610	4990		2787
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
RTOR Reduction (vph)	0	11	0	0	32	0	0	0	139	0	0	335
Lane Group Flow (vph)	186	1515	0	459	1873	0	150	0	840	493	0	34
Turn Type	Prot	NA		Prot	NA		Prot		pm+ov	Prot		Perm
Protected Phases	5	2		1	6		3		1	7		
Permitted Phases									3			4
Actuated Green, G (s)	8.5	28.0		18.0	37.5		10.0		28.0	31.0		10.1
Effective Green, g (s)	8.5	28.0		18.0	37.5		10.0		28.0	31.0		10.1
Actuated g/C Ratio	0.08	0.26		0.16	0.34		0.09		0.26	0.28		0.09
Clearance Time (s)	10.9	10.9		10.9	10.9		10.9		10.9	10.9		10.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	266	1617		563	2136		454		921	1410		256
v/s Ratio Prot	0.05	0.24		0.13	c0.30		0.03		c0.15	c0.10		
v/s Ratio Perm									0.08			0.01
v/c Ratio	0.70	0.94		0.82	0.88		0.33		0.91	0.35		0.13
Uniform Delay, d1	49.4	40.0		44.2	33.9		46.7		39.7	31.3		45.8
Progression Factor	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2	7.8	10.7		8.9	4.4		0.4		13.1	0.2		0.2
Delay (s)	57.1	50.6		53.1	38.3		47.1		52.8	31.5		46.0
Level of Service	E	D		D	D		D		D	C		D
Approach Delay (s)		51.4			41.2			52.0			37.7	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	109.7	Sum of lost time (s)	43.6
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

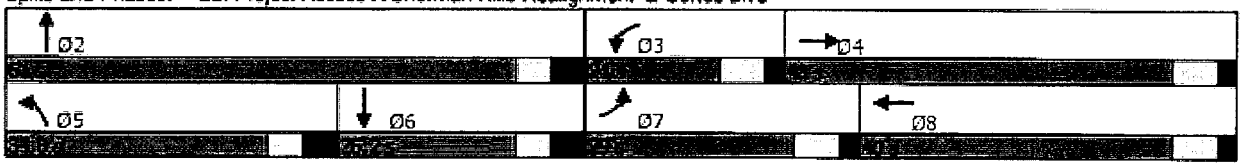
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	1406	1061	295	1251	37	665	20	352	72	30	31
Future Volume (vph)	284	1406	1061	295	1251	37	665	20	352	72	30	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	600		485	300		200	200		0
Storage Lanes	1		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1863	1583	1770	1721	0
Flt Permitted	0.950			0.950			0.950			0.744		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1863	1583	1386	1721	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			878			217			319		33	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		635			2060			693			832	
Travel Time (s)		9.6			31.2			15.8			18.9	
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
Adj. Flow (vph)	299	1480	1117	311	1317	39	700	21	371	76	32	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	1480	1117	311	1317	39	700	21	371	76	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases			Free			8			2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	12.4	25.4	25.4	25.4	25.4	
Total Split (s)	29.0	48.0		21.0	40.0	40.0	34.8	61.0	61.0	26.2	26.2	
Total Split (%)	22.3%	36.9%		16.2%	30.8%	30.8%	26.8%	46.9%	46.9%	20.2%	20.2%	
Maximum Green (s)	22.0	41.0		14.0	33.0	33.0	27.4	53.6	53.6	18.8	18.8	
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	2.1	2.1		2.1	2.1	2.1	3.7	3.7	3.7	3.7	3.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	Min	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0	0	0	
Act Effct Green (s)	22.0	41.4	123.1	13.7	33.0	33.0	27.2	46.6	46.6	12.0	12.0	
Actuated g/C Ratio	0.18	0.34	1.00	0.11	0.27	0.27	0.22	0.38	0.38	0.10	0.10	
v/c Ratio	0.95	0.87	0.71	0.82	0.97	0.07	0.92	0.03	0.47	0.56	0.33	
Control Delay	89.1	45.3	2.7	71.4	62.3	0.2	66.2	23.6	6.7	68.9	33.2	
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	89.1	45.3	2.7	71.4	62.3	0.2	66.2	23.6	6.7	68.9	33.2	
LOS	F	D	A	E	E	A	E	C	A	E	C	
Approach Delay		33.4			62.5			45.2			52.4	
Approach LOS		C			E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 123.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 44.4 Intersection LOS: D
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 23: Project Access A/Sherman Hills Realignment & Cortez Blvd



PERCENT CAPACITY CONSUMED

TABLE A-1

INTERSECTION PROPORTIONATE SHARE DETERMINATION
(PM PEAK HOUR)

Intersection	Critical Movement	LOS E Lane Group Capacity (1)	New Project Trips
Cortez Blvd and I-75 Ramps	WBT/R	2,136	744
	NBR	921	413
	SBL	1,410	292
		4,467	1,449
		% Consumed	32.44%

FDOT 2022 COST TABLES

Roadway Cost Per Centerline Mile

Revised June 2022

	Construction Cost From LRE	MOT *	Mobilization *	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost **
Rural									
New Construction (2-Lane Roadway) with 5' Paved Shoulders	$6,516,370	$651,637	$716,801	$7,884,808	$1,971,202	$9,856,010	$1,478,401	$1,478,401	
New Construction (4-Lane Roadway) with 5' Paved Shoulders	$10,734,295	$1,073,430	$1,180,772	$12,988,497	$3,247,124	$16,235,621	$2,435,343	$2,435,343	
New Construction (6-Lane Roadway) with 5' Paved Shoulders	$13,679,044	$1,367,804	$1,504,585	$16,550,433	$4,137,608	$20,586,041	$3,103,206	$3,103,206	
Milling and Resurfacing (4-Lane Roadway) with 5' Paved Shoulders	$1,671,182	$167,118	$183,830	$2,022,130	$505,533	$2,527,663	$379,149	$379,149	
Milling and Resurfacing (6-Lane Roadway) with 5' Paved Shoulders	$2,364,092	$236,409	$260,050	$2,860,551	$715,138	$3,575,689	$536,353	$536,353	
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$7,623,562	$762,356	$838,592	$9,224,510	$2,306,127	$11,530,637	$1,729,596	$1,729,596	
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$8,044,797	$804,480	$884,928	$9,734,204	$2,433,551	$12,167,755	$1,825,163	$1,825,163	
Add Lanes (4 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$11,222,926	$1,122,293	$1,234,522	$13,579,740	$3,394,935	$16,974,675	$2,546,201	$2,546,201	
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$10,207,327	$1,020,733	$1,122,806	$12,350,865	$3,087,716	$15,438,582	$2,315,787	$2,315,787	
Add 1 Through Lane on Inside (To Existing) with 5' Paved Shoulders	$1,956,252	$195,625	$215,188	$2,367,065	$591,766	$2,958,831	$443,825	$443,825	
Add 1 Through Lane on Outside (To Existing) with 5' Paved Shoulders	$2,961,463	$296,146	$325,761	$3,583,370	$895,842	$4,479,212	$671,882	$671,882	
Add 300' Exclusive Left Turn Lane	$91,304	$13,696	$15,750	$120,750	$30,187	$150,937	$22,641	$22,641	
Add 300' Exclusive Right Turn Lane	$237,181	$35,577	$40,914	$313,671	$78,418	$392,089	$58,813	$58,813	
Urban									
New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$10,019,456	$1,001,946	$1,102,140	$12,123,542	$3,030,885	$15,154,427	$2,273,164	$2,273,164	
New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$14,007,157	$1,400,716	$1,540,787	$17,057,559	$4,264,390	$21,321,949	$3,198,292	$3,198,292	
New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$17,146,353	$1,714,635	$1,886,099	$20,747,087	$5,186,772	$25,933,859	$3,890,079	$3,890,079	
Milling and Resurfacing (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$1,739,197	$173,920	$191,312	$2,104,429	$526,107	$2,630,536	$394,580	$394,580	
Milling and Resurfacing (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$2,467,617	$246,762	$271,438	$2,985,816	$746,454	$3,732,270	$559,841	$559,841	
Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$9,749,449	$974,945	$1,072,439	$11,796,833	$2,949,209	$14,746,041	$2,211,906	$2,211,906	
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$10,589,670	$1,058,967	$1,164,864	$12,813,501	$3,203,375	$16,016,876	$2,402,531	$2,402,531	
Add Lanes (4 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$14,490,863	$1,449,086	$1,593,995	$17,533,945	$4,383,486	$21,917,431	$3,287,615	$3,287,615	
Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$12,430,064	$1,243,006	$1,367,307	$15,040,378	$3,760,094	$18,800,472	$2,820,071	$2,820,071	
Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	$1,810,326	$181,033	$199,136	$2,190,495	$547,624	$2,738,118	$410,718	$410,718	
Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	$5,039,068	$503,907	$554,297	$6,097,272	$1,524,318	$7,621,590	$1,143,238	$1,143,238	
Add 300' Exclusive Left Turn Lane	$115,208	$17,281	$19,873	$152,363	$38,091	$190,454	$28,568	$28,568	
Add 300' Exclusive Right Turn Lane	$284,344	$42,652	$49,049	$376,045	$94,011	$470,056	$70,508	$70,508	

* A 15% MOT and Mobilization factor was used for exclusive left and right turn lanes. A 10% factor was used for all other figures.

** Total cost shown is derived from a standard typical section. Costs will need to be adjusted to account for signals, bridges, or any additional item not deemed typical.

Note:

1. Estimates were derived from FDOT LRE system
2. These figures exclude costs for intersections/interchanges, improvements to cross streets, bridges over 20', right-of-way, landscaping, ITS, and traffic signals.
3. The figures are based on market costs for Hillsborough County.
4. Costs shown are present day costs.
5. The costs developed for this report are not project-specific and should be used for preliminary estimating purposes only.

Other Roadway Related Costs
Revised June 2022

	Construction Cost From LRE	MOT *	Mobilization (15%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost
2-Lane Roadway Intersecting 2-Lane Roadway	$272,124	$40,819	$46,941	$359,884	$89,971	$449,855	$67,478	$67,478	
4-Lane Roadway Intersecting 4-Lane Roadway	$350,443	$52,566	$60,451	$463,461	$115,865	$579,326	$86,899	$86,899	
6-Lane Roadway Intersecting 6-Lane Roadway	$403,461	$60,519	$69,597	$533,578	$133,394	$666,972	$100,046	$100,046	
Sidewalks Per Mile (5' Width - 1 Side)	$162,624	$8,131	$25,613	$196,368	$49,092	$245,460	$36,819	$36,819	
Sidewalks Per Mile (6' Width - 1 Side)	$195,149	$9,757	$30,736	$235,642	$58,911	$294,553	$44,183	$44,183	
Multi-Use Trail Per Mile (12' Width - 1 Side)	$362,009	$19,100	$60,166	$461,276	$115,319	$576,595	$86,489	$86,489	
1 Acre Pond Size (6' Depth)	$505,219	$25,261	$79,572	$610,052	$152,513	$762,565	$114,385	$114,385	
Convert 14' Center Turn Lane to 14' Raised Median (Per Mile)	$487,130	$70,069	$80,580	$617,779	$154,445	$772,224	$115,834	$115,834	
Widen 1-Leg of Existing Rural 2-Lane Cross Street to Accommodate 2 Receiving Lanes, Dual Left Turn lanes, and Exclusive Right Turn Lane (Approximate Length of 0.25 Miles)	$2,338,325	$350,449	$403,016	$3,089,790	$772,447	$3,862,237	$579,336	$579,336	

* A 15% MOT factor was used for Traffic Signals, Median Reconst, and Cross Street Improvements. A 5% factor was used for all other figures.

**The cost of traffic signalization assumes the installation of mast arms on all four legs of an intersection. To obtain the cost of signalizing a four-lane roadway intersecting a two-lane roadway, divide the signal cost of a four-lane roadway by two and add this figure to the signal cost of the two lane roadway divided by two.

Notes:

1. Estimates were derived from FDOT LRE system.
2. The figures are based on market costs for Hillsborough County.
3. Costs shown are present day costs.
4. The costs developed for this report are not site-specific and should be used for preliminary estimating purposes only.

Interchange Cost
Revised June 2022

	Construction Cost From LRE	MOT (10%)	Mobilization (10%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Subtotal Project Cost
Single Point Urban Interchange (SPUI)	$ 34,143,642.60	$3,414,364	$3,755,801	$41,313,808	$10,328,452	$51,642,260	$7,746,339	$7,746,339	

Note:

1. Cost was derived from an LRE estimate to modify the existing diamond interchange at I-75/SR 54 to a single point urban interchange.
2. Cost shown is for construction only. Does not include Design, CEI, and right-of-way.

FDOT INFLATION FACTORS

Work Program
Highway Construction Cost Inflation Factors

Fiscal Year	Inflation Factor	PDC Multiplier
2022	Base	1.000
2023	2.7%	1.027
2024	2.8%	1.056
2025	2.9%	1.086
2026	3.0%	1.119
2027	3.1%	1.154
2028	3.2%	1.191
2029	3.3%	1.230
2030	3.3%	1.270
2031	3.3%	1.312
2032	3.3%	1.356
2033	3.3%	1.400
2034	3.3%	1.447
2035	3.3%	1.494
2036	3.3%	1.544
2037	3.3%	1.595
2038	3.3%	1.647
2039	3.3%	1.702
2040	3.3%	1.758
2041	3.3%	1.816
2042	3.3%	1.876
2043	3.3%	1.938
2044	3.3%	2.002
2045	3.3%	2.068
2046	3.3%	2.136
2047	3.3%	2.206
2048	3.3%	2.279
2049	3.3%	2.354
2050	3.3%	2.432
2051	3.3%	2.512
2052	3.3%	2.595
2053	3.3%	2.681
2054	3.3%	2.769
2055	3.3%	2.861
2056	3.3%	2.955
2057	3.3%	3.053
2058	3.3%	3.153
2059	3.3%	3.257

IMPROVEMENT COST

TABLE A-2

IMPROVEMENT COST

Cortez Blvd and I-75 Ramps

NBR

600' (a) / 300 x $509,716 = $1,019,432

(a) Queue Storage: SimTraffic 603' Use 600'

Total Length: 600'

EBT

$9,908,067 x 850'(a)/5,280' = $1,595,049

(a) length of the additional lane from SB on ramp to NB off ramp

WBT

$9,908,067 x 875'(a)/5,280' = $1,641,962

(a) length of the additional lane from NB on ramp to SB off ramp

Total Cost = $1,019,432 + 1,595,049 + 1,641,962 = $4,256,443

Source: FDOT Roadway Cost per center mile, Revised June, 2022.

EXHIBIT F

Additional Roadway Pipeline Projects/Proportionate Share Improvements

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

SUNRISE (COMBINED-PLANNED DEVELOPMENT PROJECT)
HERNANDO COUNTY, FLORIDA

THIS DEVELOPMENT AGREEMENT is made and entered into on this 2ND day of December, 2025, by and between MAK Family Partnership, Ltd., a Florida limited partnership, TBF Partners, Ltd., a Texas limited partnership, TBF Partners II, LLC, a Florida limited liability company, Robert A. Buckner, as Trustee under that certain Trust Agreement dated March 9, 1989, Robert A. Buckner, individually, Sharon P. McKethan, individually, Haley Dowlen, as Personal Representative of the Estate of John Hale McKethan, whose address is c/o James H. Kimbrough, Jr., P.O. Box 1, Brooksville, Fl 34605-0001, Robert A. Buckner, William M. Buckner and James C. Buckner, as Co-Trustees of the Robert C. Buckner Trust, James C. Buckner, individually, and Robert A. Buckner, James C. Buckner and William M. Buckner, as Co-Trustees of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended, and J. Thomas Bronson, as Personal Representative of the Estate of T.E. Bronson, as their interests may appear of record, (hereinafter referred to individually as the "Owner" or collectively as the "Owners"), Hawk Sunrise LLC, a Florida limited liability company, whose address is 2502 N. Rocky Pointe Drive Suite 1050 Tampa, FL 33607, and their respective successors and assigns (the "Developer Owner"), and Hernando County, a political subdivision of the State of Florida, whose address is 20 North Main Street, Brooksville, Florida 34601 (the "County" or "Hernando County") (all collectively referred to herein as the "Parties" or individually as "Party"), regarding the Developer Owner's proposed development known as Sunrise (the "Development" or "Sunrise Development").

RECITALS:

WHEREAS, the Owners, as tenants-in-common, together with any respective successors and assigns, collectively own approximately 1,385 acres located in Hernando County, Florida, lying south of S.R. 50, east of Interstate 75, west of Kettering Road, and north of potential future Dashback Street (the "Property"), and which is legally described in EXHIBIT A attached hereto and made a part hereof; and

WHEREAS, on September 12, 2007, the Board of County Commissioners of Hernando County, Florida (the "BOCC") approved that certain Development Order (the "DRI DO") for the Sunrise Development of Regional Impact (the "DRI"), pursuant to Section 380.06, Florida Statutes, which governed the Property at that time, and was recorded on September 20, 2007, at O.R. Book 2491, Page 1770, of the Official Records of Hernando County, Florida; and

WHEREAS, on December 10, 2008, the BOCC approved a Rezoning (File Number H08-I3) to Combined-Planned Development Project (C-PDP) for the Property (as may be amended, the "C-PDP Rezoning"), with a companion Master Plan (as may be amended, the "Master Plan"), with Deviations, as described therein; and

WHEREAS, pursuant to the DRI approval, the entitlements for the Property remain vested as set forth in the approved C-PDP Rezoning, Master Plan, and DRI DO; and

WHEREAS, pursuant to Chapter 380, Florida Statutes, the Development, as previously approved, is not required to be a Development of Regional impact anymore, and the Owners and Developer Owner have elected, concurrent with the approval of this Development Agreement and the concurrent modification of the C-PDP Rezoning and Master Plan by the BOCC, to abandon the DRI and to terminate the DRI DO, as authorized by applicable Florida law; and

WHEREAS, on September 12th, 2023, the County approved a Development Agreement recognizing the abandonment of the DRI, terminating the DRI DO, and setting forth the terms and conditions of the development of the Property (the "Development Agreement"); and

WHEREAS, on March 28th, 2024, the Developer Owner purchased a portion of the Property from the Owners; and

WHEREAS, on December 12th, 2024, the Hernando County Planning & Zoning Commission approved the Conditional Plat for Sunrise Phase 1; and

WHEREAS, the Hernando County School District ("HCSD") raised concerns about the revisions to the mitigation for Schools in the previously approved Development; and

WHEREAS, it is the intent of this Amended and Restated Development Agreement, as defined below, to re-affirm that the Property is fully vested from School Concurrency; and

WHEREAS, the Owners and Developer Owner have agreed to amend the Development Agreement to modify the School Mitigation section of the Development Agreement and otherwise simply to restate the Development Agreement (the "Amended and Restated Development Agreement");

NOW, THEREFORE, in consideration of the sum of $10.00, and other good and valuable consideration, in hand paid by the Parties hereto, each to the other, simultaneously with the execution and delivery of these presents, and in consideration of the mutual understandings and agreements hereinafter set forth and contained, the Parties agree as follows:

SECTION 1 - FINDINGS OF FACT; INCORPORATED DOCUMENTS

1.1 The above recitals are incorporated herein by reference and made a part hereof.

1.2 The County shall monitor the Development to ensure compliance with the terms, general provisions, and conditions of this Amended and Restated Development Agreement. The County Administrator or his/her designee shall monitor the Development through the review of the site plans, building permits, certificates of occupancy, plats, if applicable, and any other relevant and factual information.

1.3 In each instance where the Developer Owner is responsible for construction, operation, and/or ongoing maintenance of privately owned facilities or infrastructure, the Developer Owner may assign any or all of its responsibilities regarding those facilities to an appropriate entity, which may include a designated Homeowner's Association ("HOA") or

Community Development District ("CDD"), authorized by law and able to fulfill such responsibilities consistent with statutory requirements.

1.4 The BOCC specifically finds that the Development is consistent with the County's adopted Comprehensive Plan and with the County's Land Development Regulations, subject to the terms of the C-PDP Rezoning and Master Plan, and this Amended and Restated Development Agreement, all as approved by the BOCC.

1.5 The approved Master Plan, pursuant to the approved C-PDP Rezoning (approved on September 12, 2023 by the BOCC), is attached as EXHIBIT B and made a part hereof; provided, however, that any subsequent revision to the C-PDP Rezoning and/or Master Plan approved by the BOCC shall be deemed automatically incorporated herein, unless an amendment to this Amended and Restated Development Agreement is required based upon the terms of the approved Amended and Restated Development Agreement.

1.6 The Sunrise Development Water and Sewer Service Agreement, upon its execution by the Owners/Developer Owner and the County (executing as the Hernando County Water and Sewer District), shall be incorporated into this Amended and Restated Development Agreement by reference and made a part hereof.

1.7 As used herein, the term "Developer Owner" shall include any HOA or CDD organized by the Developer Owner and approved by the County and/or other agencies having jurisdiction, to the extent the Developer Owner elects to delegate any design, permitting, construction, operation, and/or maintenance responsibilities of the Developer Owner under this Amended and Restated Development Agreement, and to the extent such HOA and/or CDD delegation is authorized by applicable law.

1.8 As used herein, the term "Development" or "Sunrise Development" shall mean the Property as developed pursuant to the approved C-PDP Rezoning and Master Plan, as both may be amended from time to time.

SECTION 2 - EFFECTIVE DATE AND DURATION; VESTED ENTITLEMENTS

2.1 This Amended and Restated Development Agreement shall take effect as to Section 3.15.4 and Section 3.15.5 upon the date of execution hereof by the last Party hereto but otherwise shall remain in effect as to all its other provisions from and after its original effective date of September 12, 2023 (the "Effective Date"). The term of this Amended and Restated Development Agreement shall expire on December 31, 2044 (the "Term") unless modified in writing and executed by the Parties. The Term of this Amended and Restated Development Agreement shall also vest the C-PDP Rezoning and Master Plan for the same length of time in accordance with Section 1 of Article VIII, Appendix A (Zoning) of the Code of Ordinances, Hernando County, Florida; however, all other terms and conditions of the County's Land Development Regulations shall apply, except where inconsistent with the express terms of this Amended and Restated Development Agreement, or the C-PDP Rezoning or Master Plan.

2.2 Notwithstanding any other provision of the County's Land Development Regulations, or other laws or regulations, the Development's entitlements as set forth in the C-PDP Rezoning and Master Plan approved concurrently herewith, shall be vested for the Term of this Amended and Restated Development Agreement, including any extensions of this Amended and Restated Development Agreement approved pursuant to Paragraph 2.1 above.

2.3 Except as specifically set forth in this Amended and Restated Development Agreement, the C-PDP Rezoning (including any modifications approved by the County from time to time), or the Master Plan (including any modifications approved by the County from time to time), and the standard provisions of the County's Land Development Regulations shall apply, which are in effect at the time of the conditional plat, master plan, development permit or other applicable approval required to commence with the development for each phase of the Development; provided, however, that in the event of any conflict, the terms and conditions of this Amended and Restated Development Agreement shall control.

2.4 The requirements and deadlines for all terms of mitigation required for the Development shall be as set forth in this Amended and Restated Development Agreement, which shall prevail over any other existing or future Hernando County Land Development Regulations provisions, or other requirements for pursuit of the Development as vested and authorized in this Amended and Restated Development Agreement.

2.5 "Commence Development" for purposes of this Amended and Restated Development Agreement shall mean that the Developer Owner shall have constructed, or cause to be constructed, any site grading or clearing, infrastructure, roadways, or vertical development.

2.6 This Amended and Restated Development Agreement constitutes final approval for the Developer Owner to develop the Property, as described in EXHIBIT A, subject to all required land development and permitting regulations and in accordance with the terms of this Amended and Restated Development Agreement, and in accordance with the C-PDP Rezoning and Master Plan, as follows (collectively the "Development Entitlements"):

2.6.1 4,200 Single Family Units (which may be detached or attached single-family units, for-sale and build-for-rent single-family units)

2.6.2 600 Multi-Family Dwelling Units (which may include Senior Adult Attached Housing Units)

2.6.3 75 Motel Units

2.6.4 325,000 square feet of Retail/Commercial uses approved by the C-PDP Rezoning and Master Plan

2.6.5 50,000 square feet of Office uses approved by the C-PDP Rezoning and Master Plan

2.6.6 40,000 square feet of Mini-Warehouse Use

2.6.7 Recreational Amenities and Residential Ancillary Uses approved by the C-PDP Rezoning and Master Plan

2.6.8 Public or Semi-Public Uses approved by the C-PDP Rezoning and Master Plan

2.7 Land Use Exchange Matrix ("LUEM") Conversions. The foregoing uses may be exchanged to their trip-equivalent uses pursuant to the LUEM set forth in EXHIBIT C, attached hereto and made a part hereof, and in accordance with Paragraph 3.19 below.

2.8 Transportation Approval. The Traffic Impact Study ("TIS") submitted by Lincks & Associates, Inc., Tampa, Florida, Project No. 21131, for the Project Entitlements above has been approved by the County as last revised in March 2023, subject to the transportation mitigation requirements of this Amended and Restated Development Agreement.

SECTION 3 - SPECIFIC CONDITIONS AND REQUIREMENTS

3.1. General Environmental Matters. The Developer Owner shall comply with all Hernando County Land Development Regulations environmental requirements, and those of other regulatory agencies having jurisdiction over the Development, to the extent applicable to the Property.

3.2. Subsurface Features, Surface Waters and Ground Waters.

3.2.1. Geotechnical Analysis. A geotechnical report prepared by a Florida Registered Geotechnical Professional Engineer shall be used in the design and layout of the Development, and shall be submitted to the County at the time of, and in connection with, the conditional plat, or functional equivalent, of each phase in order to ascertain that the Developer Owner has used its best efforts to avoid adverse impacts to sensitive karst and subsurface features in the overall design and layout of the Development. All construction shall be in accordance with the County's Facility Design Guidelines.

3.2.2. Best Management Practices ("BMPs"). In addition to being in compliance with all applicable requirements of the regulatory agencies (such as the Florida Department of Environmental Protection ("FDEP") and the Southwest Florida Water Management District ("SWFWMD"), without limitation, the Developer Owner shall utilize BMPs to control siltation and prevent turbidity during construction activities. These standards can be achieved by utilizing the best available construction techniques for erosion and sedimentation control, as well as meeting the minimum standards for National Pollution Discharge Elimination System ("NPDES") permitting.

3.3. Drainage, Stormwater and Groundwater.

3.3.1 Stormwater Pollution Prevention ("SWPP"). The Developer Owner shall implement SWPP methods for each set of construction plans for the Development, incorporating requirements such as: (1) clearing and grading areas only as they are being prepared for construction; (2) stabilizing areas immediately after construction completion; (3) potential limiting of watering for dust control at the time of construction due to hydrologic conditions; and (4) meeting SWFWMD compliance standards.

3.3.2 Stormwater/Drainage Retention Areas ("DRAs"). DRAs, including either "wet" or "dry" DRAs, shall be designed and constructed according to accepted engineering practices, and all applicable regulatory standards of SWFWMD and the Hernando County Facility Design Guidelines.

3.3.3 Low Impact Development ("LID"). Stormwater management facilities shall adhere to SWFWMD criteria for the design, construction, operation and maintenance of such facilities in karst sensitive areas, as determined by SWFWMD. Where feasible, the Development shall utilize LID methods to reduce the impact of nutrients on natural wetlands systems. These LID methods may include low impact stormwater design consisting of vegetated swales and buffers, where reasonably feasible, prior to discharge of treated stormwater, tree cluster-rain gardens, pervious pavement, conserving natural areas and wetlands, minimizing development impacts, attempting to maintain site runoff rates, the use of integrated management practices, the implementation of pollution prevention, proper maintenance, and public education.

3.3.4 Karst Cover. Soil boring(s) shall be used to verify that suitable soil cover is maintained between each DRA bottom and any subsurface limestone rock strata, limestone pinnacles, or potential karst connections, consistent with applicable regulatory criteria.

3.3.5 Periodic Inspections. Once the on-site surface water management system is constructed in accordance with SWFWMD permit requirements, the Developer Owner's engineer shall certify that the on-site surface water management system is in substantial conformity with the local and state regulations. Thereafter, periodic inspections shall be conducted to ensure that the system is being properly maintained in keeping with its permitted design and is capable of accomplishing the permitted level of stormwater storage/treatment for which it was designed and intended.

3.4 Wetlands and Invasive Species.

3.4.1 The Developer Owner shall protect wetland areas through a combination of (1) BMPs; (2) SWFWMD and FDEP Environmental

Resource Program ("ERP") permitting criteria; (3) compliance with the rules and regulations of the U.S. Environmental Protection Agency ("EPA"); (4) NPDES compliance; (5) compliance with applicable mitigation requirements for any wetland impacts approved by the County and applicable permitting agencies; (6) conservation easements in favor of the HOA or CDD, as applicable, which shall include a third-party right of enforcement in favor of the County pursuant to Section 704.06(8), Florida Statutes, where required by the C-PDP Rezoning, the Master Plan, or this Amended and Restated Development Agreement; and (7) wetland/upland buffers as specified in this Development Agreement.

3.4.2 The Developer Owner shall protect on-site surface waters from construction impacts through various measures, including the use of staked hay bales and silt screen fences, to protect wetlands from erosion and sediment transport.

3.4.3 Invasive exotic species shall be removed from all wetlands, designated open spaces, and other areas as required by the County's Land Development Regulations or the approved C-PDP Rezoning or Master Plan during horizontal site development construction. These areas shall also be maintained as needed by the HOA or CDD, as applicable, with invasive plant management techniques approved by any applicable agency development permit(s).

3.5 Flood Plains. The Developer Owner shall comply with the County's Flood Damage Prevention and Protection Ordinance, the County's Buildings and Building Regulations Ordinance, Federal Emergency Management Agency ("FEMA") regulations and SWFWMD regulations, and shall use the best available data regarding flood plains/flood-prone areas, as authorized by law and accepted by SWFWMD and the County at the time of construction plans approval.

3.6 Common Area Maintenance and Resident Education.

3.6.1 The Developer Owner agrees to include in its HOA Covenants, Conditions and Restrictions ("CC&Rs") a requirement that where the use of pesticides and/or chemicals are necessary for grounds maintenance within the Development (specifically including open spaces and common areas), such pesticides and chemicals shall be used sparingly and only in accordance with BMPs and provisions of the Florida Yards and Neighborhoods Program. The CC&Rs shall be recorded at the time of approval of each final subdivision plat against those portions of the Development subject to such plat. Furthermore, the Developer Owner agrees that during the period of ownership or control of all portions of the Development where the use of pesticides and/or chemicals are necessary for grounds maintenance, within those portions of the Development it continues to own or control, such

pesticides and chemicals shall be used sparingly and only in accordance with BMPs and the provisions in this Paragraph.

3.6.2 The Developer Owner (or its designated builders) shall provide new residential property owners with materials and information regarding the Florida-Friendly Landscaping Program, a University of Florida/IFAS Extension program in cooperation with the Hernando County Utilities Department ("Florida-Friendly Landscaping Program"), and the County's Fertilizer Ordinance, and encourage use of the principles, techniques, and landscaping recommendations within such materials and information. Such guidelines shall be included in the HOA CC&Rs for the Property as well.

3.7 Soils and Erosion.

3.7.1 Grading Plan. The Developer Owner shall develop a grading plan that utilizes the pre-development topography to the maximum extent reasonably feasible. The grading plan shall be provided to the County at the time of, and in connection with, each conditional plat, or functional equivalent, application.

3.7.2 Site Disturbance/Erosion.

a) The Development shall be designed to complement the topography and minimize site disturbance and erosion by construction phasing, limiting site clearance while maximizing retention of existing vegetation, timely revegetation of cleared areas, and preservation of existing grades and slopes in Development design and construction.

b) The Developer Owner shall use BMPs (i.e., those BMPs generated by FDEP and SWFWMD) to control soil erosion.

c) The Developer Owner shall protect on-site surface waters from construction impacts through various measures, including the use of staked hay bales and silt screen fences to reduce both erosion and sediment transport into wetland areas.

d) The Developer Owner shall minimize wind erosion from clearing and grubbing operations by performing such operations only on individual parcels of land where construction is scheduled to proceed.

e) The Developer Owner shall minimize fugitive dust through sodding, water sprinkling, seeding, mulching or planting of landscaped material in cleared and disturbed areas.

f) The Developer Owner shall conduct geotechnical testing for development areas consistent with County and/or SWFWMD adopted regulations to identify and address any areas of soil raveling/slumping. Should any noticeable soil slumping or sinkhole formation become evident before or during construction activities, the Developer Owner shall comply with the permit conditions of SWFWMD to develop a plan of action and corrective measures to correct the problem. Once a plan of action and corrective measures are determined, the Developer Owner shall complete the required actions/measures in accordance with any permit requirements.

g) A geotechnical report prepared by a Florida Registered Geotechnical Professional Engineer shall be provided for review by the County Engineer at the time of construction plans review to identify and recommend BMPs and professionally recognized engineering practices that address the identification of unsuitable soils, if present, to include the following:

(i) The stripping of existing topsoil and vegetation/roots and undercutting pockets of organic soils and/or deleterious material, if encountered.

(ii) The backfilling and compaction with structural fill in required lifts.

(iii) The compaction and densification of the ground surface to recommended standards and depths.

3.8 Buffers and Open Space.

3.8.1. Open space shall meet the minimum requirements of the Code of Ordinances, Hernando County, Florida, and shall generally include the Oak Hammock Preservation Area and the I-75 Buffer Area as identified in the approved C-PDP Rezoning and Master Plan, other jurisdictional wetland buffers, neighborhood park sites, vegetated (both natural and any enhanced) buffers, pedestrian trails that provide for connectivity, and areas of open space preservation, as ultimately approved in conjunction with the C-PDP Rezoning, Master Plan, conditional plat, construction plans review and/or site development review.

3.8.2. As part of the above open space, the Developer Owner shall provide the following preservation and/or buffer areas:

a) A 40-foot-wide open space corridor/perimeter buffer along the Development's western common boundary with the I-75 right-of-way (the "I-75 Buffer Area"). This buffer shall preserve existing natural, native vegetation as set forth below but may contain passive trails, picnic areas and/or educational viewing areas for passive use. This open space shall be maintained by the HOA or CDD. In areas where the development parcels directly abut the existing I-75 drainage retention areas, the required natural buffer area shall be reduced from 40 feet to 20 feet in width. In locations where the natural vegetation in the I-75 Buffer Area does not have 80% opacity, the natural buffer shall be enhanced such that 80% opacity can be achieved within three (3) years after planting. If disturbance of a natural area within the I-75 buffer is required for adjacent development purposes, then re-planting shall be required such that 80% opacity can be achieved within three (3) years. The Developer Owner shall have the option, at its election, to install a perimeter wall on the development side of the I-75 Buffer Area, in whole or in part, for any portion thereof. In the event the Developer Owner elects to construct such wall, the natural buffer shall remain on the I-75 side of the wall, but the obligation to enhance the natural buffer to achieve 80% opacity shall not apply to such segment of the I-75 Buffer Area where a perimeter wall is constructed by the Developer Owner.

b) The approximate 17-acre existing oak hammock area identified on the Master Plan (the "Oak Hammock Preservation Area"), the uses for which shall be limited as set forth in the C-PDP Rezoning. A neighborhood park may be co-located adjacent to the Oak Hammock Preservation Area, to facilitate parking and/or pedestrian access for passive use of the Oak Hammock Preservation Area as set forth in the CPDP Rezoning and Master Plan. This open space corridor shall be maintained by the HOA or CDD. No listed plant species shall be removed from the Oak Hammock Preservation Area or other natural vegetative buffers or natural preservation areas identified on the Master Plan.

c) A 15-foot buffer along the north side of the future right-of-way for Dashback Road adjacent to the Development; provided, however, that the buffer shall not be required where such future right-of-way is adjacent to wetlands, drainage retention areas, or flood plain mitigation areas.

d) All other neighborhood park and perimeter buffer requirements shall be as set forth in the Land Development Regulations at the time of conditional plat for such portions of the Development. The I-75 Buffer Area and the Oak Hammock Preservation Area shall be counted toward the open space requirements for the Development, and if such areas contain trails or other access, or other passive use facilities for Development residents, also shall count toward the neighborhood park requirements for the Development.

3.8.3. The Developer Owner shall provide the County an accounting upon each application for conditional plat for each phase of development, of the allocation of open space (as to both park space and other open spaces) for that conditional plat and an accounting of the total cumulative park space and other open space at that point in the development process. Conservation easement areas in favor of the HOA or CDD, which shall include a third-party right of enforcement in favor of the County pursuant to Section 704.06(8), Florida Statutes, as applicable, shall be identified at each conditional plat, where applicable under this Amended and Restated Development Agreement, to protect wetland preservation areas and designated conservation areas (including any which contain designated wildlife habitat).

3.8.4. Pedestrian trails, including but not limited to boardwalks, previous and impervious trails, and pedestrian access, may be permitted in passive open space areas as designated at the time of conditional plat review. Active recreational activities shall not be permitted in areas designated for buffers and passive open space; however, passive uses such as trails, picnic areas, and educational viewing shall be allowed. The Development's internal multipurpose trail system shall connect (as development phases are constructed) to the paths currently being constructed by FDOT in the SR 50 right-of-way adjacent to the Development, which then will facilitate the ultimate connection via SR 50 (by FDOT or others) to the Withlacoochee River State Trail.

3.8.5. The Developer Owner shall prepare, or cause to be prepared, a comprehensive wildlife survey, prepared by a qualified professional, prior to any development occurring on the Property. Furthermore, copies of any permits shall be provided prior to site alteration or the commencement of construction and the issuance of building permits by the County.

3.8.6. The Developer Owner shall incorporate into its HOA and/or CDD documents, at a minimum: management provisions for all conservation areas, wetland buffers, perimeter natural buffers, open

spaces and pedestrian trails; identification and protection of any listed animal and plant species in the designated open space/buffer/preservation areas; provisions for the distribution of educational materials to the Development's residents; a habitat management plan for the designated preservation areas; and a pet management plan.

3.8.7. The use of pesticides within conservation areas shall be consistent with Florida Fish and Wildlife Conservation Commission ("FWC") requirements. Pesticides with a high toxicity to wildlife, wetlands or surface waters shall not be permitted. In the event the Developer Owner elects to construct a golf course amenity for the Development, the Developer Owner shall provide a Pest Management/Chemical Management Plan including implementation, management and operational control procedures, including the responsible party for such management.

3.9 Native Habitat Within Designated Buffer Areas and Open Spaces. To the extent there is existing, native vegetation identified for preservation by this Amended and Restated Development Agreement in the designated wetland buffers, conservation easement areas, and perimeter buffers maintained by the HOA and/or CDD which attract pollinators or provide food, shelter or habitat for wildlife, such native vegetation shall be preserved, to the extent reasonably feasible.

3.10 Water Supply and Conservation.

3.10.1 Water Supply. The Hernando County Utilities Department ("HCUD") shall provide water supply for the Development, as required in Section 4 below, subject to the following terms and conditions:

a) No individual resident wells shall be allowed; however, non-potable wells or reclaim water service shall be allowed for multi-family or commercial parcel sites under a single ownership, and common area irrigation managed by the HOA or CDD, as applicable.

b) The Developer Owner shall provide HCUD with a phasing schedule for the projected delivery of occupied residential units and non-residential square footage anticipated on an annual basis for a 5-year forecast period, which projections shall be updated annually by the Developer Owner to enable HCUD to plan and to construct capital improvements to its water treatment facilities, as required to meet the service commitment to the Development set forth in Section 4 below.

c) In consideration for the County's commitment to reserve utility service capacity for the Development pursuant to Section 4 below, the Developer Owner has agreed to reserve an approximate five (5) acre site in the northwest portion of the Development as conceptually identified on the Master Plan (the "Water Plant Site") for potential acquisition by HCUD as part of its regional potable water supply system, subject to the following terms and conditions:

(i) The County shall commence immediately and then complete its feasibility analysis for the Water Plant Site prior to the Developer Owner's request for approval of its conditional plat for the first phase of development within the Development, including, without limitation, any soils composition, water quantity, or water quality analysis (as the Water Plant Site location impacts the development locations within the Master Plan).

(ii) In the event the initial proposed site does not satisfy the County's soils composition or water quality requirements, the Parties shall cooperate in good faith to locate an alternative location for the Water Plant Site, which in any event shall be determined prior to the Developer Owner's requested conditional plat approval for the first phase of development of the Development, such that the development plan schedule is not adversely impacted by such County feasibility process. Any mutually agreed relocation of the Water Plant Site shall not require any Master Plan amendment, C-PDP Rezoning amendment, or Development Agreement amendment for the Development.

(iii) The County shall not delay, impede, or condition the Developer Owner's conditional plat approval for the first phase of development within the Development by reason of any County delay in completing its feasibility analysis for the Water Plant Site.

(iv) Once the location is approved by the County, the Water Plant Site reservation shall be automatically released ten (10) years after the Effective Date of this Amended and Restated Development Agreement as an administrative minor modification of the approved C-PDP Rezoning or Master Plan if HCUD has not elected to acquire and has closed upon same.

(v) In exchange for the conveyance, the Developer Owner shall be compensated as required by Florida law for the fair market value of the site, in cash, at the time of such conveyance.

(vi) Effective immediately upon execution and approval of this Amended and Restated Development Agreement, the Owners and Developer Owner shall grant HCUD access to the site to perform soil, water quantity and water quality testing to verify adequacy for public water use.

(vii) The Developer Owner shall disclose the Water Plant Site location in the HOA Documents for the residential portions of the Development, so that residents are aware of such future plant location.

(viii) In the event HCUD elects to acquire, close upon and construct the Water Plant Site facilities, and in the event there is not public roadway access to the Water Plant Site, the Developer Owner shall provide the County with permanent, non-exclusive access easements over applicable private roadways within the adjacent portion(s) of the Development, for ingress-egress for operation and maintenance of the Water Plant Site facilities.

d) As further consideration for the County's commitment to reserve utility service capacity for the Development pursuant to Section 4 below, and to connect the Development to the County's water service, the Developer Owner at the Developer Owner's expense, shall design and construct the Development's water distribution piping to include a 12-inch diameter transmission system with three (3) points of connection to the County's water distribution system: (i) at the 12-inch diameter water main at the eastern end of Old Trilby Road west of Interstate 75; (ii) at the 12-inch diameter water main in the road right of way, north of the Development; and (iii) at the 12 or 16-inch diameter water main in Kettering Road, as depicted on EXHIBIT D. These improvements shall be installed during the first phase of development.

e) The Developer Owner and HCUD shall enter into a Water and Sewer Service Agreement (the "W&S Agreement") pursuant to standard terms and conditions applicable within

Hernando County; provided, however, that the service commitment shall be consistent with the foregoing terms herein and Section 4 below.

f) The Developer Owner (or its designated builders) shall be liable for all water connection fees and other standard fees and costs in accordance with the terms of the W&S Agreement.

3.10.2 Water Conservation. The Development shall utilize the following water conservation techniques:

a) Minimum flush volume toilets shall be standard in residential and non-residential construction.

b) "WaterSense" fixtures shall be used on interior plumbing for residential construction and used where applicable in non-residential construction.

c) Automatic shut-off faucets shall be used where applicable in nonresidential construction.

d) "WaterSense" irrigation controllers shall be installed on all residential and non-residential irrigation systems.

e) Low-volume irrigation spray heads, as well as drip systems, shall be used where appropriate for both residential and non-residential landscaping. Residents shall be encouraged to use water-conserving devices for additions they might make to their irrigation systems.

f) Drought tolerant landscaping shall be utilized for common areas. The Developer Owner shall ensure that all landscape design and maintenance throughout the Development on Developer Owner maintained property conforms to the Florida-Friendly Landscaping Program.

g) Residential lot landscaping requirements shall comply with LDC Section 10-29. The Developer Owner will ensure that no HOA rules, covenants, or other mechanisms of directives for the residential portions of the Development require homeowners to utilize high-water-use turfgrass on individual lots.

h) The Developer Owner shall ensure that irrigation systems operated for Developer Owner common or controlled areas

utilize and maintain computerized irrigation based on weather station information, moisture sensing systems to determine existing soil moisture, evapotranspiration rates, and zone control, to ensure water conservation.

i) The Developer Owner shall encourage that irrigation systems installed for single-family residences in the Development, and fertilizer and pesticides practices, conform to the Florida-Friendly Landscaping Program standards at the time of initial installation of the irrigation system.

j) The Developer Owner shall establish restrictions on the percentage of high maintenance landscape areas.

k) The Developer Owner shall ensure that the Development's grounds maintenance staff and/or landscape installation/maintenance firms are trained and educated in the practices mandated by the Florida-Friendly Landscaping Program. The staff and/or firms shall ensure that ongoing landscape maintenance activities shall continue to adhere to such Program.

l) The Developer Owner (or its designated builders) shall provide water use education materials to Development residents and highlight the role of residents in the protection of the ground and surface water resources. The program shall be coordinated with the Florida-Friendly Landscaping Program.

m) The Developer Owner shall require/install low volume laundry machines and dishwashers where hook-ups are provided in individual units, and in all common laundry rooms.

3.11 Wastewater. HCUD shall provide wastewater service to the Development as required in Section 4 below, subject to the following terms and conditions:

3.11.1. The Developer Owner's obligations regarding wastewater will be contained in the standard W&S Agreement referenced above, which shall be consistent with the terms of this Amended and Restated Development Agreement.

3.11.2. HCUD's commitment for wastewater service capacity for the Development pursuant to Section 4 below is based upon the County's prior, vested commitments to the Development in the DRI DO and the adopted I-75/SR 50 PDD Area Plan. However, to meet its commitments,

the County is required to undertake a capacity expansion for the Water Reclamation Facility ("Ridge Manor WRF") adjacent to the Development. Based on the prior vested commitments to the Development, the County shall program and implement such Ridge Manor WRF capacity expansion and/or other system improvements when and as required to meet the Development demands for such utilities service. To facilitate such planning and expansion process, the Developer Owner shall annually provide to HCUD the 5-year utilities demand projections for wastewater, as also required for projected potable water demand pursuant to Section 3.10.1.b, above.

3.11.3. The Developer Owner shall be liable for all sewer connection fees and other fees and costs in accordance with the standard terms of the W&S Agreement.

3.11.4. The Developer Owner shall disclose the Ridge Manor WRF location in the HOA Documents for the residential portions of the Development, so that future residents are aware of the Ridge Manor WRF location.

3.11.5. The Developer Owner shall provide a twenty (20) foot natural/enhanced buffer with 80% opacity achieved within three (3) years along the north and west boundary line of the Ridge Manor WRF where adjacent to the boundary, when and as each adjacent phase of the Development is developed. At the Developer Owner's option, the Developer Owner may elect to install a buffer wall on the development side of the buffer area, for any segment of the required buffer, in which event any natural vegetation shall remain within the buffer, but the enhancement requirement to 80% opacity shall not apply for such segment where such buffer wall is constructed.

3.12 Fire Suppression and EMS Services.

3.12.1. The Developer Owner shall pay all applicable Fire Protection and Emergency Medical Services Capital Facilities Impact Fees for the Development.

3.12.2. The Developer Owner also shall pay the Public Capital Facilities Impact Fee Surcharge(s) for the Development within the I-75/SR 50 PDD.

3.13 Emergency Management.

3.13.1 Hurricane Preparedness. The Developer Owner shall mitigate potential hurricane preparedness impacts by either (i) providing an on-site or adjacent facility (which may be a portion of a community recreation facility, a public services building, or a public, private or charter school), or (ii) payment to the County public shelter fund in the amount of

$106,638.00. This required hurricane preparedness mitigation payment shall occur prior to the issuance of a building permit for the 601st residential building and shall relieve the Developer Owner of the obligation to construct an on-site facility. In the event the County at any time has a countywide hurricane preparedness impact fee ordinance, the Developer Owner shall receive impact fee credits for the amount of any cash mitigation payment that has been, or is made, pursuant to this Paragraph.

3.13.2 Pursuant to the Florida Building Code, builders in the Development shall equip new homes with impact resistant windows and doors, or hurricane storm shutters that comply with the requirements of the Florida Building Code.

3.13.3 The Development's HOA or CDD shall provide and maintain a public information program for the purpose of educating the Development's residents regarding the potential hurricane threat.

3.13.4 The Development's HOA or CDD shall work with the Hernando County Emergency Management Department to develop and maintain training for a Community Emergency Response Team ("CERT Training") for the Development.

3.14 Affordable Housing.

3.14.1 In the event Hernando County adopts a countywide ordinance providing for contributions to a housing trust fund by residential development projects, the Development shall comply with such countywide ordinance subsequent to the effective date and applicability of such ordinance.

3.14.2 In the event the Developer Owner (or its designated builders) construct multifamily rental units, which include affordable or workforce housing within the Development, the applicable builder shall designate a minimum of 30 multi-family rental units within such multifamily portion for those residents making less than 80% of the area median income for the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area, as identified by the Florida Housing Finance Corporation. Based upon available funding, program requirements and subject to the approvals by associated agencies, the County shall provide up to $150,000.00 in State Housing Initiatives Partnership ("SHIP") financing for construction of these units. Financing shall be provided as a 0% interest loan, forgivable after the 30-year affordability period expires.

3.15 Parks and Recreation.

3.15.1 The Developer Owner shall provide the minimum neighborhood park acreage as required by the County's Land Development Regulations subject to credit for the qualified areas designated in this Amended and Restated Development Agreement.

3.15.2 The above on-site park site requirements are in addition to, and not in lieu of, the payment of Parks Impact Fees. Such Fees shall be paid at the prevailing rate.

3.15.3 The Developer Owner also shall pay the Parks Impact Fee Surcharge(s) required for the Development within the I-75/SR 50 PDD.

3.16 Schools.

3.16.1 School Site Reservation. For the "School Site Reservation Period" set forth below, the Owners have agreed to reserve a school site located on Kettering Road adjacent to the Development, containing approximately 49 gross acres of land, as more particularly described in EXHIBIT D attached hereto (the "School Site").

a) Accept School Site. Should HCSD elect to proceed with the conveyance of the School Site, the School Site will be conveyed at fair market value as mutually agreed by HCSD and the Owners (the "School Site Value"). Pursuant to the Owners and HCSD successfully negotiating and agreeing upon a Purchase and Sale Agreement, except as otherwise provided in Paragraph 3.15.5 below, at Closing the Owners shall accept dollar-for-dollar school impact/surcharge fee credits in the full amount of the School Site Value, which credits shall be fully assignable to any developer/builder for use in any school concurrency service area, in any Hernando County project, pursuant to the Florida Impact Fee Act. Credits issued will be non-refundable. The Purchase and Sale Agreement shall also provide for an expedited third-party dispute process to resolve any disagreement about the School Site Value, based upon independent MAI appraisals. Notwithstanding any other terms or conditions of the Purchase and Sale Agreement, HCSD must close on the School Site on or before December 31, 2026 (the "School Site Reservation Period").

b) Decline School Site. Should HCSD decline to proceed with the conveyance of the School Site, the Developer Owner will make a cash payment, or credit from escrow to the extent credits are available, to HCSD in an amount equal to ten percent (10%) of the total amount of the Educational Impact

Fee Surcharges for the Phase One Conditional Plat, not later than prior to the issuance of the first building permit in the Phase One Conditional Plat in the amount of $102,945.30 (the "Mitigation Payment"). The Mitigation Payment obligation may be satisfied by utilizing Escrowed Impact Fees. The entirety of the Development shall be vested for purposes of school concurrency, subject to the Developer Owner or its respective successors interest paying an amount equal to ten percent (10%) of the total amount of the Educational Impact Fee Surcharges for each subsequent phase of the Development, prior to the issuance of the first (1st) building permit for each approved subsequent conditional plat for the Development. The Developer Owner shall be awarded and will accept dollar-for-dollar school impact/surcharge fee credits in exchange for the cash payment, which credits shall be fully assignable to any developer/builder for use in any school concurrency service area, in any Hernando County project, pursuant to the Florida Impact Fee Act. Credits issued will be non-refundable.

3.16.2 Impact Fee Credit Escrow Account. HCSD will establish an impact fee credit escrow account for all Educational Facilities Impact Fees and Educational Facilities Impact Fee Surcharges paid by the Developer Owner for any of its affiliated or related developments located in Hernando County from December 1, 2024, (the "Escrowed Impact Fees") until such time that HCSD decides whether to accept or reject the School Site. The Developer Owner shall provide written notice to the County and HCSD of any "affiliated or related developments" impact fees which are to be attributed towards the Escrowed Impact Fees. The Escrowed Impact Fees will be held for the benefit of this Development. If HCSD accepts the School Site, at closing HCSD shall utilize the Escrowed Impact Fees to pay the Owners for such portion of the School Site Value in cash, with the remainder to be paid in school impact and surcharge fee credits as set forth above, and subject to the terms and conditions of the Purchase and Sale Agreement between HCSD and the Owners. If HCSD elects to reject the School Site, the Escrowed Impact Fees will be released to HCSD for their use, provided that they have established an Impact Fee Credit account for the benefit of each development in an amount equal to the Escrowed Impact Fees as of the date of the rejection received associated with each development. Any such school fee credits awarded for the School Site Value shall be immediately assignable by the Owners to Developer Owner, pursuant to separate agreement, at the time of closing on the School Site.

3.16.3 Credits. Impact Fee credits issued, regardless of whether HCSD elects to accept or decline the School Site donation, shall be issued by HCSD to the Developer Owner/Owners at a rate of dollar-for-dollar. Impact Fee Credits

will be assignable and transferable pursuant to Section 163.31801(10), Florida Statutes. All credits issued will be non-refundable.

3.16.4 PDD Multiplier. Pursuant to Section 23-157(a)(1)(e) of the Hernando County Code, the Amended and Restated Development Agreement is intended to provide for the full mitigation of impacts as to Schools by the enforcement of this Amended and Restated Development Agreement and the multiplier set forth in Section 23-157 (b) shall not apply.

3.16.5 Capacity Reservation; School Concurrency. The entire Sunrise Development will remain vested as to school concurrency, subject to the payment of school impact fees and school impact fee surcharges and the terms and conditions of this Amended and Restated Development Agreement. The School Board agrees to reserve school students' stations for the Development, subject to the Developer Owner complying with the terms and conditions of this Amended and Restated Development Agreement. Subject to the payment of Impact Fees and the Mitigation Payment, the Developer Owner shall be entitled to rely on the School Concurrency Determination and the capacity reservation for the Development, as set forth in this Amended and Restated Development Agreement, and such right of reliance shall survive the expiration of this Amended and Restated Development Agreement.

3.16.6 Impact Fees and Impact Surcharges. Notwithstanding anything contained herein, the Development shall pay all applicable countywide educational facilities impact fees and educational facilities impact fee surcharges at the then current rate, without offset or exemption, except as provided for in this Amended and Restated Development Agreement.

3.17 Public Services Government Center Site. The Development shall reserve for a period of five (5) years within the mixed-use portion of the Development up to five (5) acres of land for the County potentially to establish an East Side Government Center, or in such acreage and at such location as otherwise mutually agreed by the parties. Once the location is approved by the County, the East Side Government Center site shall be automatically released five (5) years after the Effective Date of this Amended and Restated Development Agreement as an administrative minor modification of the approved C-PDP Rezoning or Master Plan if the County has not elected to acquire and close upon same. If the County elects to acquire such site, the land valuation shall be at fair market value (pursuant to appraisal performed in accordance with Uniform Standards of Professional Appraisal Practice); provided, however, that the parties may negotiate such compensation in the form of cash consideration or impact fee/PDD Area Plan surcharge fee credits applicable against the "buildings" portion of the County's public capital facilities impact fees and public capital facilities impact fee surcharges, or a combination thereof. If the County accepts the land, the County acknowledges that the East Side Government Center shall be deemed a "public facility" and, therefore, not part of the retail, commercial, or office development entitlements authorized for the Development (in other words, the square footage in the public facility shall not be counted against the Development's approved entitlements).

3.18 Trails and Bicycle/Pedestrian Connectivity. The Development shall provide the following:

3.18.1 A 10-foot-wide paved multi-purpose pathway along one side of Sunrise Parkway from the primary entrance to the residential portion of the Development on Sunrise Parkway at Cracker Crossing Boulevard, southward along such primary collector roadway through the residential portion of the Development to its southernmost residential community entrance on Sunrise Parkway. This multi-purpose pathway shall include a sidewalk in accordance with the Hernando County Facility Design Guidelines on the opposite side of the primary collector roadway and shall be constructed in phases as the primary collector roadway (Sunrise Parkway) is extended through the Development to meet the Development's access requirements.

3.18.2 All other streets within the Development shall meet the current Hernando County Facility Design guidelines for sidewalks.

3.18.3 The Developer Owner shall provide a network of trails, sidewalks, and bicycle/pedestrian facilities to interconnect the Oak Hammock Preservation Area, neighborhood parks, commercial areas, the school site (as applicable), buffers, and conservation areas throughout the Development. A conceptual connectivity plan shall be provided with each conditional plat or phase of development, and further defined during the construction plans process. Connectivity may use open/recreation space, upland buffers, and perimeter buffer areas, as permitted by this Amended and Restated Development Agreement, in the Developer Owner's discretion. Trails may be designed to be pervious or impervious, as determined appropriate by the Development's characteristics, and as determined by the Developer Owner.

3.19 Transportation Mitigation Requirements.

3.19.1 Required Right-of-Way Dedications. The Owners or Developer Owner (as applicable) shall convey to the County for public use, by plat or warranty deed (in such form and with such legal description and sketch as approved by the County) those lands within the Development related to the rights-of-way specified below as required by the I-75/SR 50 PDD Road Network and as conceptually depicted on the Master Plan:

a) Sunrise Parkway. The right-of-way (to the extent not previously conveyed to the County) for Sunrise Parkway, at a width of 120 feet, from S.R. 50 south to the southernmost boundary of the Development. The affected portion or portions of this right-of-way shall be donated prior to each

final subdivision plat which covers, abuts or joins the affected portion or portions of Sunrise Parkway.

b) Parallel Collector Road (to SR 50) a/k/a Cracker Crossing Blvd. Extension. The right-of-way for the extension of the Parallel Collector Road (to SR 50) identified in the I-75/SR 50 PDD, n/k/a Cracker Crossing Blvd., from its existing terminus at Sunrise Parkway, eastward to its intersection with Kettering Road, at a right-of-way width of 80 feet (the "Cracker Crossing Blvd. Extension"). Depending on the proposed uses and access plan for the mixed-use parcel, the foregoing Cracker Crossing Extension may be deemed to satisfy the County's Frontage Road Ordinance and Facility Design Guidelines, as applicable to the portion of the Development's mixed-use area which is bordered by SR 50, Sunrise Parkway, Cracker Crossing Blvd. Extension, and Kettering Road; however, the County reserves the right to require an additional frontage road (in whole or in part) in the discretion of the County Engineer, based upon the functional requirements for the final site plan within said mixed-use area. The Cracker Crossing Blvd. Extension right-of-way shall be donated prior to final subdivision plat (if platted) which covers, abuts, or adjoins the Parallel Collector Road, or prior to issuance of the first non-residential building permit for vertical construction in this mixed-use area, whichever occurs first.

c) Kettering Road. The right-of-way for any portion of Kettering Road contiguous with and adjacent to the Development's eastern boundary, to the extent necessary to provide a right of way width of 80 feet from the existing centerline of Kettering Road adjacent to the Development. This right-of-way shall be donated prior to final subdivision plat (if platted) which covers, abuts, or adjoins the affected portion of Kettering Road, or prior to issuance of the first building permit for vertical construction in this area, whichever occurs first.

d) Dashback Street. A right-of-way for potential future construction (by others) of Dashback Street, along the southern boundary of the Development, as follows: (i) from the southeastern project boundary to a point 500 feet east of the I-75 right-of-way boundary (the "Transition Point"), a width of 80 feet, and from the Transition Point to the I-75 right-of-way boundary, a width of 160 feet. The affected portion or portions of this right-of-way shall be donated prior to each final subdivision plat which covers, abuts, or adjoins

the affected portion or portions of Dashback Street, or when such right-of-way is required for construction of Dashback Street by others, whichever occurs first.

3.19.2 Terms for Right-of-Way Conveyances. The foregoing rights-of-way conveyances are collectively referred to in this Amended and Restated Development Agreement as the "Right-of-Way Dedications," as identified in Section 3.19.1.a-d above. Where required, the Right-of-Way Dedications also shall include retention/detention areas for any adjacent roadway segment; provided, however, that such roadway drainage may be commingled with Development drainage. Any required roadway drainage for adjacent roadway segments shall be determined not later than the conditional plat, or functional equivalent, approval for the adjacent Development phase. Unless required sooner by the County for roadway improvements to be made by the County or others (for Kettering Road or Dashback Street), the Right-of-Way Dedications shall be made as each adjacent land phase is platted for the Development, or as such roadway segment otherwise is required for access to the Development. Based upon the original terms of the Sunrise DRI/DO and the requirements of the adopted I-75/SR 50 PDD Area Plan, none of the foregoing right-of-way land dedications shall be impact fee creditable; however, the donation of this substantial right-of-way without cash or impact fee/surcharge fee credit compensation constitutes a material part of the transportation mitigation provided by this Development.

3.19.3 I-75/SR 50 PDD Pipeline Improvements; Site-Related Access Improvements; Fee Credits. To the extent not first constructed by others, the Developer Owner shall design, permit and construct the improvements for (i) Sunrise Parkway and (ii) Cracker Crossing Blvd. Extension, in development phases when and as required to provide access to the Development (collectively Sunrise Parkway and Cracker Crossing Blvd. Extension are referred to herein as the "Road Segment Pipeline Improvements"), and (iii) the intersection improvements (Dual NBL, NBT, NBR, and Dual WBL) for Cortez Blvd. and Sherman Hills Blvd. Realignment/Sunrise Blvd. when the Development connects to such intersection (the foregoing intersection improvements are referred to herein as the "Sunrise Parkway/SR 50 Intersection Improvements"). In addition, the Developer Owner shall signalize the Sunrise Blvd./Sherman Hills Blvd Realignment/Cortez Blvd. intersection when the signal warrant requirements are triggered by the Sunrise Development traffic impacts and FDOT approves installation of such signalization, provided such signalization has not previously been provided by others (referred to herein as the "Sunrise Parkway/SR 50 Intersection Signalization". In the event more than one development project has site impacts which trigger such signalization warrants, then the County shall require a fair, proportionate share contribution from each such contributing project. The Sunrise

Parkway/SR 50 Intersection Improvements and the Sunrise Parkway/SR 50 Intersection Signalization both are deemed to be "site-related" transportation mitigation requirements and therefore shall not be eligible for any impact fee credits. However, as provided in the adopted I-75/SR 50 PDD Area Plan, the Developer Owner's design, permitting and construction costs for the Road Segment Pipeline Improvements (Sunrise Parkway and Cracker Crossing Blvd. Extension) are designated as part of the regional roadway network and therefore shall be credited against the applicable roads impact fees and roads impact fee surcharges payable by the Development pursuant to the Impact Fee Surcharge and Planning Overlay Ordinance for the Greater I-75/SR 50 Planned Development District Area, as adopted on September 12, 2007. To summarize the Development's transportation mitigation requirements: (i) the Development shall pay the roads impact fees and roads impact fee surcharges pursuant to the PDD Area Plan; (ii) the Development shall donate the required rights-of-way as specified in this Amended and Restated Development Agreement, without cash compensation or impact fee credits; (iii) the Development shall provide the Sunrise Parkway/SR 50 Intersection Improvements and Sunrise Parkway/SR 50 Intersection Signalization as "site-related" mitigation which shall not be eligible for impact fee credits; and (iv) the Development shall receive roads impact fee and roads impact fee surcharge credits for the Road Segment Pipeline Improvements (Sunrise Parkway and Cracker Crossing Blvd. Extension),

3.19.4 Transportation Mitigation Fund Account; Use of Impound Funds; Constructing Entity. The Development shall pay all customary Roads Impact Fees pursuant to the countywide impact fee ordinances and the Roads Impact Fee Surcharges pursuant to the I-75/SR 50 PDD Area Plan as each fee schedule may be amended from time to time, including any future countywide mobility fee replacement for roads impact fees and/or roads impact fee surcharges, subject to the fee credits which shall be provided by the County for the Road Segment Pipeline Improvements. The Development's Roads Impact Fees and Roads Impact Fee Surcharges paid from inception of the Development shall be segregated by Hernando County and accrued in a separate sub-account designated as the "Sunrise Roadway Impound Account." Hernando County and the Developer Owner shall be deemed joint beneficiaries of the Sunrise Roadway Impound Account, to the extent permitted by law. The accrued funds in the Sunrise Roadway Impound Account shall be used exclusively to fund the design, permitting, construction, testing and inspection costs for Road Segment Pipeline Improvements, and once they have been fully funded, for any of the "Additional Pipeline Road Improvements" as defined below. At the discretion of the County, the Developer Owner may be designated as the "Constructing Entity" for one or more of the Additional Pipeline Road Improvements. In such event, the Developer Owner shall not receive any management fee, overhead or profit for acting as the Constructing Entity;

however, all third-party contractor/consultant expenses incurred for the design, permitting, construction, testing and inspection costs for the Additional Pipeline Road Improvements shall be paid from the Sunrise Roadway Impound Account. In the event the Developer Owner is not designated as the Constructing Entity, Hernando County shall contract for and manage the Additional Pipeline Road Improvements and shall use the Sunrise Roadway Impound Account to fund the costs for same. Nothing in this Section shall waive any procurement laws, rules and regulations.

3.19.5 Transportation Impact Study & Proportionate Cost Share Approval; Designated Pipeline Road Improvements. The Developer Owner has completed the required Transportation Impact Study ("TIS") which is referenced on EXHIBIT E, and made a part hereof, pursuant to the methodology required by Hernando County, and has provided the proportionate cost share calculations for the Development based upon the County's required proportionate share formula, which TIS and proportionate cost share amount have been approved by the County. The approved proportionate cost share amount for the Development is $1,380,790.00, which is less than the projected Roads Impact Fees for the Development, based upon current rates. Based upon the approved TIS, the County has identified the proportionate share transportation mitigation improvements necessary to vest the Development entitlements, which proportionate share transportation mitigation improvements are set forth on EXHIBIT F, attached hereto and made a part hereof ("Additional Pipeline Road Improvements"). Hernando County reserves the right to (1) budget and allocate additional County funds to expedite the completion of any of the Additional Pipeline Road Improvements set forth on EXHIBIT F; or (2) to add additional projects to be funded by the County from the Sunrise Roadway Impound Account; provided, however, that the Developer Owner's total obligation for all transportation mitigation improvements related to the Development entitlements shall not exceed the Developer Owner's aggregate amount of all Roads Impact Fees and Roads Impact Fee Surcharges to be paid in the normal course of development for the Development, less the fee credits earned by the Developer Owner for the Road Segment Pipeline Improvements (Sunrise Parkway and Cracker Crossing Blvd. Extension) under this Development Agreement. Hernando County reserves the right to alter, modify or otherwise revise the Additional Pipeline Road Improvements from time to time, in its discretion, subject to the following requirements:

a) No designated Additional Pipeline Road Improvement shall be modified or deleted by Hernando County after a contract has been awarded for construction thereof, and any previously incurred design or permitting expenses incurred with respect to such modified or deleted Additional Pipeline

Road Improvement shall be paid or reimbursed, as applicable, from the Sunrise Roadway Impound Account.

b) The designated Additional Pipeline Road Improvements are scheduled to commence as sufficient Development Roads Impact Fees and Roads Impact Fee Surcharges are paid into and accrued in the Sunrise Roadway Impound Account, on a sequential basis for each designated Additional Pipeline Road Improvement set forth on EXHIBIT F, and based upon the estimated project costs for each designated project.

c) EXHIBIT F may be revised by Hernando County administratively to account for any new or replacement Pipeline Road Improvement subsequently identified by Hernando County without formal amendment of this Amended and Restated Development Agreement; provided, however, that such adjustments must conform to the scheduled accrual of paid Roads Impact Fees and Roads Impact Fee Surcharges into the Sunrise Roadway Impound Account to cover the estimated costs for such project (unless the County elects to supplement such Sunrise Roadway Impound Account funds as set forth above). In such event the updated and revised EXHIBIT F shall be deemed incorporated by reference into this Amended and Restated Development Agreement.

d) Notwithstanding EXHIBIT F (including any subsequent amendment of EXHIBIT F by Hernando County), the Development's financial obligation for all transportation mitigation improvements required for the Development shall not exceed the aggregate amount of all Roads Impact Fees (as may be subsequently amended by countywide impact fee ordinance) and Roads Impact Fee Surcharges when and as paid by the Development through buildout of the Development, less the amount of the fee credits awarded to the Developer Owner under this Amended and Restated Development Agreement for the Road Segment Pipeline Improvements constructed by the Developer Owner pursuant to Section 3.19.3 above.

e) The Additional Pipeline Road Improvements shall be commenced not later than the date that sufficient funds have been accrued in the Sunrise Roadway Impound Account for each respective proportionate share transportation mitigation project (subject to discretionary earlier funding by the County) set forth on EXHIBIT F, and thereafter pursued

diligently to conclusion by either Hernando County or the Developer Owner (as Constructing Entity) subject to force majeure, agency permitting delays, availability of contractors, materials and supplies, or other events beyond the reasonable control of the Constructing Entity. The order of the Additional Pipeline Road Improvements shall be subject to revision by Hernando County, in its discretion, or at the request of the Developer Owner, subject to an updated traffic analysis related to the specific Pipeline Road Improvement. However, any modified list and/or timing for Additional Pipeline Road Improvement projects shall follow the pace of accrual of paid Roads Impact Fees into the Sunrise Roadway Impound Account, as the sole source to fund the design, permitting, and construction of said Additional Pipeline Road Improvements, unless the County elects to provide supplemental funding, in its sole discretion.

f) All design and construction plans for the Road Segment Pipeline Improvements (by the Developer Owner) and the Additional Pipeline Road Improvements (by the County or the Developer Owner as Constructing Entity) shall be in accordance with Hernando County standards and requirements and, if/where applicable, FDOT requirements.

3.19.6 The Developer Owner shall provide updated trip generation rates commencing five (5) years from the initial Effective Date of this Amended and Restated Development Agreement, and at subsequent intervals at each additional 600 dwelling units, when requested by the County. The Developer Owner's interim Development traffic generation reports shall include (i) traffic monitoring on Kettering Road and (ii) traffic monitoring for potential signalization at Cortez Blvd./Sherman Hills Blvd. Realignment, based upon monitoring criteria to be provided by the County to the Developer Owner's traffic consultant. The County will use the interim traffic reports to monitor the status of Kettering Road and Cortez Blvd./Sherman Hills Blvd. Realignment signalization as potential Additional Pipeline Road Improvements hereunder.

3.20 Land Use Exchange Matrix ("LUEM").

3.20.1 LUEM Conversions. The Parties agree that this Amended and Restated Development Agreement constitutes final approval for the Developer Owner to develop the Property as described in the approved C-PDP Rezoning and Master Plan. The Parties further agree that the Developer Owner may increase certain land uses, with corresponding reductions in other land uses, pursuant to the LUEM under the C-PDP Rezoning and Master Plan, and subject to the limitations set forth therein, without requiring any amendment to this Amended and Restated Development Agreement.

3.20.2 Allowed Land Use Exchanges. The LUEM attached hereto as EXHIBIT C, and made a part hereof, contains the only land use exchanges recognized under this Amended and Restated Development Agreement.

3.20.3 No Waiver of Zoning or Master Plan Review or Approval. The Parties agree that the land use exchanges identified above do not grant the Developer Owner any Zoning or Master Plan entitlement as a matter of right, but are merely to avoid the amendment of this Amended and Restated Development Agreement where there are no resulting increases in external vehicle trips per the LUEM.

3.21 Historic and Archeological Resources. In the event any archaeological artifacts are discovered during construction, the Developer Owner shall stop construction in that area and immediately notify the County and the Division of Historical Resources of the Florida Department of State. Proper protection measures, under the supervision of a qualified professional, shall be undertaken to the satisfaction of the County and the Division of Historical Resources of the Florida Department of State, and shall be provided by the Developer Owner.

3.22 Street Lighting Alternative and Requirements.

3.22.1 Lighting throughout the Development shall be designed to shield the night sky. Shielding means that fixtures, either directly from the lamp or indirectly from a fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted. All street lighting within the Development shall be owned and maintained by the Developer Owner, or its CDD, HOA, or other designated entity.

3.22.2 Solar street lighting shall be allowed within public or private road rights-of-way areas and shall be privately owned and/or operated by the HOA, CDD, or the Developer Owner, at the Developer Owner's discretion.

3.22.3 Street and parking lot lighting shall be oriented downward with cut-off fixtures. Fifty percent (50%) of all lighting fixtures within parking lots shall be turned off within one hour after closing or between 10:00 p.m. and sunrise, whichever occurs first.

3.22.4 Neighborhood/Retail, Office, Recreation/Clubhouse and public or private recreational facility lighting within any residential development parcel shall not exceed twenty-five (25) feet in height, shall be full cut-off fixtures, and shall only be illuminated while they are in use. The illumination must be extinguished by an automatic shutoff device between the hours of 11:00 p.m. and sunrise, or one hour after the termination of the event and/or use, whichever occurs first. This provision shall not apply to any mixed-use or non-residential use areas within the Development.

3.22.5 Searchlights used for advertising purposes are prohibited.

3.23 Solid Waste Collection. The Development shall be deemed a Universal Collection Service Area, pursuant to Section 14-46(d) of the Code of Ordinances, Hernando County, Florida (as the same may be amended or renumbered from time to time), for purposes of the pick-up and disposal of solid waste and recyclables.

3.24 Transit. The Developer Owner agrees to provide an appropriate transit stop location on Sunrise Parkway or Cracker Crossing Boulevard Extension, adjacent to a mixed-use, amenity, or other non-residential use area within the Development. The transit location shall be mutually agreed by the County and the Developer Owner and shall include a pull-out lane, protective shelter, and such other appurtenances as mutually agreed by the County and the Developer Owner.

SECTION 4 – CONCURRENCY

Based upon the vesting provided in the prior DRI DO, and subject to the terms and conditions of this Amended and Restated Development Agreement, the Development shall remain vested for concurrency as to the following matters:

4.1 Potable Water. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for potable water to serve the Development Entitlements, with an estimated demand of:

a) 1,680,000 GPD for Residential
b) 88,200 GPD for Non-Residential
(*i.e.*, Retail Commercial & Office)

has been satisfied, subject to full compliance with the W&S Agreement and the terms of this Amended and Restated Development Agreement (including the provisions regarding the Water Plant Site), and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.2 Sewage Treatment (Wastewater). Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for sewage treatment (wastewater) for the Development Entitlements, with an estimated demand of:

a) 816,000 GPD for Residential
b) 58,800 GPD for Non-Residential
(*i.e.*, Retail Commercial & Office)

has been satisfied, subject to full compliance with the W&S Agreement and the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.3 Drainage/Stormwater Management Facilities. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for stormwater management to serve the Development Entitlements, together with the proposed construction of the necessary drainage/stormwater management facilities and DRAs, has been satisfied, conditioned upon the Developer Owner obtaining all applicable state and local permits and further subject to full compliance with the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation. Notwithstanding the foregoing, no building permit shall be issued for development unless and until the Developer Owner provides evidence to the satisfaction of the County that adequate drainage/stormwater management facilities shall be available concurrent with the impacts of the Development at the levels of service adopted in the Hernando County Comprehensive Plan and all applicable County codes and regulations.

4.4 Solid Waste. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for solid waste for the Development Entitlements, with an estimated demand of:

a) 54,050 Pounds Per Day – Residential
b) 7,015 Pounds Per Day – Non-Residential
(*i.e.*, Retail Commercial & Office)

has been satisfied, subject to full compliance with the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.5 Parks and Open Space. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for parks and open space for the Development and/or their aggregate equivalent on the Property, with an estimated demand of:

a) 22.76 acres User-Oriented Parks
(2.0 acres/1,000 persons x 2.37 persons/dwelling unit x 4,800 dwelling units)
b) 22.76 acres Open Space
(2.0 acres/1,000 persons x 2.37 persons/dwelling unit x 4,800 dwelling units)

has been satisfied, subject to full compliance with the terms of this Amended and Restated Development Agreement, and assuming that no substantial deviation occurs which would require concurrency under this Paragraph to be reevaluated, or would require additional mitigation.

4.6 Transportation. Pursuant to the County's Adequate Public Facilities Ordinance, the County hereby deems that concurrency for transportation (roads) for the Development is satisfied by the Developer Owner's compliance with this Amended and Restated Development Agreement.

4.7 Substantial Modification. In the event a substantial modification (in accordance with the County's Land Development Regulations) occurs in the course of developing the Development necessitating an amendment to this Amended and Restated Development Agreement (see Section 5 below), then the County reserves the right to reevaluate its concurrency approvals under this Section, and to require additional data, analysis, studies, and mitigation, without limitation, from the Developer Owner, pursuant to applicable laws, ordinances and regulations.

SECTION 5 - FURTHER PROVISIONS

BE IT FURTHER RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

5.1 This Amended and Restated Development Agreement shall run with the land and shall be binding upon all affected persons, including the successors and assigns of the Owners and/or Developer Owner. The prior DRI DO simultaneously has been abandoned, rescinded, terminated, and cancelled by the BOCC, and this Amended and Restated Development Agreement shall supersede in its entirety and replace the prior DRI DO in all respects, and shall govern the future Development.

5.2 The Developer Owner shall record (1) the BOCC Resolution abandoning the DRI and its associated DRI DO; and (2) this Amended and Restated Development Agreement, in the Official Records of Hernando County, Florida, within thirty (30) days after the adoption date hereof by the BOCC, and shall provide a copy of the recorded documents to the County.

5.3 In the event any portion or section of this Amended and Restated Development Agreement is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Amended and Restated Development Agreement, which shall remain in full force and effect.

5.4 Absent the County demonstrating that substantial changes in the conditions underlying the approval of this Amended and Restated Development Agreement have occurred, or that this Amended and Restated Development Agreement was based on substantially inaccurate information provided by the Developer Owner, or that the change is clearly established by the County to be essential to the public health, safety, or welfare, the Development (as approved under this Amended and Restated Development Agreement) shall not be subject to down-zoning, unit density reduction, or intensity reduction from the Effective Date of this Amended and Restated Development Agreement until the development approvals granted hereunder terminate pursuant to this Amended and Restated Development Agreement, or applicable law.

5.5 This Amended and Restated Development Agreement shall expire as provided in Section 2 above.

5.6 The approval of this Amended and Restated Development Agreement shall not exempt any portion or unit of the Development from the payment of all required impact fees or impact fee surcharges at the prevailing rate. Impact fees and impact fee surcharges shall be due in

full without credit or offset, except as expressly provided for in this Amended and Restated Development Agreement.

5.7 The Chairman of the BOCC is authorized to execute this Amended and Restated Development Agreement on behalf of Hernando County, Florida.

5.8 Nothing herein shall be construed as prohibiting the Developer Owner from requesting that the BOCC review the interpretation, implementation or enforcement of this Amended and Restated Development Agreement.

5.9 The Parties may execute this Amended and Restated Development Agreement in duplicate originals, with separate signature pages, all of which shall constitute and comprise the same original Amended and Restated Development Agreement. The fully executed original Amended and Restated Development Agreement shall be recorded in the Official Records of Hernando County, Florida, as provided herein.

[SIGNATURES ON FOLLOWING PAGES]

ADOPTED IN REGULAR SESSION THIS 2nd **DAY OF** December **, 2025.**

ACCEPTED AND AGREED TO BY HERNANDO COUNTY, FLORIDA:

BOARD OF COUNTY COMMISSIONERS HERNANDO COUNTY, FLORIDA

Attest: Heidi Prupse, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: Jerry Campbell, Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: _____
County Attorney's Office

ACCEPTED AND AGREED
TO BY THE OWNER/DEVELOPER OWNER:

The Owner/Developer Owner (by and through its Agent and/or Trustee named below) hereby accepts and agrees to all terms, conditions and restrictions contained in the Development Agreement set forth above and further agrees to be bound by the same for itself, and its heirs, successors and/or assigns as long as this Development Agreement remains effective. Notwithstanding anything herein, the terms, conditions and restrictions above shall terminate when this Development Agreement expires, unless the Development Agreement expressly provides for the term, condition or restriction to remain in effect following the expiration of the Development Agreement.

"DEVELOPER OWNER"

HAWK SUNRISE LLC, a Florida limited liability company

By: _____

Print Name: John Ryan

Title: Manager

Date: 11/21/25

STATE OF Florida
COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 21st day of November, 2025, by John Ryan, as Manager of Hawk Sunrise LLC, a Florida limited liability company, on behalf of the company.

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

NOTARY PUBLIC:

Signature: _____

Print Name: Lori Price

Serial/Commission Number: HH670842

My Commission Expires: 4/29/2029

Notary Public State of Florida
Lori Kay Price
My Commission HH 670842
Expires 4/29/2029

"OWNER"

MAK FAMILY PARTNERSHIP, LTD., a Florida limited partnership

By: _____

Print Name: James H. Kimbrough, Jr.

Title: Partner

Date: 11/17/2025

STATE OF FLORIDA
COUNTY OF HERNANDO

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 17 day of NOVEMBER, 2025, by James H. Kimbrough, Jr., as Partner of MAK Family Partnership, LTD., a Florida limited partnership, on behalf of the partnership.

NOTARY PUBLIC:

☐ Personally Known OR ☒ Produced Identification

Type of Identification Produced:
A VALID FLORIDA D/L.

Signature: _____

Print Name: RICHARD P. CARUANA

Serial/Commission Number: HH 624786

My Commission Expires: 02-17-2029

RICHARD P. CARUANA
Commission # HH 624786
Expires February 17, 2029

TBF PARTNERS, LTD., a Texas limited partnership

By: TBF MANAGEMENT, LLC, its General Partner

By: _____

Print Name: J. Thomas Bronson

Title: Managing Partner

Date: 11-13-25

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2025, by _____, as _____ of TBF Management, LLC, a Florida limited liability company, General Partner of TBF Partners, LTD., a Texas limited partnership, on behalf of the partnership.

NOTARY PUBLIC:

☒ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: Andrew Black

Serial/Commission Number: HH 610356

My Commission Expires: 11-6-2028

Notary Public State of Florida
Andrew Black
My Commission HH 610356
Expires 11/6/2028

TBF PARTNERS II, LLC, a Florida limited liability company

By: _____

Print Name: J. Thomas Bronson

Title: Manager

Date: 11-13-25

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ____ day of _____, 2025, by J. Thomas Bronson, as Manager of TBF Partners II, LLC, a Florida limited liability company, on behalf of the company.

NOTARY PUBLIC:

☒ Personally Known OR ☐ Produced Identification

Signature: _____

Type of Identification Produced:

_____

Print Name: Andrew Black

Serial/Commission Number: HH 610356

My Commission Expires: 11-6-2028

Notary Public State of Florida
Andrew Black
My Commission HH 610356
Expires 11/6/2028

Robert A. Buckner, as Trustee under that certain Trust Agreement dated March 9, 1989

By: _____

Print Name: Robert A. Buckner

Title: Trustee

Date: 11/12/2025

STATE OF Florida
COUNTY OF Hernando

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 12th day of November, 2025, by Robert A. Buckner, as Trustee under that certain Trust Agreement dated March 9, 1989.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: Jennifer Marie Schmidt

Serial/Commission Number: _____

My Commission Expires: 6-26-26

JENNIFER MARIE SCHMIDT
MY COMMISSION # HH 280676
EXPIRES: June 26, 2026

Robert A. Buckner, individually

Date: 11/12/2025

STATE OF Florida
COUNTY OF Hernando

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 12th day of November, 2025, by Robert A. Buckner.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Signature: _____

Type of Identification Produced:

_____

Print Name: Jennifer Marie Schmidt

Serial/Commission Number: _____

My Commission Expires: 6-26-26

JENNIFER MARIE SCHMIDT
MY COMMISSION # HH 280676
EXPIRES: June 26, 2026

Sharon P. McKethan

Sharon P. McKethan, individually

Date: 11/17/25

STATE OF Florida
COUNTY OF Hernando

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this 17 day of November, 2025, by Sharon P. McKethan.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Signature: W Whitehead III

Type of Identification Produced:

Print Name: William Whitehead III

Serial/Commission Number: _____

My Commission Expires: _____

Notary Public State of Florida
William Whitehead III
My Commission HH 735417
Expires 11/18/2029

Haley Dowlen, as Personal Representative of the Estate of John Hale McKethan

By: _____

Print Name: Haley Dowlen

Title: Personal Representative

Date: 11/17/25

STATE OF Florida
COUNTY OF Hernando

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this 17 day of November, 2025, by Haley Dowlen, as Personal Representative of the Estate of John Hale McKethan.

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

NOTARY PUBLIC:

Signature: _____

Print Name: William Whitehead III

Serial/Commission Number: _____

My Commission Expires: _____

Notary Public State of Florida
William Whitehead III
My Commission HH 735417
Expires 11/18/2029

Robert A. Buckner, as Co-Trustee of the Robert C. Buckner Trust

By: _____

Print Name: Robert A. Buckner

Title: Co-Trustee

Date: 11/12/2025

STATE OF Florida
COUNTY OF Hernando

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 12th day of November, 2025, by Robert A. Buckner, as Co-Trustee of the Robert C. Buckner Trust.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: Jennifer Marie Schmidt

Serial/Commission Number: _____

My Commission Expires: 6.26.26

William M. Buckner, as Co-Trustee of the Robert C. Buckner Trust

By: _____

Print Name: William M. Buckner

Title: Co-Trustee

Date: 24 NOV 25

STATE OF TEXAS
COUNTY OF HARRIS

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 24 day of NOVEMBER, 2025, by William M. Buckner, as Co-Trustee of the Robert C. Buckner Trust.

NOTARY PUBLIC:

☐ Personally Known OR ☒ Produced Identification

Type of Identification Produced:
TEXAS DRIVER LICENSE

Signature: _____

Print Name: EIMAN SIDDIK

Serial/Commission Number: 134608566

My Commission Expires: OCTOBER 18, 2027

EIMAN SIDDIK
Notary ID #134608566
My Commission Expires
October 18, 2027

James C. Buckner, as Co-Trustee of the Robert C. Buckner Trust

By: _____

Print Name: James C. Buckner

Title: Co-Trustee

Date: 10/31/25

STATE OF Tenn
COUNTY OF Knox

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 31 day of October, 2025, by James C. Buckner, as Co-Trustee of the Robert C. Buckner Trust.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: Nathan Floyd Yearout

Serial/Commission Number: _____

My Commission Expires: 5-3-28

NATHAN JAMES FLOYD-YEAROUT
STATE OF TENNESSEE
NOTARY PUBLIC
Exp. 5-3-2028
KNOX COUNTY

James C. Buckner, individually

Date: 10/31/25

STATE OF Tenn
COUNTY OF Knox

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 31 day of October, 2025, by James C. Buckner.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

Signature:

Print Name: Nathan James Floyd Yearout

Serial/Commission Number:

My Commission Expires: 5-3-28

NATHAN JAMES FLOYD YEAROUT
STATE OF TENNESSEE NOTARY PUBLIC
Comm. Exp. 5-3-2028
KNOX COUNTY

Robert A. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended

By: _____

Print Name: Robert A. Buckner

Title: Co-Trustee

Date: 11/12/2025

STATE OF Florida
COUNTY OF Hernando

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 12th day of November, 2025, by Robert A. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended.

NOTARY PUBLIC:

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: Jennifer Marie Schmidt

Serial/Commission Number: _____

My Commission Expires: 6-26-26

JENNIFER MARIE SCHMIDT
MY COMMISSION # HH 280676
EXPIRES: June 26, 2026

James C. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended

By: _____

Print Name: James C. Buckner

Title: Co-Trustee

Date: 10/31/25

STATE OF Tenn
COUNTY OF Knox

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 31 day of October, 2025, by James C. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended.

☑ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

NOTARY PUBLIC:

Signature: _____

Print Name: _____

Serial/Commission Number: _____

My Commission Expires: 5-3-28

NATHAN JAMES FLOYD-YEAROUT
STATE OF TENNESSEE NOTARY PUBLIC
Comm. Exp. 5-3-2028
KNOX COUNTY

William M. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended

By: _____

Print Name: William M. Buckner

Title: Co-Trustee

Date: 24 NOV 25

STATE OF TEXAS
COUNTY OF HARRIS

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 24 day of NOVEMBER, 2025, by William M. Buckner, as Co-Trustee of the Celia M. Buckner Trust u/t/a dtd 1/16/03, as amended.

NOTARY PUBLIC:

☐ Personally Known OR ☒ Produced Identification

Signature: _____

Type of Identification Produced:
TEXAS DRIVER LICENSE

Print Name: EIMAN SIDDIK

Serial/Commission Number: 134608566

My Commission Expires: OCTOBER 18, 2027

EIMAN SIDDIK
Notary ID #134608566
My Commission Expires
October 18, 2027

J. Thomas Bronson, as Personal Representative of the Estate of T.E. Bronson

By: _____

Print Name: J. Thomas Bronson

Title: Personal Representative

Date: 11-13-25

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, 2025, by J. Thomas Bronson, as Personal Representative of the Estate of T.E. Bronson.

NOTARY PUBLIC

☒ Personally Known OR ☐ Produced Identification

Type of Identification Produced:

_____

Signature: _____

Print Name: Andrew Black

Serial/Commission Number: HH 610356

My Commission Expires: 11-6 2028

Notary Public State of Florida
Andrew Black
My Commission HH 610356
Expires 11/6/2028

SCHEDULE OF EXHIBITS

EXHIBIT A	Legal Description of the Property/Development
EXHIBIT B	Approved Master Plan per Approved C-PDP Rezoning (BOCC Approved on June 13, 2023)
EXHIBIT C	Land Use Exchange Matrix ("LUEM")
EXHIBIT D	Graphic Depiction for Reserved School Site Location & Points of Connection for Water Service
EXHIBIT E	Approved Transportation Impact Study ("TIS")
EXHIBIT F	Additional Roadway Pipeline Projects/Proportionate Share Improvements

EXHIBIT A

Legal Description

A parcel of land lying within Sections 5, 6, 7 and 8, Township 23 South, Range 21 East, Hernando County, Florida, being more particularly described as follows:

For a POINT OF BEGINNING commence at the Southwest corner of the Southeast 1/4 of said Section 8; thence N89°05'38"W, along the South boundary of the Southwest 1/4 of said Section 8, 2670.54 feet to the Southwest corner of said section 8; thence N89°16'50"W, along the South boundary of the Southeast 1/4 of said Section 7, 2655.16 feet to the Southwest corner of the Southeast 1/4 of said Section 7; thence N89°16'33"W, along the South boundary of the Southwest 1/4 of said Section 7, a distance of 949.57 feet to the Easterly right-of-way of Interstate No. 75; thence along said Easterly right-of-way of Interstate No. 75 the following twenty six (26) courses and distances: (1) N00°04124"E, 100.01 feet; thence (2) S89°16'33"E, 500.84 feet; thence (3) N00°21'45"E, 833.29 feet; thence (4) N36°3015"W, 278.06 feet; thence (5) N04°371 9"w, 266.47 feet; thence (6) N79°47'40"W, 310.01 feet to a non-tangent point of curvature; thence (7) Northerly 1892.11 feet along the arc of a curve to the right, said curve having a radius of 5579.58 feet, a central angle of 19'25'47", and a chord bearing and distance of N17°55'51"E, 1883.06 feet; thence (8) N27°38'44"E, 666.59 feet; thence (9) S62'17'56"E, 39.91 feet; thence (10) N27°42'04"E, 158.00 feet; thence (11) N27°43'58"E, 805.72 feet; thence (12) N74°21'19"E, 490.92 feet; thence (13) N35°47'35"E, 764.07 feet; thence (14) N16°21'19"E, 204.80 feet; thence (15) N57°44'06"W, 343.20 feet; thence (16) N32°15'54"E, 814.49 feet to a point of curvature; thence (17) Northeasterly 794.94 feet along the arc of a curve to the left, said curve having a radius of 9277.00 feet, a central angle of 4°54'35", and a chord bearing and distance of N29°48'37"E, 794.70 feet; thence (18) S65°34'45"E, 219.30 feet; thence (19) N39°04'36"E, 329.47 feet; thence (20) N24°25'15"E, 768.24 feet; thence (21) N19°45'08"E, 546.02 feet; thence (22) N00°24128"E, 358.35 feet; thence (23) N77°16"08"W, 217.28 feet to a non-tangent point of curvature; thence (24) Northeasterly 156.72 feet along the arc of a curve to the left, said curve having a radius of 9277.00 feet, a central angle of 00°58'05", and a chord bearing and distance of N15°00'36"E, 156.72 feet to a point of compound curvature; thence (25) Northeasterly 460.30 feet along the arc of a curve to the left, said curve having a radius of 4693.00 feet, a central angle of 5°3711", and a chord bearing and distance of N11°42'58"E, 460.12 feet to a point of compound curvature; thence (26) Northeasterly 241.78 feet along the arc of a curve to the left, said curve having a radius of 2401.00 feet, a central angle of 5°46'11", and a chord bearing and distance of N06°1 1'37"E, 241.68 feet to the South boundary line of the map or plat of SUNRISE COMMERCIAL PLAZA, per Plat Book 31, Page 11, of the Public Records of Hernando County, Florida; thence along the South boundary of said map or plat of SUNRISE COMMERCIAL PLAZA the following eleven (11) courses and distances: (1) S74°23'51"E, 171.91 feet; thence (2) N15°36121"E, 127.32 feet; thence (3) S89°43'43"E, 490.94 feet to a point of curvature; thence (4) Southeasterly 39.27 feet along the arc of a curve to the right, said curve having a radius of 25.00 feet, a central angle of 89°59'34", and a chord bearing and distance of S44°43'41"E, 35.36 feet; thence (5) S89°43'41"E, 140.45 feet; thence (6) N00°16143"E, 25.00 feet; thence (7) S89°43'46"E, 108.45 feet to a point of curvature; thence (8) Easterly 147.45 feet along the arc of a curve to the left, said curve having a radius of 499.77 feet, a central angle of 16°54'14", and a chord bearing and distance of N81°49'27"E., 146.91 feet; thence (9) N73°22'34"E, 138.62 feet to a point of curvature; thence (10) Easterly 123.85 feet along the arc of a curve to the right, said curve having a radius of 420.11 feet, a central angle of 16°53'30", and a chord bearing and distance of N81°49'27"E, 123.41 feet; thence (11) S89°43'41 "E, 170.00 feet; thence leaving the South line of said plat, run S00°17'12"W, 23.50 feet to the Southwest corner of "Parcel 3.25" as described in Official Records Book 3742, Page 848, of the Public Records of Hernando County; Florida; thence S89°43'41"E, along the South boundary of said "Parcel 3.25", 1739.73 feet; thence N00°16119"E, 103.50 feet to a point of curvature: thence Northerly 365.53 feet along the arc of a

curve to the left, said curve having a radius of 2655.77 feet, a central angle of 7°53'10", and a chord bearing and distance of N04°17152"E, 365.24 feet to a point of reverse curvature; thence Northerly 270.75 feet along the arc of a curve to the right, said curve having a radius of 1883.73 feet. a central angle of 8°14'07", and a chord bearing and distance of N04°07'24"w, 270.52 feet; thence NOO°00120"W, 35.95 feet to the South right-of-way of State Road No. 50; thence along said South right-of-way of State Road No. 50 the following four (4) courses and distances: (1) S89°45'44"E, 634.36 feet; thence (2) S89°49'37"E, 508.97 feet to a point of curvature; thence (3) Easterly 743.51 feet along the arc of a curve to the right, said curve having a radius of 5597.65 feet, a central angle of 07°36'37", and a chord bearing and distance of S86°01'19"E, 742.97 feet; thence (4) S44".55'59"E, a distance of 33.03 feet to the Westerly right-of-way of Kettering Road; thence along said Westerly right-of-way of Kettering Road SOO°26'27"W, 1425.34 feet to the Northeast corner of lands described in Official Records Book 868, Page 602, of the Public Records of Hernando County, Florida; thence along the North, West and South boundaries, respectively, of said lands described in Official Records Book 868, Page 602 the following three (3) courses and distances: (1) N8994'01"W, 285.22 feet; thence (2) S00°25'.59"W, 655.00 feet; thence (3) S89°34'01"E, 285.13 feet to the aforementioned Westerly right-of-way of Kettering Road; thence along said Westerly right-of-way of Kettering Road, SOO°26'27"W, 3231.94 feet to a point on the North boundary of the Northeast 1/4 of said Section 8; thence S89°56'22"W, along said the North boundary of the Northeast 1/4 of said Section 8, a distance of 2588.19 feet to the West boundary of the Northeast 1/4 of said Section 8; thence SOO°00119"W, along said the West boundary of the Northeast 1/4 of Section 8, 2710.84 feet to the Southwest corner of the Northeast 1/4 of said Section 8; thence S00°00118"W, along the West boundary of the Southeast 1/4 of said Section 8, 2702.26 feet to the POINT OF BEGINNING.

Containing 1,312.63 acres more or less.

EXHIBIT B

Approved Master Plan per Approved C-PDP Rezoning
(BOCC Approved on June 13, 2023)

EXHIBIT C

Land Use Exchange Matrix ("LUEM")

EXHIBIT C

SUNRISE
LAND USE EQUIVALENCY MATRIX
4/19/2023

Converion From	Converion To								
	Single Family (DU)	Townhomes (DU)	Multi-Family (DU)	Senior Adult Detached (DU)	Senior Adult Attached (DU)	Motel (RMS)	Retail (KSF)	Office (KSF)	Mini-Warehouse (KSF)
Single Family (DU)	-	1.6491	2.4103	3.1333	3.7600	-	-	-	-
Multi-Family (DU)	0.4149	0.6842	-	1.3000	1.5600	-	-	-	-
Motel (RMS)	-	-	-	-	-	-	0.0953	0.2079	2.5780
Retail (KSF)	-	-	-	-	-	10.4952	-	2.1820	27.0567
Office (KSF)	-	-	-	-	-	4.8099	0.4583	-	12.4000
Mini-Warehouse (KSF)	-	-	-	-	-	0.3879	0.0370	0.0806	-

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Trip Rates

Single Family	0.9400 TE/DU
Multi-Family	0.3900 TE/DU
Motel	0.3867 TE/RM
Retail	4.0585 TE/KSF
Office	1.8600 TE/KSF
Mini-Warehouse	0.1500 TE/KSF
Townhomes	0.5700 TE/DU
Senior Adult Detached	0.3000 TE/DU
Senoir Adult Attached	0.2500 TE/DU

(3) Example: Convert Single-Family to Townhomes
100 DUs = 100 x 1.6491 = 164.91 Townhomes
(4) For land uses not specifically identified a trip equivalency analysis will be required.

EXHIBIT D

Graphic Depiction for Reserved School Site Location & Points of Connection for Water Service

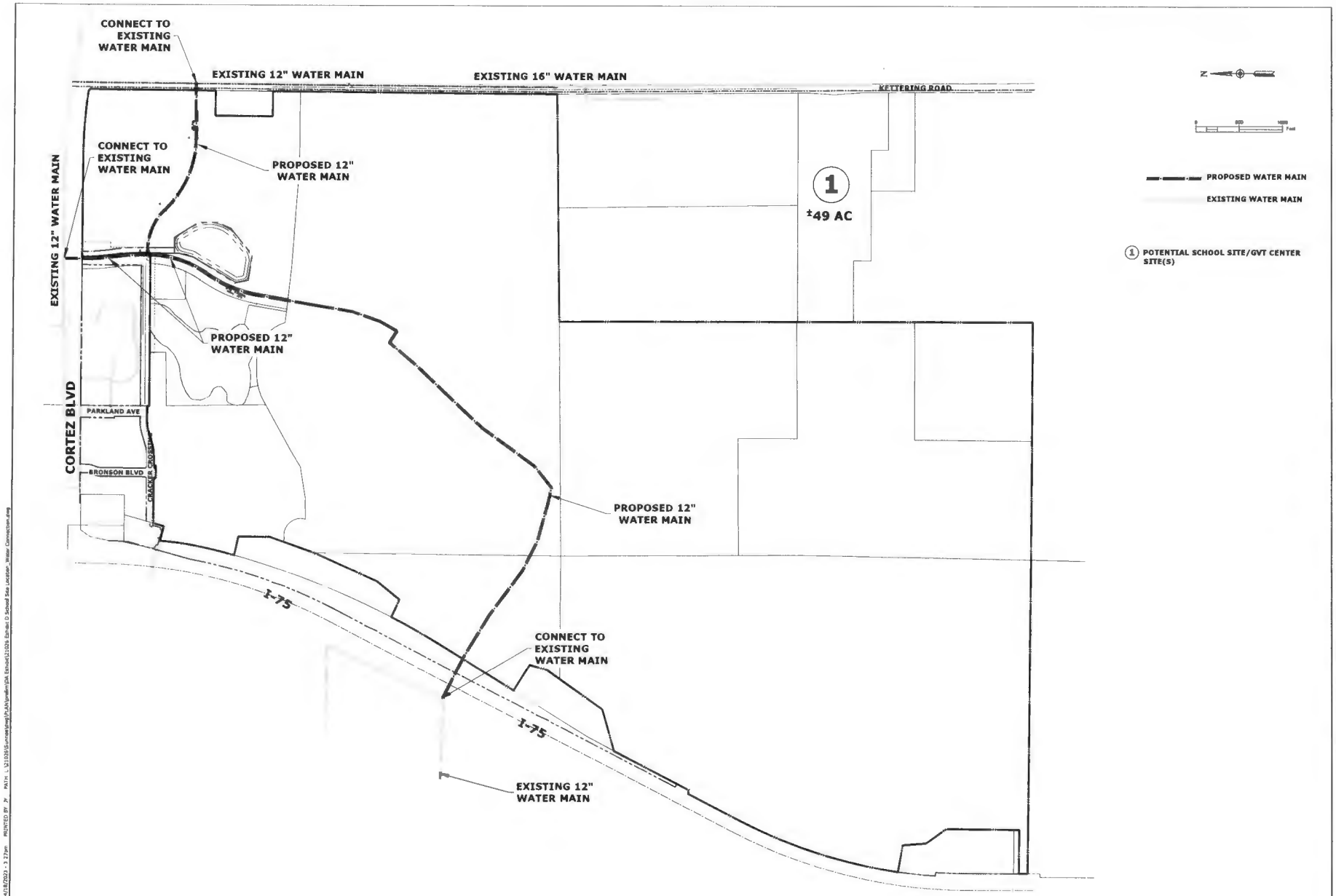


EXHIBIT D

GRAPHIC DEPICTION FOR THREE (3) POC'S FOR POTABLE WATER SERVICE AND RESERVED POTENTIAL SCHOOL/GOVERNMENT CENTER SITES)

Coastal Engineering Consultants, Inc.
Engineering Planning Surveying Environmental Construction Management
1966 Commerce Boulevard · Fleming Island, Florida 32003
(904) 264-3231 · Fax (904) 264-3409
EB-0000142

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EXHIBIT E

Approved Transportation Impact Study ("TIS")

TRANSPORTATION ANALYSIS

SUNRISE

Prepared For

D.R. HORTON, INC.

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

TRANSPORTATION ANALYSIS

SUNRISE

Prepared For

D.R. HORTON, INC.

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised March, 2023
Revised January, 2023
December, 2022

Project No. 21132

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Digitally signed by ali atefi:A01410D000177CF8D3C2600012EAA
Date: 2023.03.13 12:40:22 -04'00'

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TABLE OF CONTENTS

Page

Introduction 1
Estimated AM Peak Hour Project Traffic 5
Estimated PM Peak Hour Project Traffic 5
Project Trip Distribution 6
Adjacent Roadways 6
Study Area 9
Buildout 11
Background Traffic 11
Arterial Analysis 14
Intersection Analysis 23
Conclusion 30
Proportionate Share 31
Appendix

LIST OF TABLES

1 AM Peak Hour Trip Generation 3
2 PM Peak Hour Trip Generation 4
3 Study Network 10
4 Arterial Analysis (PM Peak Hour) Existing and Budgeted geometry 22
5 Estimated Intersection Level of Service Existing and Budgeted Improvements 25
6 Estimated Intersection Level of Service Existing and Budgeted Improvements 26
7 Estimated Intersection Level of Service Required Improvements for Background Traffic 27
8 Estimated Intersection Level of Service Required Improvements for Background Traffic Plus Project Traffic 28
9 Estimated Intersection Level of Service Required Improvements for Project Traffic..29
10 Intersection Proportionate Share Determination 32

LIST OF FIGURES

1 Project Location 2
2 PM Peak Hour Project Traffic 7
2A PM Peak Hour Project Traffic 8
3 PM Peak Hour Existing Traffic 12
3A PM Peak Hour Existing Traffic 13
4 PM Peak Hour Peak Season Traffic 15
4A PM Peak Hour Peak Season Traffic 16
5 PM Peak Hour 2035 Background Traffic 17
5A PM Peak Hour 2035 Background Traffic 18
6 PM Peak Hour 2035 Background Plus Project Traffic 19
6A PM Peak Hour 2035 Background Plus Project Traffic 20

INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the development of the property located south of Cortez Boulevard (SR 50) and east of I-75 in Hernando County, as shown in Figure 1. The subject property is proposed to be developed for the following land uses:

- Single Family Homes – 4, 200 Dwelling Units
- Townhomes – 600 Dwelling Units
- Motel – 75 Rooms
- Retail – 325,000 Square Feet
- Office – 50,000 Square Feet
- Self Storage – 40,000 Square Feet

This analysis was conducted in conformance with the approved Traffic Methodology Statement dated June 9, 2022. A copy of the Methodology Statement is included in the Appendix of this report.

Tables 1 and 2 provide the AM peak hour and PM peak hour trip generation for the proposed project. The analysis was based on ITE land use code 150 instead of 151. Since the net difference in the new external trip ends is 14 less trip ends than utilized in the analysis for the AM peak hour and 13 less for the PM peak hour the analysis was not updated. The trip generation utilized in the analysis is contained in Tables A-1 and A-2 in the Appendix of this report.

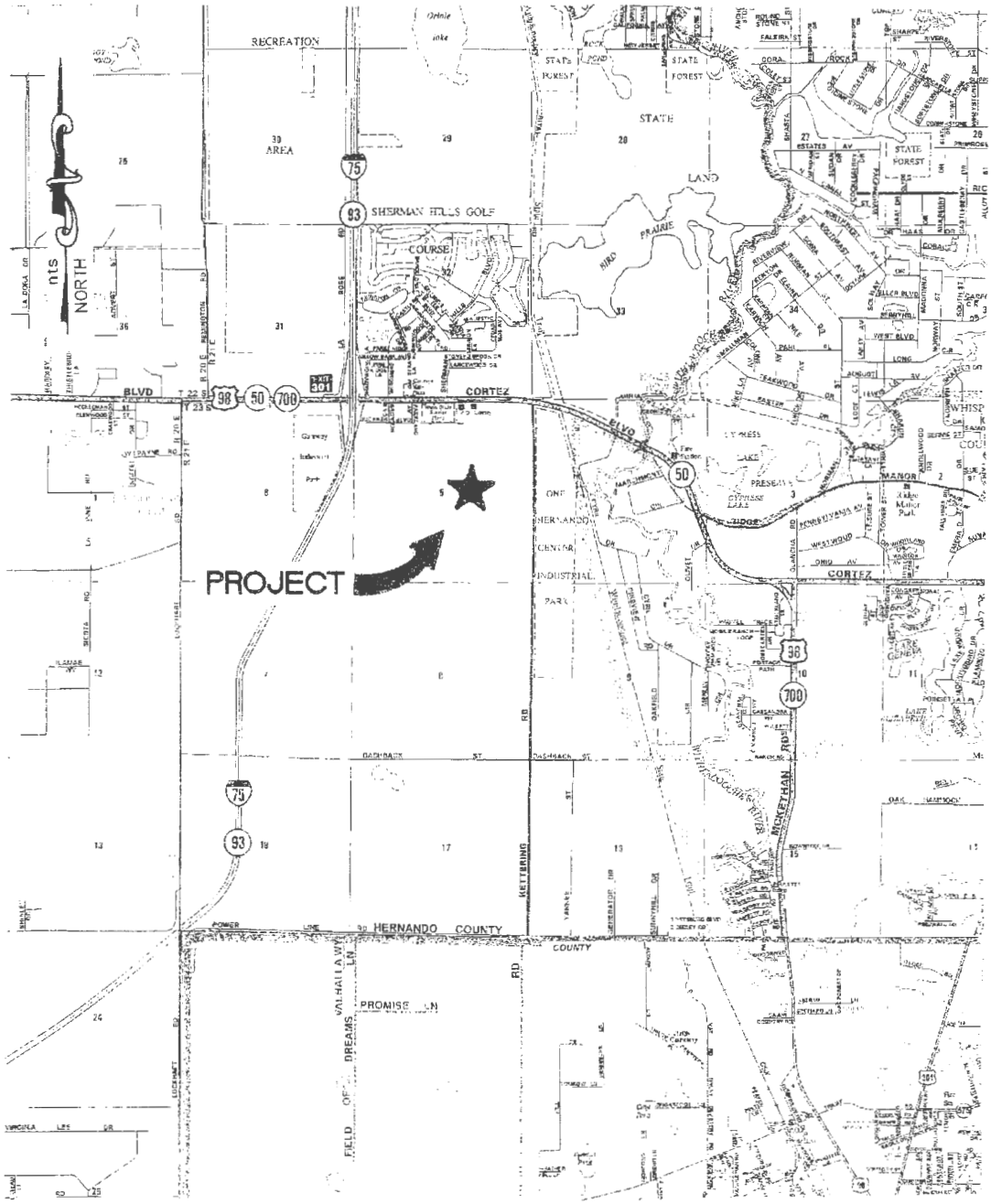

FIGURE 1
PROJECT LOCATION

TABLE 1

AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	764	2,176	2,940	15	23	38	0	0	0	749	2,153	2,902
Multi-Family	221	600 DU's	51	171	222	1	2	3	0	0	0	50	169	219
Motel	320	75 Rooms	10	16	26	0	4	4	0	0	0	10	12	22
Retail	820	325,000 SF	202	123	325	28	19	47	33	20	53	141	84	225
Office	710	50,000 SF	81	11	92	7	3	10	0	0	0	74	8	82
Mini-Warehouse	151	40,000 SF	2	2	4	0	0	0	0	0	0	2	2	4
		Total	1,110	2,499	3,609	51	51	102	33	20	53	1,026	2,428	3,454

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (202-28) x 0.19 = 33
  Out - (123-19) x 0.19 = 20

TABLE 2

PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	2,487	1,461	3,948	170	59	229	0	0	0	2,317	1,402	3,719
Multi-Family	221	600 DU's	143	91	234	10	4	14	0	0	0	133	87	220
Motel	320	75 Rooms	16	13	29	5	2	7	0	0	0	11	11	22
Retail	820	325,000 SF	633	686	1,319	80	186	266	105	95	200	448	405	853
Office	710	50,000 SF	16	77	93	3	17	20	0	0	0	13	60	73
Mini-Warehouse	151	40,000 SF	3	3	6	0	0	0	0	0	0	3	3	6
		Total	3,298	2,331	5,629	268	268	536	105	95	200	2,925	1,968	4,893

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.

- Passerby Trips
  - Retail - 19%
    - In - (633-80) x 0.19 = 105
    - Out - (686-186) x 0.19 = 95
- Passerby traffic should not exceed 10% of the adjacent street background traffic
  - 2,625 x 0.10 = 262 > 200
  - (a) PM peak hour background traffic at the intersection of Cortez Blvd and Parkland Ave

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

Based on data contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, the land uses are estimated to generate/attract 3,633 trip ends during the AM peak hour with 1,130 inbound and 2,503 outbound, as shown in Table A-1.

Given the development is to consist of residential, office and retail land uses, there is a potential for trips to originate at one land use within the project and have a destination at another use within the project – internal capture. The internal capture was based on the data contained in the ITE Trip Generation Handbook, 3rd Edition (NCHRP 684).

In addition, studies contained in the ITE Trip Generation Manual, 11th Edition, indicate that a percentage of the retail trips already exist on the adjacent roadways – passerby capture. Therefore, the proposed land uses are estimated to generate/attract approximately 3,468 new external AM peak hour trip ends, with 1,041 inbound and 2,427 outbound, as shown in Table A-1.

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

Based on data contained in the ITE Trip Generation Manual, 11th Edition, 2021, the land uses are estimated to generate/attract 5,654 trip ends during the PM peak hour with 3,304 inbound and 2,350 outbound, as shown in Table A-2.

Given the development is to consist of residential, office and retail land uses, there is a potential for trips to originate at one land use within the project and have a destination at

another use within the project – internal capture. The internal capture was based on the data contained in the ITE Trip Generation Handbook, 3rd Edition (NCHRP 684).

In addition, studies contained in the ITE Trip Generation Handbook, 11th Edition, indicate that a percentage of the retail trips already exist on the adjacent roadways – passerby capture. Therefore, the proposed land uses are estimated to generate/attract approximately 4,906 new external PM peak hour trip ends, with 2,925 inbound and 1,981 outbound, as shown in Table A-2.

PROJECT TRIP DISTRIBUTION

The distribution of the project traffic was estimated based on existing traffic and development in the vicinity of the project and the 2045 Tampa Bay Regional Transportation Model (TBRPM) provided in the Appendix of this report.

Figures 2 and 2A illustrates the assignment of the PM peak hour project trip ends on the adjacent transportation network.

ADJACENT ROADWAYS

As stated previously, the project is located south of Cortez Boulevard (SR 50) Road and east of I-75, in Hernando County, Florida. Cortez Boulevard (SR 50) is currently under construction as a six (6)/four (4) lane divided roadway in the vicinity of the project.

In addition, as part of SR 50 widening, Sherman Hills Boulevard will be realigned with a full median opening at SR 50 and aligned with the project access to be located south of

FIGURE 2
PM PEAK HOUR
PROJECT TRAFFIC

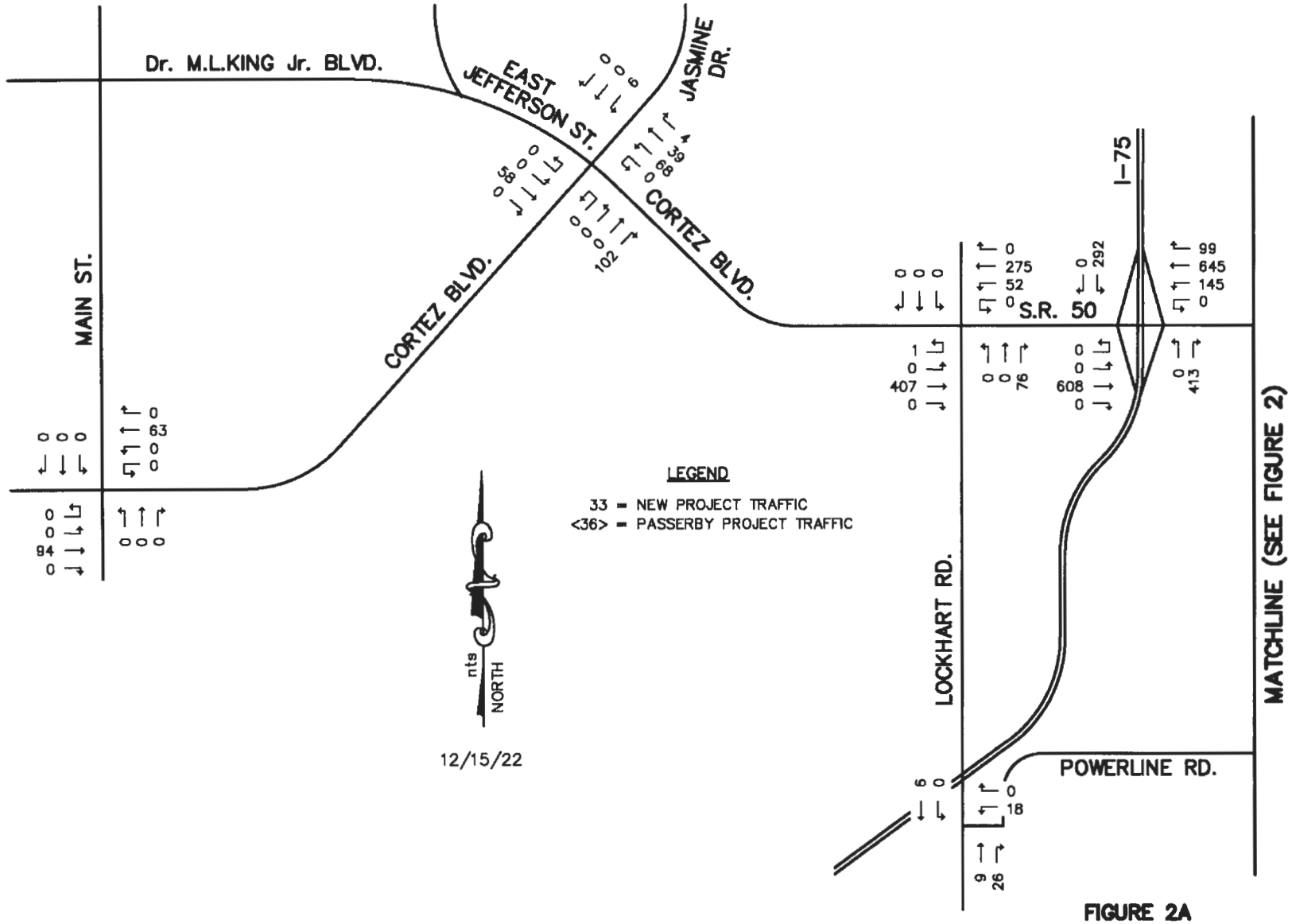

FIGURE 2A
PM PEAK HOUR
PROJECT TRAFFIC

LINCKS & ASSOCIATES, INC.

SR 50. The existing Sherman Hills Boulevard full access to SR 50 will be modified to right-in/right-out.

According to the Hernando County CIP or FDOT work Program, there are no other capacity adding improvements budgeted within the study network.

STUDY AREA

The study network includes those roadways in which the PM peak hour project traffic consumes 5% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project.

Based on the results shown in Table 3, the study network will include the following roadways:

- SR 50/US 98 (Cortez Blvd)
  Jasmine Drive to Treiman Boulevard (US 301)
- SR 50/US 98 (Cortez Blvd)
  Main Street to Jefferson Street
- Kettering Road
  Cortez Boulevard to Powerline Road
- Lockhart Road
  I-75 to Cortez Boulevard
- McKethan Road
  Cortez Boulevard to Pasco County Line

TABLE 3
STUDY NETWORK

Roadway Link	Geomtery	LOS Standard / Area Type	LOS Capacity(1)	% Project Traffic	PM Peak Hour Project Traffic	% LOS Consumed	Study Network
SR 50 / US 98 (Cortez Blvd)							
Jasmine Dr to Spring Lake Hwy	4LD	C/U	3,420	5.8%	284	8.3%	YES
Spring Lake Hwy to Lockhart Rd	4LD	C/U	3,420	13.9%	682	19.9%	YES
Lockhart Rd to I-75 (SR93) Frontage (W)	6LD	C/U	5,250	17.2%	844	16.1%	YES
I-75 (SR93) Frontage (W) to I-75 SB Ramps	6LD	C/U	5,250	20.8%	1,020	19.4%	YES
I-75 NB Ramps to Windmere Rd	6LD	C/U	5,250	44.9%	2,203	42.0%	YES
Windmere Rd to Parkland Ave	6LD	C/U	5,250	55.8%	2,738	52.2%	YES
Parkland Ave to Kettering Rd	6LD	C/U	5,250	14.3%	702	13.4%	YES
Kettering Rd to Ridge Manor Blvd	6LD	C/U	5,250	20.9%	1,025	19.5%	YES
Ridge Manor Blvd to Mckethan Rd (US98/SR700)	4LD	C/U	3,420	20.3%	996	29.1%	YES
Mckethan Rd (US98/SR700) to Treiman Blvd (US301/SR35)	4LD	C/U	3,420	12.3%	603	17.6%	YES
Treiman Blvd (US301/SR35) to Burwell Rd	4LD	C/U	3,420	2.3%	113	3.3%	NO
SR 50 / US 98 (Cortez Blvd)							
West Jefferson St to Broad St (US41/SR45)	4LD	C/U	3,420	0.8%	39	1.1%	NO
Broad St (US41/SR45) to Main St	4LD	C/U	3,420	3.2%	157	4.6%	NO
Main St to East Jefferson St (SR50)	4LD	C/U	3,420	3.5%	172	5.0%	YES
KETTERING RD							
Cortez Blvd (SR50) to Cracker Crossing	2LU	D/U	1,197	11.2%	549	45.9%	YES
Cracker Crossing to Powerline Rd	2LU	D/U	1,197	12.4%	608	50.8%	YES
Lockhart Rd							
I-75 (SR93) to Cortez Blvd (SR50)	2LU	D/U	2,180	2.6%	128	5.9%	YES
McKethan Rd (US98/SR700)							
Pasco County Line to Cortez Blvd (SR50)	2LU	C/U	1,620	6.9%	338	20.9%	YES
Treiman Blvd (US301/SR35)							
Pasco County Line to Cortez Blvd(SR 50)	2 LU	C/U	1,620	0.8%	39	2.4%	NO
Cortez Blvd(SR 50) to Ridge Manor Blvd	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Ridge Manor Blvd to Sumter County Line	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Jefferson St (SR 50A)							
Cortez Blvd to MLK	2 LU	C/U	1,510	2.0%	98	6.5%	YES
MLK to N. Broad St	2 LU	C/U	1,510	1.5%	74	4.9%	NO
N. Broad St to Main St	2 O	C/U	786	0.6%	29	3.7%	NO
Powerline Rd							
Kettering Rd to Lockhart Rd	2LU	C/U	1,620	2.5%	123	7.6%	YES
MLK							
Jefferson St to Main St	2LU	C/U	594	0.4%	20	3.4%	NO
Main St							
Cortez Blvd to MLK	2LU	D/U	1,197	0.0%	0	0.0%	NO
MLK to Broad St	2LU	D/U	1,197	0.3%	15	1.2%	NO

(1) Based on FDOT 202 Generalized Capacity Tables.

- Jefferson Street (SR 50A)

  Cortez Boulevard to Martin Luther King Jr.

- Powerline Road

  Kettering Road to Lockhart Road

BUILDOUT

Buildout of the project is anticipated to be 2035.

BACKGROUND TRAFFIC

The 2035 background traffic utilized in this analysis were calculated as follows:

1) PM (4:00 to 6:00) peak hour turning movement counts were conducted at the intersections within the study network which are as follows:

   - SR 50 (Cortez Boulevard) and East Jefferson Street
   - SR 50 (Cortez Boulevard) and Lockhart Road
   - SR 50 (Cortez Boulevard) and I-75 Ramps
   - SR 50 (Cortez Boulevard) and Windmere Road
   - SR 50 (Cortez Boulevard) and Parkland Avenue
   - SR 50 (Cortez Boulevard) and Kettering Road
   - SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
   - SR 50 (Cortez Boulevard) and McKethan Road
   - SR 50 (Cortez Boulevard) and US 301
   - SR 50 (Cortez Boulevard) and Main Street
   - Kettering Road and Powerline Road
   - Powerline Road and Lockhart Road

FIGURE 3
PM PEAK HOUR
EXISTING TRAFFIC

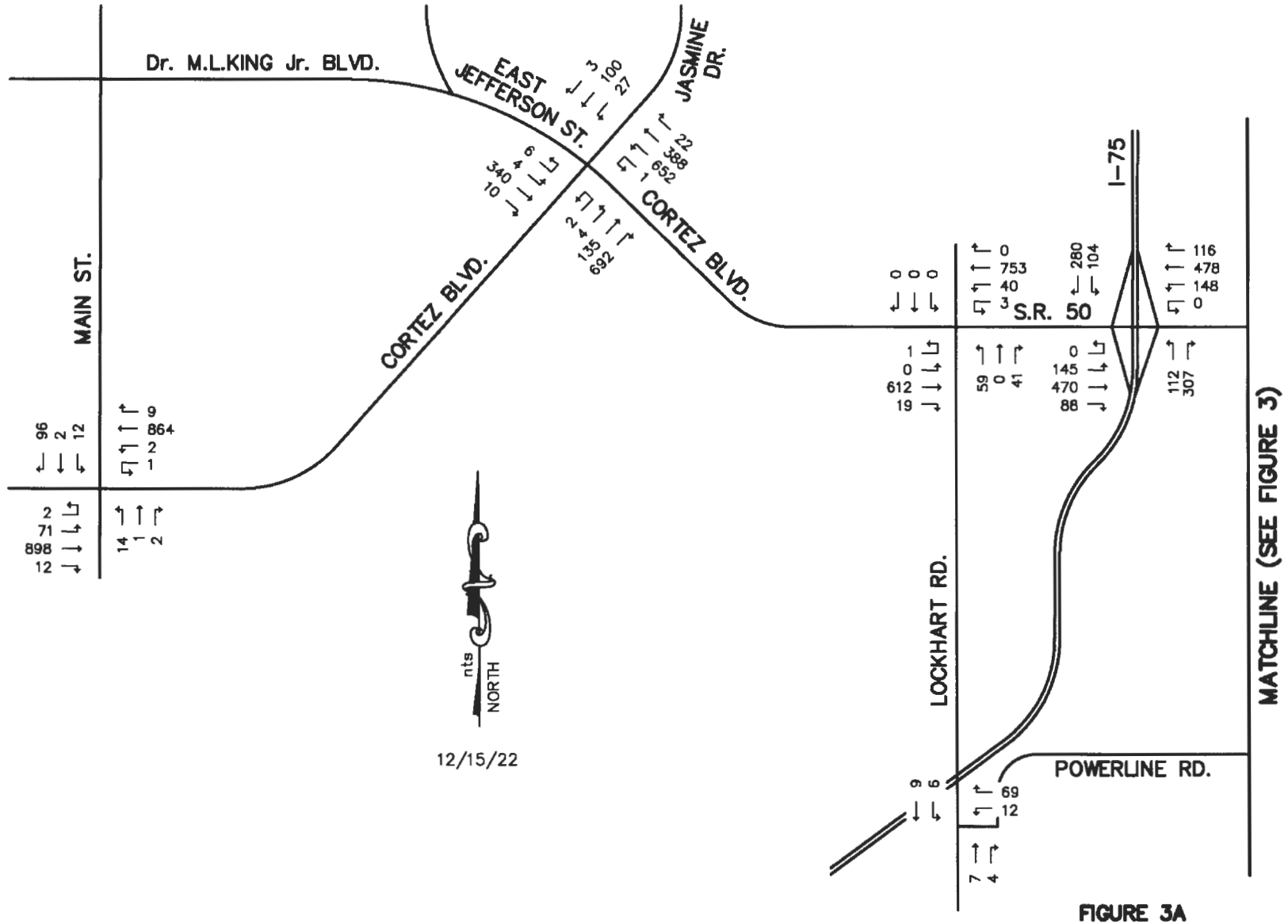

FIGURE 3A
PM PEAK HOUR
EXISTING TRAFFIC

LINCKS & ASSOCIATES, INC.

Figures 3 and 3A illustrates the existing traffic.

1) The existing counts were adjusted to the peak season based on the 2021 FDOT Peak Season Adjustment Factors for Hernando County.

Figures 4 and 4A illustrates the peak season traffic.

2) The peak season traffic was increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet.

3) The traffic generated by the following proposed developments along Kettering Road was added to #3:

   a. Statewide Logistics Center
   b. Benton Hill Estates
   c. Kettering Industrial

4) The traffic volume at the intersection of realigned Sherman Hills Boulevard and SR 50 were estimated based on existing and future development in the vicinity of the project and added to #3.

Figure 5 and 5A illustrates the 2035 background traffic and Figures 6 and 6A illustrates the 2035 background plus project traffic.

ARTERIAL ANALYSIS

An arterial analysis was conducted for the roadways within the study network for the following scenarios:

FIGURE 4
PM PEAK HOUR
PEAK SEASON TRAFFIC

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Dr. M.L.KING Jr. BLVD.
EAST JEFFERSON ST.
JASMINE DR.
MAIN ST.
CORTEZ BLVD.
CORTEZ BLVD.
I-75
S.R. 50
LOCKHART RD.
POWERLINE RD.
MATCHLINE (SEE FIGURE 4)
nts
NORTH
12/15/22
FIGURE 4A
PM PEAK HOUR
PEAK SEASON TRAFFIC

FIGURE 5
PM PEAK HOUR
2035 BACKGROUND TRAFFIC

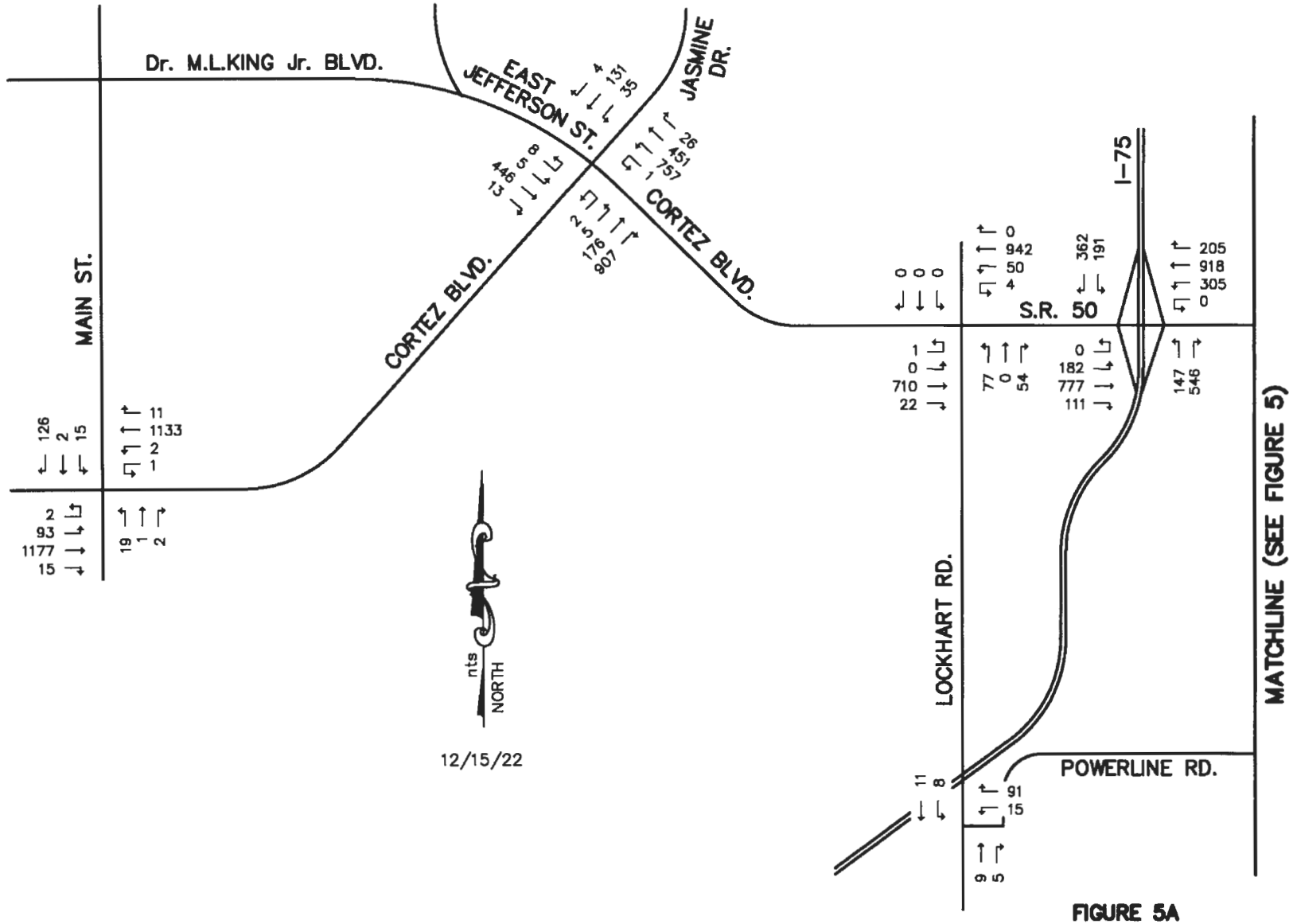

FIGURE 5A
PM PEAK HOUR
2035 BACKGROUND TRAFFIC

LINCKS & ASSOCIATES, INC.

FIGURE 6
PM PEAK HOUR
2035 BACKGROUND PLUS
PROJECT TRAFFIC

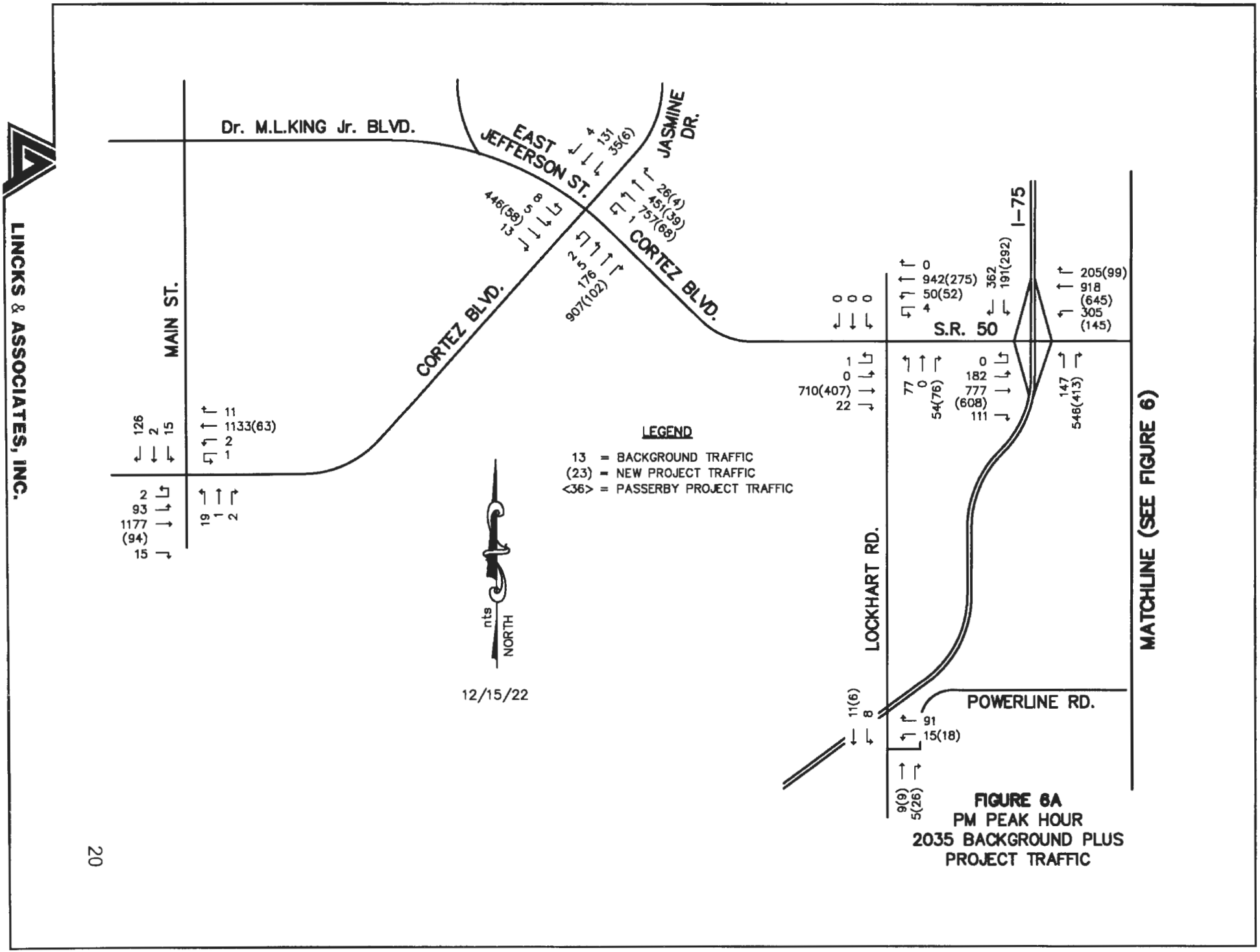

FIGURE 6A
PM PEAK HOUR
2035 BACKGROUND PLUS
PROJECT TRAFFIC

- Peak season traffic
- 2035 Background traffic with existing/budgeted improvements
- 2035 Background traffic with the required improvements
- 2035 Background plus project traffic with background improvements
- 2035 Background plus project traffic with additional improvements required beyond the background improvements

Peak Season Traffic Condition

Table 4 provides the arterial analysis with the peak season traffic and with the existing/budgeted improvements. Based on the results, all roadway segments within the study area should operate within the acceptable level of service with peak season traffic, as shown in Table 4.

Background Traffic Condition

Table 4 provides the results of the arterial analysis with the 2035 background traffic and with existing/budgeted improvements. Based on the results, all roadway segments within the study area should operate within the acceptable level of service with the 2035 background traffic, except for the segment of Kettering Road from project access to SR 50, as shown in Table 4.

Background Traffic with Required Improvements

Table 4 provides arterial analysis with the background traffic and with improvements required for background traffic. Based on the results, all roadway segments within the study area should operate within the acceptable level of service with background traffic, as shown in Table 4.

TABLE 4

ARTERIAL ANALYSIS (PM PEAK HOUR)
EXISTING AND BUDGETED GEOMETRY

Segment	From	To	No of Lanes	LOS STD	Capacity(1)	Peak Season Traffic (2)	Remaining Capacity	2035 Background Traffic (2)	Remaining Capacity	Required Improvements	Capacity(1)	Remaing Capacity	2035 Background Plus Project Traffic (2)	Remaining Capacity
SR 50	Main St	Jasmine Dr	4LD	C	3,420	1,777	1,643	2,237	1,183	None	3,420	1,183	2,402	1,018
	Jasmine Dr	Lockhart Rd	4LD	C	3,420	1,763	1,657	1,968	1,452	None	3,420	1,452	2,486	934
	Lockhart Rd	I-75	6LD	C	5,250	1,560	3,690	2,066	3,184	None	5,250	3,184	3,001	2,249
	I75	Windmere Rd	6LD	C	5,250	1,684	3,566	2,955	2,295	None	5,250	2,295	5,091	159
	Windmere Rd	Parkland Ave	6LD	C	5,250	1,388	3,862	2,504	2,746	None	5,250	2,746	4,469	781
	Parkland Ave	Sherman Hills Realignment/Access	6LD	C	5,250	1,451	3,799	2,753	2,497	None	5,250	2,497	4,921	329
	Sherman Hills Realignment/Access	Kettering Rd	6LD	C	5,250	1,451	3,799	2,489	2,761	None	5,250	2,761	3,332	1,918
	Kettering Rd	Ridge Manor Blvd	6LD	C	5,250	1,285	3,965	1,721	3,529	None	5,250	3,529	2,746	2,504
	Ridge Manor Blvd	Mckeatan Rd	4LD	C	3,420	1,129	2,291	1,398	2,022	None	3,420	2,022	2,372	1,048
	Mckeaton Rd	US 301	4LD	C	3,420	631	2,789	774	2,646	None	3,420	2,646	1,221	2,199
Kettering Rd	Powerline Rd	Project Access	2LU	D	1,197	120	1,077	712	485	None	1,197	485	1,077	120
	Project Access	SR 50	2LU	D	1,197	120	1,077	1,200	-3	4LD	3,222	2,022	1,791	1,431
Lockhart Rd	Powerline Rd	SR 50	2LU	D	2,180	119	2,061	150	2,030	None	2,180	2,030	232	1,948
McKeaton Rd	Pasco Co Line	SR 50	2LU	C	1,620	583	1,037	700	920	None	1,620	920	1,039	581
E.Jefferson St	SR 50	MLK Blvd	2LU	C	1,510	785	725	932	578	None	1,510	578	1,029	481
Powerline Rd	Kettering Rd	Lockhart Rd	2LU	C	1,620	115	1,505	192	1,428	None	1,620	1,428	283	1,337

1) Based on FDOT Capacity Tables and Tier Spreadsheet
2) Based on Figures 2, 2A , 5,5A , 6, 6A , of this Report

Background Plus Project Traffic Condition

Table 4 provides the results of the arterial analysis with the 2035 background plus project traffic and required improvements for background traffic. Based on the results of the analysis, all roadway segments should operate within acceptable level of service with the 2035 background plus project traffic, as shown in Table 4.

INTERSECTION ANALYSIS

A capacity analysis was conducted for the PM peak hours at the following intersections:

- SR 50 (Cortez Boulevard) and East Jefferson Street
- SR 50 (Cortez Boulevard) and Lockhart Road
- SR 50 (Cortez Boulevard) and I-75 Ramps
- SR 50 (Cortez Boulevard) and Windmere Road
- SR 50 (Cortez Boulevard) and Parkland Avenue
- SR 50 (Cortez Boulevard) and Sherman Hills Boulevard Realignment/Project Access
- SR 50 (Cortez Boulevard) and Kettering Road
- SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
- SR 50 (Cortez Boulevard) and McKethan Road
- SR 50 (Cortez Boulevard) and US 301
- SR 50 (Cortez Boulevard) and Main Street
- Kettering Road and Powerline Road
- Powerline Road and Lockhart Road

These calculations were performed utilizing the methodology described in Chapter 18 and 19, Signalized and Unsignalized Intersections of Transportation Research Board

(TRB) Special Report, the 2010 Highway Capacity Manual, for unsignalized intersections and SYNCHRO for signalized intersections.

This section describes the intersection analysis with the three analysis scenarios; existing peak season, background, and background plus project traffic.

Existing Peak Season Traffic Condition

Table 5 provides the results of the intersection analysis with peak season traffic. As shown in Table 5, all intersections are expected to meet the level of service and V/C criteria during the PM peak hour with the existing peak season traffic and the budgeted improvements.

Background Traffic

Table 6 provides the results of the intersection analysis with 2035 background traffic and with budgeted improvements. In addition, Table 6 provides the required improvements for each intersection that exceeds level of service or V/C ratio of 1.0.

Table 7 provides a summary of the analysis with the required improvements due to the background traffic.

Background Plus Project Traffic

Table 8 provides a summary of the intersection analysis with the 2035 background plus project traffic with the improvements required for the background traffic. In addition, the Table 8 provides the additional improvements required due to the project traffic.

TABLE 5

ESTIMATED INTERSECTION LEVEL OF SERVICE
EXISTING AND BUDGETED IMPROVEMENTS

Intersection	Intersection Control	Overall LOS (1)	Direction	PM Peak Hour Peak Season Traffic (V/C) Left	Through	Right
Cortez Blvd and Jefferson St	Signalized	B	EB	0.08	0.23	0.01
			WB	0.77	0.16	0.02
			NB	0.04	0.57	0.47
			SB	0.22	0.43	0.43
Cortez Blvd and Lockhart Rd	Unsignalized	-	EB	0.0	*	*
			WB	0.05	*	*
			NB	0.24	0.07	0.07
Cortez Blvd and I-75 Ramps	Signalized	C	EB	0.43	0.55	0.18
			WB	0.43	0.55	0.23
			NB	0.21	-	0.54
			SB	0.20	-	0.51
Cortez Blvd and Windermere Rd	Signalized	B	EB	0.40	0.33	0.27
			WB	0.19	0.33	0.33
			NB	0.55	0.31	0.31
			SB	0.15	0.14	0.14
Cortez Blvd and Parkland Avenue	Unsignalized	-	EB	0.03	*	*
			WB	0.17	*	*
			NB	-	-	0.05
			SB	-	-	0.04
Cortez Blvd and Sherman Hills Blvd Realignment	Unsignalized	-	EB			
			WB			
			NB			
			SB			
Cortez Blvd and Kettering Rd	Signalized	B	EB	0.16	0.22	0.05
			WB	0.15	0.20	0.02
			NB	0.31	0.31	0.13
			SB	0.06	0.06	0.06
Cortez Blvd and Ridge Manor Blvd	Unsignalized	-	EB	0.03	0.03	0.03
			WB	0.11	0.11	0.11
			NB	0.0	*	*
			SB	0.20	*	*
Cortez Blvd and McKethan Rd	Signalized	C	EB	0.04	0.18	0.32
			WB	0.07	0.25	0.01
			NB	0.28	0.27	0.01
			SB	0.01	0.06	0.06
Cortez Blvd and US 301	Signalized	C	EB	0.10	0.17	0.08
			WB	0.12	0.20	0.20
			NB	0.14	0.52	0.06
			SB	0.04	0.51	0.08
Cortez Blvd and Main St	Signalized	A	EB	0.16	0.37	0.01
			WB	0.01	0.40	0.01
			NB	0.11	0.02	0.02
			SB	0.08	0.39	0.39
Kettering Rd and Powerline Rd	Unsignalized	-	EB	0.03	0.03	-
			SB	0.03	-	0.03
Powerline Rd and Lockhart Rd	Unsignalized	-	WB	0.17	-	0.17
			SB	0.01	0.01	-

(1) Not calculated for unsignalized intersections.
(2) *Free flow, V/C not calculated.

TABLE 6

ESTIMATED INTERSECTION LEVEL OF SERVICE
EXISTING AND BUDGETED IMPROVEMENTS

Intersection	Intersection Control	Overall LOS (1)	Direction	PM Peak Hour 2035 Background Traffic (V/C) Left	Through	Right	Required Improvements
Cortez Blvd and Jefferson St	Signalized	B	EB	0.11	0.31	0.02	
			WB	0.79	0.18	0.02	-
			NB	0.04	0.63	0.60	
			SB	0.29	0.48	0.48	
Cortez Blvd and Lockhart Rd	Unsignalized	-	EB	0.0	*	*	
			WB	0.07	*	*	
			NB	0.36	0.09	0.09	-
Cortez Blvd and I-75 Ramps	Signalized	C	EB	0.58	0.72	0.20	
			WB	0.68	0.72	0.33	-
			NB	0.30	-	0.76	
			SB	0.39	-	0.57	
Cortez Blvd and Windermere Rd	Signalized	C	EB	0.59	0.54	0.29	
			WB	0.32	0.54	0.54	-
			NB	0.64	0.36	0.36	
			SB	0.18	0.15	0.15	
Cortez Blvd and Parkland Avenue	Unsignalized	-	EB	0.07	*	*	
			WB	0.40	*	*	
			NB	-	-	0.10	-
			SB	-	-	0.07	
Cortez Blvd and Sherman Hills Blvd Realignment	Unsignalized	-	EB	0.62	*	*	
			WB	0.00	*	*	Signalize
			SB	1.16	-	0.01	
Cortez Blvd and Kettering Rd	Signalized	C	EB	0.35	0.52	0.56	
			WB	0.92	0.36	0.02	Dual NBL and Dual WBL
			NB	1.05	1.05	0.26	
			SB	0.04	0.04	0.04	
Cortez Blvd and Ridge Manor Blvd	Unsignalized	-	EB	0.06	0.06	0.06	
			WB	0.16	0.16	0.16	
			NB	0.00	*	*	-
			SB	0.29	*	*	
Cortez Blvd and McKethan Rd	Signalized	C	EB	0.05	0.22	0.37	
			WB	0.08	0.29	0.01	
			NB	0.35	0.33	0.01	-
			SB	0.02	0.07	0.07	
Cortez Blvd and US 301	Signalized	C	EB	0.14	0.23	0.10	
			WB	0.16	0.26	0.26	
			NB	0.16	0.57	0.08	-
			SB	0.05	0.54	0.09	
Cortez Blvd and Main St	Signalized	A	EB	0.26	0.47	0.01	
			WB	0.01	0.53	0.01	
			NB	0.14	0.02	0.02	-
			SB	0.10	0.45	0.45	
Kettering Rd and Powerline Rd	Unsignalized	-	EB	0.10	0.10	-	
			SB	0.17	-	0.17	-
Powerline Rd and Lockhart Rd	Unsignalized	-	WB	0.21	-	0.21	
			SB	0.01	0.01	-	-

(1) Not calculated for unsignalized intersections.
(2) *Free flow, V/C not calculated.

TABLE 7

ESTIMATED INTERSECTION LEVEL OF SERVICE
REQUIRED IMPROVEMENTS FOR BACKGROUND TRAFFIC

Intersection	Intersection Control	Overall LOS	Direction	PM Peak Hour 2035 Background Traffic (V/C) Left	Through	Right
Cortez Blvd and Sherman Hills Blvd Realignment	Signalized	B	EB	0.53	0.40	-
			WB	-	0.64	0.06
			SB	0.34	-	0.01
Cortez Blvd and Kettering Rd	Signalized	C	EB	0.30	0.45	0.53
			WB	0.50	0.32	0.02
			NB	0.74	0.0	0.32
			SB	0.09	-	0.09

TABLE 8

ESTIMATED INTERSECTION LEVEL OF SERVICE
REQUIRED IMPROVEMENTS FOR BACKGROUND TRAFFIC PLUS PROJECT TRAFFIC

Intersection	Intersection Control	Overall LOS (1)	Direction	PM Peak Hour 2035 Background Plus Project Traffic (V/C) Left	Through	Right	Required Improvements
Cortez Blvd and Jefferson St	Signalized	B	EB	0.11	0.37	0.02	-
			WB	0.80	0.20	0.03	
			NB	0.04	0.63	0.66	
			SB	0.34	0.48	0.48	
Cortez Blvd and Lockhart Rd	Unsignalized	-	EB	0.00	*	*	-
			WB	0.21	*	*	
			NB	0.70	0.30	0.30	
Cortez Blvd and I-75 Ramps	Signalized	F	EB	0.85	1.13	0.18	Additional EB shared through/right, WB through/right and NBR
			WB	1.46	1.14	0.48	
			NB	0.33	-	1.33	
			SB	1.08	-	0.47	
Cortez Blvd and Windermere Rd	Signalized	D	EB	0.78	0.98	0.36	-
			WB	0.77	0.63	0.63	
			NB	0.97	0.50	0.50	
			SB	0.34	0.20	0.20	
Cortez Blvd and Parkland Avenue	Unsignalized	-	EB	0.19	*	*	-
			WB	(1)	*	*	
			NB	-	-	1.24	
			SB	-	-	0.14	
Cortez Blvd and Sherman Hills Blvd Realignment/ Project Access A	Signalized	-	EB	-	-	-	Dual NBL, NBT, NBR and Dual WBL
			WB	-	-	-	
			NB	-	-	-	
			SB	-	-	-	
Cortez Blvd and Kettering Rd	Signalized	C	EB	0.45	0.76	0.65	-
			WB	0.80	0.50	0.02	
			NB	0.84	0.0	0.40	
			SB	0.36	0.36	0.36	
Cortez Blvd and Ridge Manor Blvd	Unsignalized	-	EB	0.20	0.20	0.20	-
			WB	0.32	0.32	0.32	
			NB	0.01	*	*	
			SB	0.61	*	*	
Cortez Blvd and McKethan Rd	Signalized	C	EB	0.08	0.35	0.50	-
			WB	0.10	0.53	0.01	
			NB	0.53	0.52	0.01	
			SB	0.02	0.07	0.07	
Cortez Blvd and US 301	Signalized	C	EB	0.19	0.23	0.11	-
			WB	0.15	0.28	0.28	
			NB	0.27	0.63	0.09	
			SB	0.06	0.62	0.17	
Cortez Blvd and Main St	Signalized	A	EB	0.27	0.51	0.01	-
			WB	0.01	0.56	0.01	
			NB	0.14	0.02	0.02	
			SB	0.10	0.45	0.45	
Kettering Rd and Powerline Rd	Unsignalized	-	EB	0.20	0.20	-	-
			SB	0.30	-	0.30	
Powerline Rd and Lockhart Rd	Unsignalized	-	WB	0.27	-	0.27	-
			SB	0.01	0.01	-	

(1) Not calculated for unsignalized intersections.
(2) *Free flow, V/C not calculated.

TABLE 9

ESTIMATED INTERSECTION LEVEL OF SERVICE
REQUIRED IMPROVEMENTS FOR PROJECT TRAFFIC

Intersection	Intersection Control	Overall LOS	Direction	PM Peak Hour 2035 Background Plus Project Traffic (V/C) Left	Through	Right
Cortez Blvd and I-75 Ramps	Signalized	D	EB	0.70	0.94	0.94
			WB	0.81	0.88	0.88
			NB	0.33	-	0.92
			SB	0.35	-	0.63
Cortez Blvd and Sherman Hills Blvd Realignment/Project Access A	Signalized	D	EB	0.95	0.87	0.71
			WB	0.82	0.97	0.07
			NB	0.92	0.03	0.47
			SB	0.56	0.33	0.33

Table 9 provides the summary of the intersection analysis with the additional improvements required due to the project traffic.

CONCLUSION

Based on the results of the analysis, all roadway segments within the study area should operate within acceptable level of service with 2035 background traffic plus the addition of project traffic and required improvements for the background traffic, as shown in Table 4.

Based on the results of the intersection analysis the improvements required due to background traffic were identified in Table 6. Table 7 illustrates that all intersections should operate within acceptable level of service and V/C criteria with the background traffic and with the improvements identified due to background traffic. Consistent with Chapter 2011 – 139, Laws of Florida and Chapter 163.3180 of the Florida Statue as amend by HB 319 improvements required to mitigate backlogged facilities is the responsibility of the local government.

Based on the results of the intersection analysis the improvements required due to project traffic and beyond the improvements required for background traffic were identified in Table 8. Table 9 illustrates the level of service and V/C criteria with the addition of project traffic and with the improvements identified due to project traffic.

PROPORTIONATE SHARE

The following methodology was utilized to determine the project's proportionate share cost of the required improvements for the intersection of Cortez Boulevard and I-75 Ramps. Access improvements were not included in the proportionate share calculations.

1. The following formula was utilized to determine the proportionate share of the required improvements:

   Proportionate share = (New Project Traffic/LOS D capacity) x (Improvement Cost)

Table 10 summarizes the proportionate share cost of the project which totals $1,380,790.

TABLE 10

INTERSECTION PROPORTIONATE SHARE DETERMINATION

Intersection	Improvement	Improvement Cost (1)	Percentage of LOS D Capacity Consumed by Project Traffic (2)	Proportionate Share
Cortez Blvd and I-75 Ramps	Add EBT/R, WBT/R, NBR	$4,256,443	32.44%	$1,380,790

(1) Source: FDOT Roadway Cost Per Centerline Mile, Revised June, 2022 - See Table A-2 in the Appendix.
(2) % Capacity Consumed -See Table A-1 In the Appendix

APPENDIX

APPROVED METHODOLOGY STATEMENT

DEPARTMENT OF PUBLIC WORKS

1525 EAST JEFFERSON STREET · BROOKSVILLE, FLORIDA 34601
P 352.754.4060 F 352.754.4423 W www.HernandoCounty.us

October 21, 2022

Mr. Steven J. Henry, PE
LINCKS & Associates, Inc.
5023 West Laurel Street
Tampa, Florida 33607

SUBJECT: Sunrise Development
Transportation Analysis Methodology Statement

Dear Mr. Henry:

Staff has reviewed your revised Methodology Statement (dated October 19, 2022) for the Sunrise Development project. The methodology statement is in the format shown in the Hernando County guidelines. Staff can accept the methodology with a couple of items that can be done with Analysis.

Distribution – Provide a legible copy of the 2021 FDOT Regional Model.

Analysis Scenario – Add AM Peak Hour to study timeframe.

These comments are not intended to be inclusive of any or all errors or omissions within the subject analysis. It remains the responsibility of the consulting engineer to thoroughly check the analysis and make necessary corrections.

Please provide the Synchro files with the Analysis submittal.

Please contact me with any questions or comments.

Sincerely,

D. Todd Crosby, P.E.
Assistant County Engineer

EL:DTC

Attachments: Hernando County Facility Design Guideline's sheet IV-18.

cc: Laura A. Borgesi P.E., Traffic Engineer
Kandi McCorkel, Engineering Development Coordinator
File

Engineers
Planners

LINCKS & ASSOCIATES, INC.

October 19, 2022

Todd Crosby, P.E.
Hernando County Department of Public Works
1525 E. Jefferson Street
Brooksville, FL 34601

Re: Project Name: Sunrise Development
Lincks Project No: 21132

Dear Mr. Crosby,

The purpose of this letter is to provide a response to your comments for the above referenced project. The comments and our responses are as follows:

1. Distribution -Add "current" in front of "FDOT Regional Model".
   Response:
   Comment noted. Methodology is revised to add "current" in front of FDOT Regional Model.

2. Table 2 PM Peak Hour Trip Generation -Why was the "Fitted Curve Equation" not used?
   Response:
   The Fitted Curve Equation was not used because the proposed number of dwelling units are not within the range of the sample data size used for developing the Fitted Curve Equations. In addition, utilization of the Fitted Curve Equation will yield lower or equal number of trip ends compared to trip ends generated utilizing average rates. The trip ends generated utilizing Fitted Curve Equation are attached to this letter.

3. Background Traffic - Provide the proposed growth rate that will be used.
   Response:
   The Methodology is revised to include Table 4 illustrating proposed growth rates for each segment with the study area.

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813 289 0039 Telephone
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4. Site Access- Include the possible signalization for the intersection of Sunrise Boulevard at Cortez Boulevard.
   Response:
   Comment noted. Intersection analysis at Sunrise Boulevard and Cortez Boulevard, will be provided.

5. Project Distribution - This page can not be read, provide a cleaner sheet. Verify the next page and show it's relevance for this document.
   Response:
   An electronic copy of the model distribution is included with the Methodology.

6. These comments are not intended to be inclusive of any or all errors or omissions within the subject analysis. Itremains the responsibility of the consulting engineer to thoroughly check the analysis and make necessary corrections.
   Response:
   Comment noted.

7. Please provide the Synchro files with the Analysis submittal.
   Response:
   Comment noted.

If you have any questions regarding the responses to these comments, please do not hesitate to contact me at shenry@lincks.com or 813-559-9589.

LINCKS & ASSOCIATES, INC.

Steven Henry, PE
President

PM PEAK HOUR TRIPS – FITTED CURVE EQUATION

Analysis Name :	New Analysis		
Project Name :	Sunrise-Test	**No :**	
Date:	10/17/2022	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	4200(*)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.94Ln(X) +0.27	2101 63%	1234 37%	3335
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	600(*)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	143 61%	91 39%	234

(*) indicates size out of range.

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	2101	0 %	1234
221 - Multifamily Housing (Mid-Rise)	0 %	143	0 %	91

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 1234 Demand Exit: 0 % (0)

Entry 2101 Demand Entry: 0 % (0)

Balanced: 0

Balanced: 0

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) **Entry** 143

Demand Exit: 0 % (0) **Exit** 91

210 - Single-Family Detached Housing

	Total Trips	Internal Trips 221 - Multifamily Housing (Mid-Rise)	Total	External Trips
Entry	2101 (100%)	0 (0%)	0 (0%)	2101 (100%)

Engineers
Planners

LINCKS & ASSOCIATES, INC.

Revised October 19, 2022
June 9, 2022

Mr. Ernie Lane
Hernando County
1400 North Boulevard
Tampa, FL 33607

Re: Sunrise
Lincks Project No. 21132

Dear Mr. Lane,

The purpose of this letter is to establish the methodology to be utilized for the Transportation Analysis for the proposed development located south of SR 50 and east of I-75 in Hernando County, as shown in Figure 1.

The subject property is proposed to be developed for the following land uses:

- Single Family Homes – 4,200 Dwelling Units
- Townhomes – 600 Dwelling Units
- Motel – 75 Rooms
- Retail – 325,000 Square Feet
- Office – 50,000 Square Feet
- Self Storage – 40,000 Square Feet

The access to serve the project is proposed to be via the following roadways:

- Branson Boulevard
- Parkland Ave
- Sunrise Boulevard
- Kettering Road

The site plan for the project is included in the appendix of this letter.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
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www.Lincks.com Website

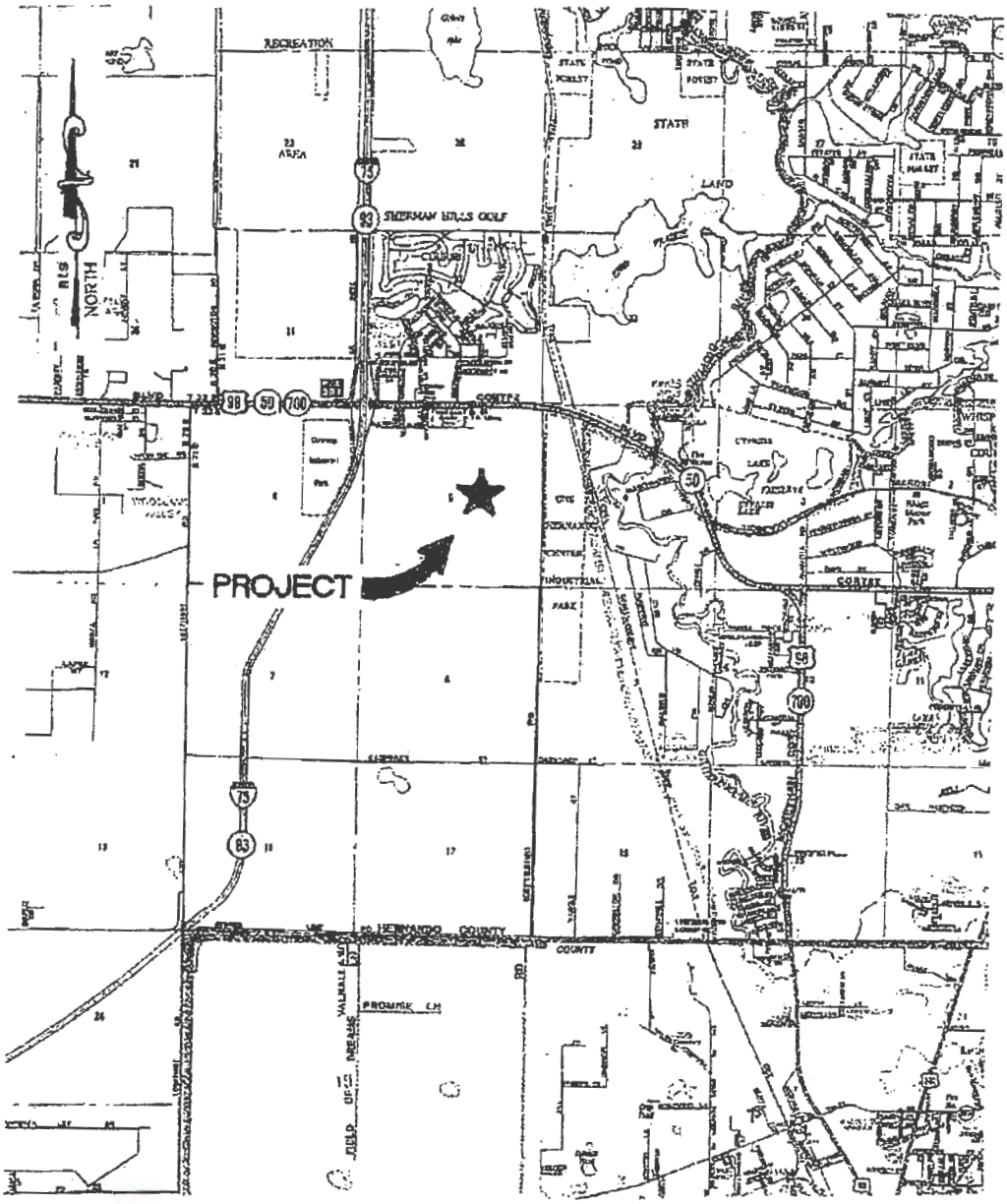


FIGURE 1
PROJECT LOCATION

Trip Generation

The trip rates to be utilized in the analysis will be based on the data contained in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Internal Capture

The internal capture between the land uses within the project will be calculated based on the methodology outlined in ITE Trip Generation Handbook, 3rd Edition (NCHRP 694).

Passerby Capture

The passerby capture will be calculated based on the methodology outlined in ITE Trip Generation Manual, 11th Edition, 2021.

Tables 1 and 2 provide the AM and PM peak hour trip generation for the project.

Distribution

The distribution will be based on the current FDOT Regional Model. A copy of the model plot is included in the appendix of the letter.

Study Network

The study network will include those roadways in which the PM peak hour project traffic consumes 5.0% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project. The roadway capacities were based on 2020 FDOT generalized capacity tables.

Based on the results shown in Table 3, the study network will include the following roadways:

- SR 50/US 98 (Cortez Blvd)
  Jasmine Drive to Treiman Boulevard (US 301)

- SR 50/US 98 (Cortez Blvd)
  Main Street to Jefferson Street

- Kettering Road
  Cortez Boulevard to Powerline Road

- Lockhart Road
  Cortez Boulevard to Powerline Road

TABLE 1

AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	764	2,176	2,940	15	24	39	0	0	0	749	2,152	2,901
Multi-Family	221	600 DU's	51	171	222	1	2	3	0	0	0	50	169	219
Motel	320	75 Rooms	10	16	26	0	5	5	0	0	0	10	11	21
Retail	820	325,000 SF	202	123	325	30	20	50	33	20	53	139	83	222
Office	710	50,000 SF	81	11	92	8	3	11	0	0	0	73	8	81
Warehouse	150	40,000 SF	22	6	28	2	2	4	0	0	0	20	4	24
		Total	1,130	2,503	3,633	56	56	112	33	20	53	1,041	2,427	3,468

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (202-30) x 0.19 = 33
  Out - (123-20) x 0.19 = 20

TABLE 2

PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	2,487	1,461	3,948	170	58	228	0	0	0	2,317	1,403	3,720
Multi-Family	221	600 DU's	143	91	234	10	4	14	0	0	0	133	87	220
Motel	320	75 Rooms	16	13	29	5	2	7	0	0	0	11	11	22
Retail	820	325,000 SF	633	686	1,319	85	189	274	104	94	198	444	403	847
Office	710	50,000 SF	16	77	93	3	17	20	0	0	0	13	60	73
Warehouse	150	40,000 SF	9	22	31	2	5	7	0	0	0	7	17	24
		Total	3,304	2,350	5,654	275	275	550	104	94	198	2,925	1,981	4,906

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  Retail - 19%
  In - (633-85) x 0.19 = 104
  Out - (686-189) x 0.19 = 94

TABLE 3
STUDY NETWORK

Roadway Link	Geometry	LOS Standard / Area Type	LOS Capacity(1)	% Project Traffic	PM Peak Hour Project Traffic	% LOS Consumed	Study Network
SR 50 / US 98 (Cortez Blvd)							
Jasmine Dr to Spring Lake Hwy	4LD	C/U	3,420	5.8%	284	8.3%	YES
Spring Lake Hwy to Lockhart Rd	4LD	C/U	3,420	13.9%	882	19.9%	YES
Lockhart Rd to I-75 (SR93) Frontage (W)	6LD	C/U	5,250	17.2%	844	18.1%	YES
I-75 (SR93) Frontage (W) to I-75 SB Ramps	6LD	C/U	5,250	20.8%	1020	19.4%	YES
I-75 NB Ramps to Windmere Rd	6LD	C/U	5,250	44.9%	2203	42.0%	YES
Windmere Rd to Parkland Ave	8LD	C/U	5,250	55.8%	2738	52.2%	YES
Parkland Ave to Kettering Rd	6LD	C/U	5,250	14.3%	702	13.4%	YES
Kettering Rd to Ridge Manor Blvd	8LD	C/U	5,250	20.9%	1,025	19.5%	YES
Ridge Manor Blvd to Mckethan Rd (US98/SR700)	4LD	C/U	3,420	20.3%	996	29.1%	YES
Mckethan Rd (US98/SR700) to Treiman Blvd (US301/SR35)	4LD	C/U	3,420	12.3%	603	17.6%	YES
Treiman Blvd (US301/SR35) to Burwell Rd	4LD	C/U	3,420	2.3%	113	3.3%	NO
SR 50 / US 98 (Cortez Blvd)							
West Jefferson St to Broad St (US41/SR45)	4LD	C/U	3,420	0.8%	39	1.1%	NO
Broad St (US41/SR45) to Main St	4LD	C/U	3,420	3.2%	157	4.6%	NO
Main St to East Jefferson St (SR50)	4LD	C/U	3,420	3.5%	172	5.0%	YES
KETTERING RD							
Cortez Blvd (SR50) to Cracker Crossing	2LU	D/U	1,197	11.2%	549	45.9%	YES
Cracker Crossing to Powerline Rd	2LU	D/U	1,197	12.4%	608	50.8%	YES
Lockhart Rd							
I-75 (SR93) to Cortez Blvd (SR50)	2LU	D/U	2,180	2.6%	128	5.9%	YES
McKethan Rd (US98/SR700)							
Pasco County Line to Cortez Blvd (SR50)	2LU	C/U	1,620	6.9%	338	20.1%	YES
Treiman Blvd (US301/SR35)							
Pasco County Line to Cortez Blvd(SR 50)	2 LU	C/U	1,620	0.8%	39	2.4%	NO
Cortez Blvd(SR 50) to Ridge Manor Blvd	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Ridge Manor Blvd.to Sumter County Line	2 LU	C/U	1,620	1.3%	64	4.0%	NO
Jefferson St (SR 50A)							
Cortez Blvd to MLK	2 LU	C/U	1,510	2.0%	98	6.5%	YES
MLK to N. Broad St	2 LU	C/U	1,510	1.5%	74	4.9%	NO
N. Broad St to Main St	2 O	C/U	786	0.6%	29	3.7%	NO
Powerline Rd							
Kettering Rd to Lockhart Rd	2LU	C/U	1,620	2.5%	123	7.6%	YES
MLK							
Jefferson St to Main St	2LU	C/U	594	0.4%	20	3.4%	NO
Main St							
Cortez Blvd to MLK	2LU	D/U	1,197	0.0%	0	0.0%	NO
MLK to Broad St	2LU	D/U	1,197	0.3%	15	1.2%	NO

- McKethan Road
  Cortez Boulevard to Pasco County Line

- Jefferson Street (SR 50A)
  Cortez Boulevard to Martin Luther King Jr.

- Powerline Road
  Kettering Road to Lockhart Road

Figure 2 illustrates the study network.

Background Traffic

The buildout of the project is anticipated to be 2035. Therefore the 2035 background traffic utilized in this analysis will be calculated as follows:

1. PM peak hour turning movements counts will be obtained at the following intersections:
   - SR 50 (Cortez Boulevard) and East Jefferson Street
   - SR 50 (Cortez Boulevard) and Lockhart Road
   - SR 50 (Cortez Boulevard) and I-75 Ramps
   - SR 50 (Cortez Boulevard) and Windmere Road
   - SR 50 (Cortez Boulevard) and Parkland Avenue
   - SR 50 (Cortez Boulevard) and Kettering Road
   - SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
   - SR 50 (Cortez Boulevard) and McKethan Road
   - SR 50 (Cortez Boulevard) and US 301
   - SR 50 (Cortez Boulevard) and Main Street
   - Jefferson Street (SR 50A) and Main Street
   - Kettering Road and Powerline Road
   - Powerline Road and Lockhart Road

2. The existing counts will be factored to peak season based on the FDOT Peak Season Adjustment Factors for Hernando County.

3. An annual growth rate for each segment contained in the Hernando County Tier 1 spreadsheet will be utilized to factor the peak season traffic to 2035. The annual growth rates are provided in Table 4.

FIGURE 2
STUDY NETWORK

Table 4

Proposed Annual Growth Rates

Segment	From	To	Growth Rate
SR 50	West of Mains St	Main St	2.00%
	Main St	Jasmine Dr	2.00%
	Jasmine Dr	Lockhart Rd	0.90%
	Lockhart Rd	I 75	1.56%
	I 75	Windmere Rd	1.93%
	Windmere Rd	Parkland Ave	1.93%
	Parkland Ave	Sherman Hills Realignment/Access	1.93%
	Sherman Hills Realignment/Access	Kettering Rd	1.93%
	Kettering Rd	Ridge Manor Blvd	1.93%
	Ridge Manor Blvd	Mckeaton Rd	1.84%
	Mckeaton Rd	US 301	1.76%
Kettering Rd	Powerline Rd	Project Access	2.00%
	Project Access	SR 50	2.00%
Lockhart Rd	Powerline Rd	SR 50	2.00%
McKeaton Rd	Pasco Co Line	SR 50	1.36%
E.Jefferson St	SR 50	MLK Blvd	2.00%
Powerline Rd	Kettering Rd	Lockhart Rd	2.00%

1) Based on Tier One Spreadsheet

Analysis Scenario

A roadway segment analysis for the PM peak hour shall be performed for roadway segments within the study network. The analysis shall be based on the capacities contained in the 2020 FDOT generalized capacity tables.

In addition, intersection analysis shall be conducted for the following intersections:

- SR 50 (Cortez Boulevard) and Jefferson Street
- SR 50 (Cortez Boulevard) and Lockhart Road
- SR 50 (Cortez Boulevard) and I-75 Ramps
- SR 50 (Cortez Boulevard) and Windmere Road
- SR 50 (Cortez Boulevard) and Parkland Avenue
- SR 50 (Cortez Boulevard) and Kettering Road
- SR 50 (Cortez Boulevard) and Ridge Manor Boulevard
- SR 50 (Cortez Boulevard) and McKethan Road
- SR 50 (Cortez Boulevard) and US 301
- SR 50 (Cortez Boulevard) and Main Street
- Jeferson Street (SR 50A) and Main Street
- Kettering Road and Cracker Crossing
- Kettering Road and Powerline Road
- Powerline Road and Lockhart Road

The following scenarios shall be considered in the analysis:

1) Existing peak season traffic with budgeted improvements
2) Year 2035 background traffic with budgeted improvements
3) Year 2035 background traffic with improvements required to maintain the adopted Level of Service
4) Year 2035 background plus project traffic with background improvements
5) Year 2035 background plus project traffic with background improvements and any additional improvements required due to project traffic

Intersection Level of Service Criteria

The Level of Service for the intersections shall be as follows:

- The overall intersection should operate at the adopted Level of Service
- All movements within the intersection should operate with a V/C ratio of 1.0 or less.

Site Access

The access for the project will be evaluated to determine if right and left turn lanes are warranted based on AM and PM peak hour volumes.

Please indicate your acceptance of the proposed methodology for the project by signing on the line provided below.

Sincerely,

LINCKS & ASSOCIATES, INC.

Steven J. Henry, P.E.
President

I concur:

_____

Mr. Ernie Lane Date

SJH/TSF/EJG

Enclosures

APPENDIX

ITE – TRIP GENERATION

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Sunrise - DRH	**No :**	
Date:	12/9/2021	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	4200(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.7	764 26%	2176 74%	2940
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	600(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.37	51 23%	171 77%	222
320 - Motel (General Urban/Suburban)	Rooms	75	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.35	10 38%	16 62%	26
820 - Shopping Center (>150k) (General Urban/Suburban)	1000 Sq. Ft. GLA	325	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.59 (X)+133.55	202 62%	123 38%	325
710 - General Office Building (General Urban/Suburban)	1000 Sq. Ft. GFA	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.86Ln(X) +1.16	81 88%	11 12%	92
150 - Warehousing (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.12 (X)+23.62	22 79%	6 21%	28

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	764	0 %	2176
221 - Multifamily Housing (Mid-Rise)	0 %	51	0 %	171

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
320 - Motel	0 %	10	0 %	16
820 - Shopping Center (>150k)	0 %	202	0 %	123
710 - General Office Building	0 %	81	0 %	11
150 - Warehousing	0 %	22	0 %	6

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 51

Entry 764 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 171

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 10

Entry 764 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 16

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 202

Entry 764 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 123

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 81

Entry 764 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 11

210 - Single-Family Detached Housing

Exit 2176 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 22

Entry 764 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 6

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 10

Entry 51 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 16

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 202

Entry 51 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 123

221 - Multifamily Housing (Mid-Rise)

Exit 171 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) **Entry** 81

Entry 51 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 11

221 - Multifamily Housing (Mid-Rise) — **150 - Warehousing**

Exit	171	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	22
Entry	51	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	6

320 - Motel — **820 - Shopping Center (>150k)**

Exit	16	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	202
Entry	10	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	123

320 - Motel — **710 - General Office Building**

Exit	16	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	81
Entry	10	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	11

320 - Motel — **150 - Warehousing**

Exit	16	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	22
Entry	10	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	6

820 - Shopping Center (>150k) — **710 - General Office Building**

Exit	123	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	81
Entry	202	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	11

820 - Shopping Center (>150k) — **150 - Warehousing**

Exit	123	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	22
Entry	202	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	6

710 - General Office Building — **150 - Warehousing**

Exit	11	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	22
Entry	81	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	6

210 - Single-Family Detached Housing

		Internal Trips						
	Total Trips	**221 - Multifamily Housing (Mid-Rise)**	**320 - Motel**	**820 - Shopping Center (>150k)**	**710 - General Office Building**	**150 - Warehousing**	**Total**	**External Trips**
Entry	764 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	764 (100%)
Exit	2176 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2176 (100%)
Total	2940 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2940 (100%)

221 - Multifamily Housing (Mid-Rise)

		Internal Trips						
	Total Trips	**210 - Single-Family Detached Housing**	**320 - Motel**	**820 - Shopping Center (>150k)**	**710 - General Office Building**	**150 - Warehousing**	**Total**	**External Trips**
Entry	51 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	51 (100%)

Exit	171 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	171 (100%)
Total	222 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	222 (100%)

320 - Motel

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	10 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	10 (100%)
Exit	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Total	26 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	26 (100%)

820 - Shopping Center (>150k)

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	202 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	202 (100%)
Exit	123 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	123 (100%)
Total	325 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	325 (100%)

710 - General Office Building

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	150 - Warehousing	Total	External Trips
Entry	81 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	81 (100%)
Exit	11 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	11 (100%)
Total	92 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	92 (100%)

150 - Warehousing

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	Total	External Trips
Entry	22 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	22 (100%)
Exit	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)
Total	28 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	28 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	2940	0	0	2940
221 - Multifamily Housing (Mid-Rise)	222	0	0	222
320 - Motel	26	0	0	26
820 - Shopping Center (>150k)	325	0	0	325
710 - General Office Building	92	0	0	92
150 - Warehousing	28	0	0	28

ITE DEVIATION DETAILS

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

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips

210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

320 - Motel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

710 - General Office Building (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

150 - Warehousing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	1130
Total Exiting	2503
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	1130
Total Exiting Non-Pass-by Trips	2503

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Sunrise - DRH	**No :**	
Date:	12/9/2021	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	4200(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.94	2487 63%	1461 37%	3948
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	600(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.39	143 61%	91 39%	234
320 - Motel (General Urban/Suburban)	Rooms	75	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.24 (X)+11.16	16 55%	13 45%	29
820 - Shopping Center (>150k) (General Urban/Suburban)	1000 Sq. Ft. GLA	325	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.72Ln(X) +3.02	633 48%	686 52%	1319
710 - General Office Building (General Urban/Suburban)	1000 Sq. Ft. GFA	50	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.83Ln(X) +1.29	16 17%	77 83%	93
150 - Warehousing (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.12 (X)+26.48	9 29%	22 71%	31

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	2487	0 %	1461
221 - Multifamily Housing (Mid-Rise)	0 %	143	0 %	91

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
320 - Motel	0 %	16	0 %	13
820 - Shopping Center (>150k)	0 %	633	0 %	686
710 - General Office Building	0 %	16	0 %	77
150 - Warehousing	0 %	9	0 %	22

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit	1461	Demand Exit: 0 % (0)	Balanced: 0	**221 - Multifamily Housing (Mid-Rise)** Demand Entry: 0 % (0)	**Entry** 143
Entry	2487	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 91

210 - Single-Family Detached Housing

Exit	1461	Demand Exit: 0 % (0)	Balanced: 0	**320 - Motel** Demand Entry: 0 % (0)	**Entry** 16
Entry	2487	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 13

210 - Single-Family Detached Housing

Exit	1461	Demand Exit: 0 % (0)	Balanced: 0	**820 - Shopping Center (>150k)** Demand Entry: 0 % (0)	**Entry** 633
Entry	2487	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 686

210 - Single-Family Detached Housing

Exit	1461	Demand Exit: 0 % (0)	Balanced: 0	**710 - General Office Building** Demand Entry: 0 % (0)	**Entry** 16
Entry	2487	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 77

210 - Single-Family Detached Housing

Exit	1461	Demand Exit: 0 % (0)	Balanced: 0	**150 - Warehousing** Demand Entry: 0 % (0)	**Entry** 9
Entry	2487	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 22

221 - Multifamily Housing (Mid-Rise)

Exit	91	Demand Exit: 0 % (0)	Balanced: 0	**320 - Motel** Demand Entry: 0 % (0)	**Entry** 16
Entry	143	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 13

221 - Multifamily Housing (Mid-Rise)

Exit	91	Demand Exit: 0 % (0)	Balanced: 0	**820 - Shopping Center (>150k)** Demand Entry: 0 % (0)	**Entry** 633
Entry	143	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 686

221 - Multifamily Housing (Mid-Rise)

Exit	91	Demand Exit: 0 % (0)	Balanced: 0	**710 - General Office Building** Demand Entry: 0 % (0)	**Entry** 16
Entry	143	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 77

221 - Multifamily Housing (Mid-Rise)

Exit	91	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 9
Entry	143	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 22

320 - Motel

Exit	13	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 633
Entry	16	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 686

320 - Motel

Exit	13	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 16
Entry	16	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 77

320 - Motel

Exit	13	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 9
Entry	16	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 22

820 - Shopping Center (>150k)

Exit	686	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 16
Entry	633	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 77

820 - Shopping Center (>150k)

Exit	686	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 9
Entry	633	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 22

710 - General Office Building

Exit	77	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 9
Entry	16	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 22

210 - Single-Family Detached Housing

	Total Trips	Internal Trips						External Trips
		221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	
Entry	2487 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2487 (100%)
Exit	1461 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1461 (100%)
Total	3948 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3948 (100%)

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips						External Trips
		210 - Single-Family Detached Housing	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	
Entry	143 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	143 (100%)

150 - Warehousing

Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)
Exit	22	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)

820 - Shopping Center (>150k)

Entry	633	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)
Exit	686	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)

710 - General Office Building

Entry	16	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)
Exit	77	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)

150 - Warehousing

Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)
Exit	22	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)

150 - Warehousing

Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)
Exit	22	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)

Exit	91 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	91 (100%)
Total	234 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	234 (100%)

320 - Motel

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	820 - Shopping Center (>150k)	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Exit	13 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	13 (100%)
Total	29 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	29 (100%)

820 - Shopping Center (>150k)

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	710 - General Office Building	150 - Warehousing	Total	External Trips
Entry	633 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	633 (100%)
Exit	686 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	686 (100%)
Total	1319 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1319 (100%)

710 - General Office Building

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	150 - Warehousing	Total	External Trips
Entry	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Exit	77 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	77 (100%)
Total	93 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	93 (100%)

150 - Warehousing

		Internal Trips						
	Total Trips	210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	320 - Motel	820 - Shopping Center (>150k)	710 - General Office Building	Total	External Trips
Entry	9 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	9 (100%)
Exit	22 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	22 (100%)
Total	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	31 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	3948	0	0	3948
221 - Multifamily Housing (Mid-Rise)	234	0	0	234
320 - Motel	29	0	0	29
820 - Shopping Center (>150k)	1319	0	0	1319
710 - General Office Building	93	0	0	93
150 - Warehousing	31	0	0	31

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

External Trips — 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

320 - Motel (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

710 - General Office Building (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

150 - Warehousing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3304
Total Exiting	2350
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3304
Total Exiting Non-Pass-by Trips	2350

INTERNAL CAPTURE

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sunrise	Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 150	90.000	SF	120	103	17
Retail	820	325.000	SF	325	202	123
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 221	4,800	DU's	3,162	815	2,347
Hotel	320	75	RM	26	10	16
All Other Land Uses[2]				0		
				3,633	1,130	2,503

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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[5]						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	0	0
Retail	4		0	0	16	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	23	0	0		0
Hotel	3	2	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	3,633	1,130	2,503
Internal Capture Percentage	3%	5%	2%
External Vehicle-Trips[6]	3,521	1,074	2,447
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	10%	29%
Retail	15%	16%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	31%

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sunrise
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	103	103	1.00	17	17
Retail	1.00	202	202	1.00	123	123
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	815	815	1.00	2347	2347
Hotel	1.00	10	10	1.00	16	16

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	11	0	0	0
Retail	36		16	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	47	23	469	0		0
Hotel	12	2	1	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		55	0	0	0	0
Retail	4		0	0	16	0
Restaurant	14	16		0	41	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	34	0	0		0
Hotel	3	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	10	93	103	93	0	0
Retail	30	172	202	172	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	799	815	799	0	0
Hotel	0	10	10	10	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	5	12	17	12	0	0
Retail	20	103	123	103	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	26	2321	2347	2321	0	0
Hotel	5	11	16	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sunrise	Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[2]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710, 150	90,000	SF	124	25	99
Retail	820	325,000	SF	1,319	633	686
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 221	4,800	DU	4,182	2,630	1,552
Hotel	320	75	RM	29	16	13
All Other Land Uses[2]				0		
				5,654	3,304	2,350

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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		20	0	0	2	0
Retail	8		0	0	178	3
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	14	63	0	0		2
Hotel	0	2	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	5,654	3,304	2,350
Internal Capture Percentage	10%	9%	12%
External Vehicle-Trips[5]	5,070	3,012	2,058
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	88%	22%
Retail	13%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	5%
Hotel	31%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.
[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*)
[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be
[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
[6]Person-Trips
*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2019.1

Project Name:	Sunrise
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	25	25	1.00	99	99
Retail	1.00	633	633	1.00	686	686
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2630	2630	1.00	1552	1552
Hotel	1.00	16	16	1.00	13	13

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		20	4	0	2	0
Retail	14		199	27	178	34
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	62	652	328	0		47
Hotel	0	2	9	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		51	0	0	105	0
Retail	8		0	0	1210	3
Restaurant	8	317		0	421	11
Cinema/Entertainment	2	25	0		105	0
Residential	14	63	0	0		2
Hotel	0	13	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	~~22~~ 5	3	25	3	0	0
Retail	85	548	633	548	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	180	2450	2630	2450	0	0
Hotel	5	11	16	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	22	77	99	77	0	0
Retail	189	497	686	497	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	~~79~~ 179	1473	1652	1473	0	0
Hotel	2	11	13	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

PASSERBY PERCENT

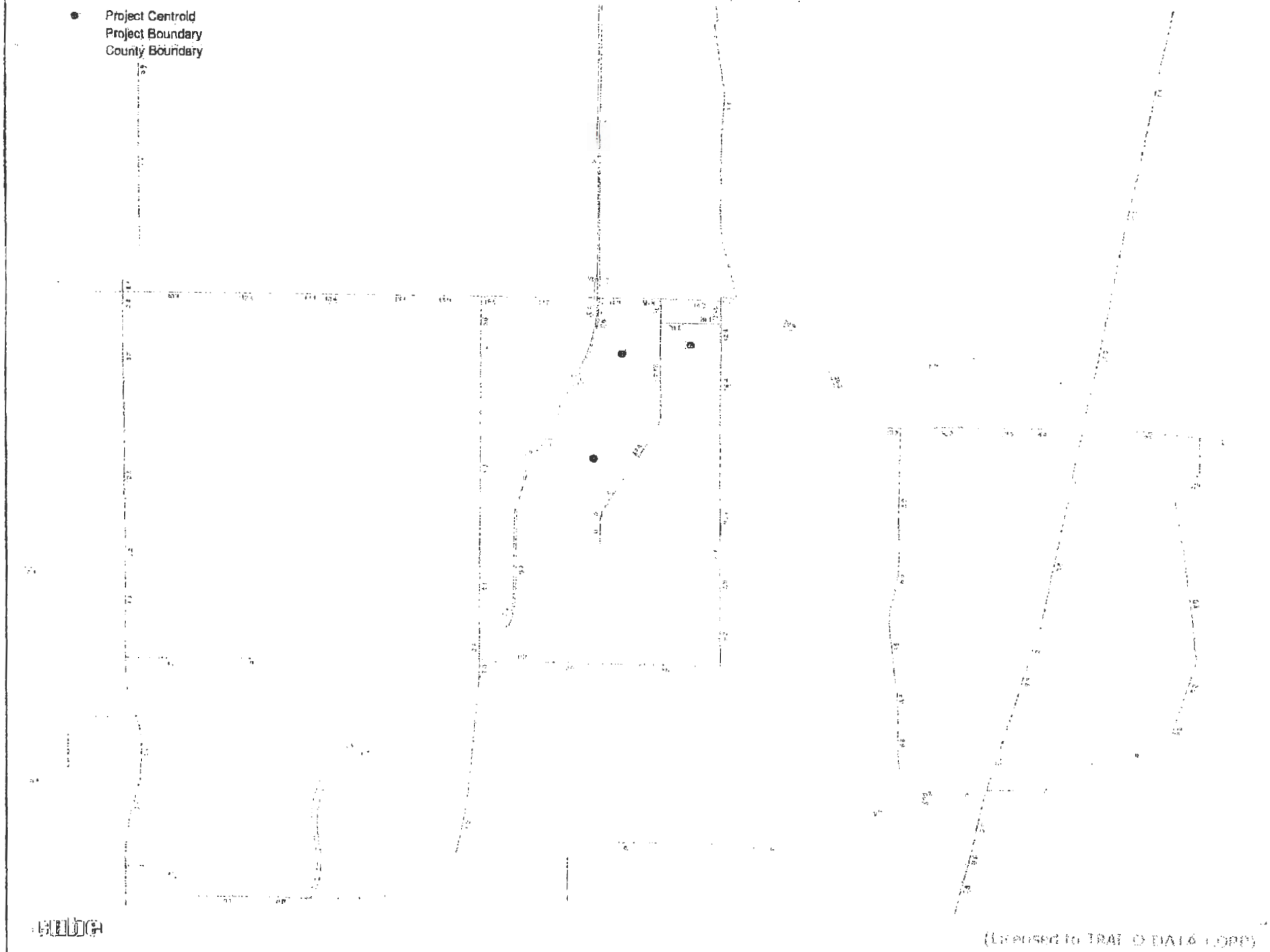
Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

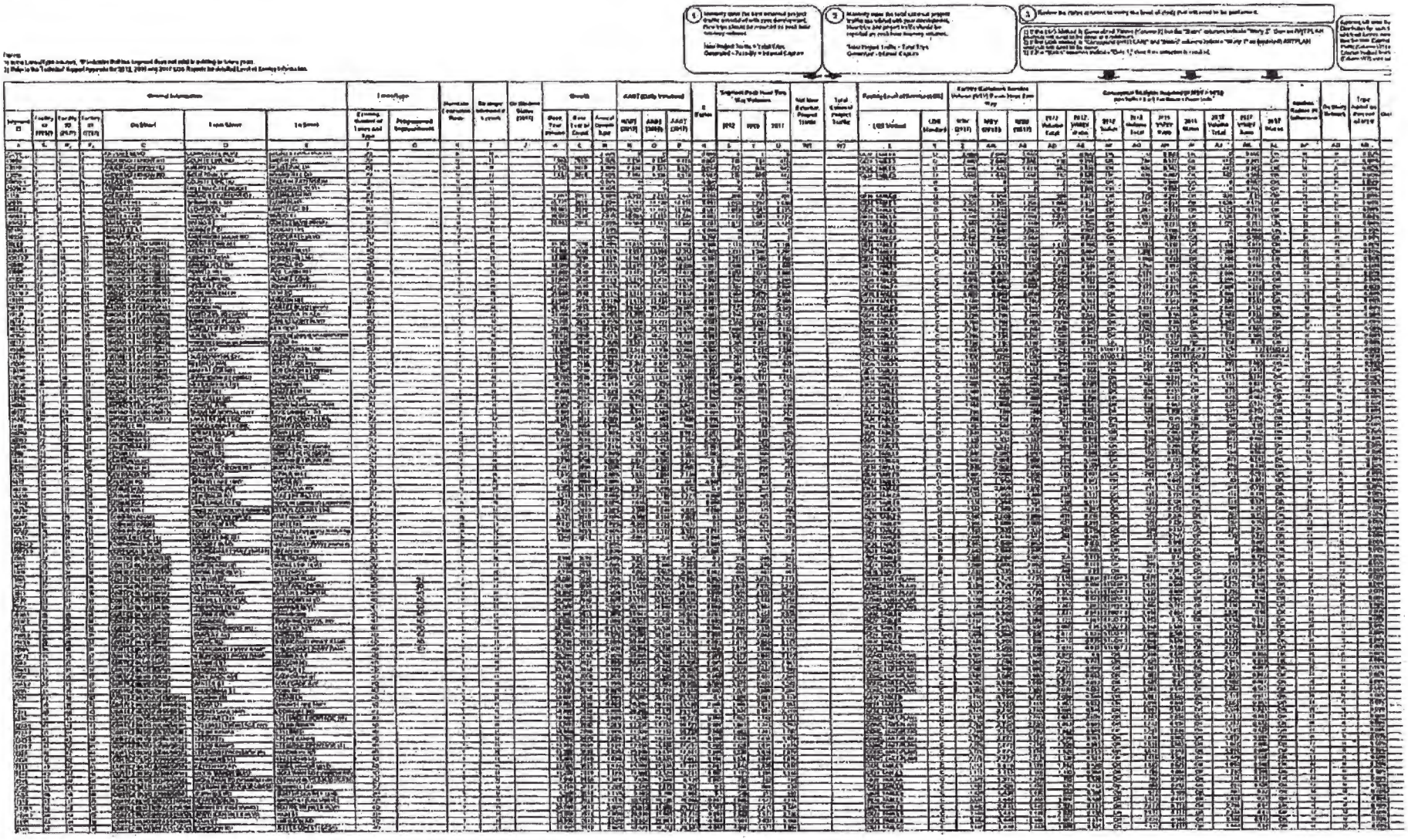
PROJECT TRAFFIC DISTRIBUTION

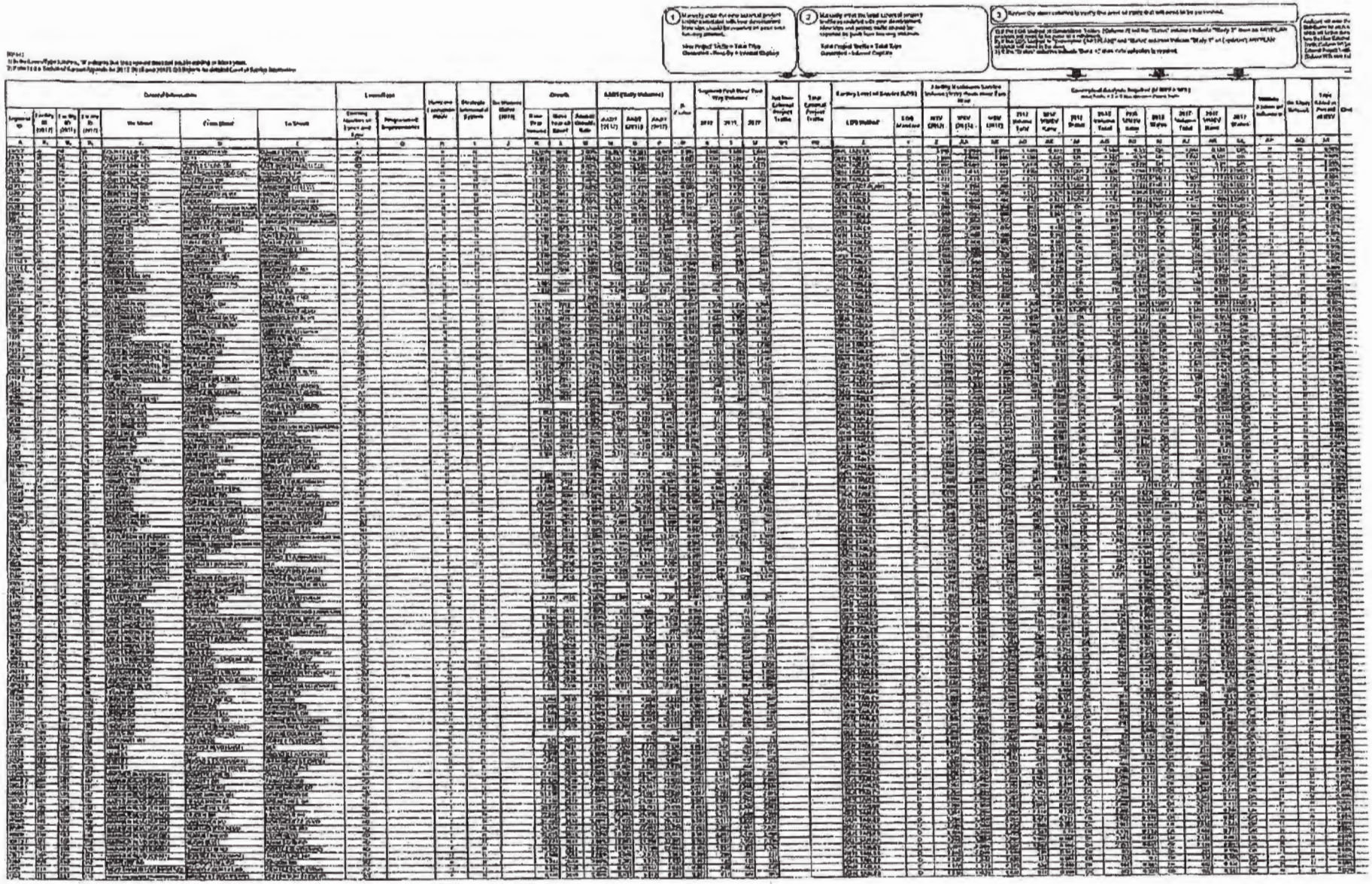
TBRPMv9.2 - 2024 E+C Network with 2045 SE Data - External Project Traffic Percent Distribution

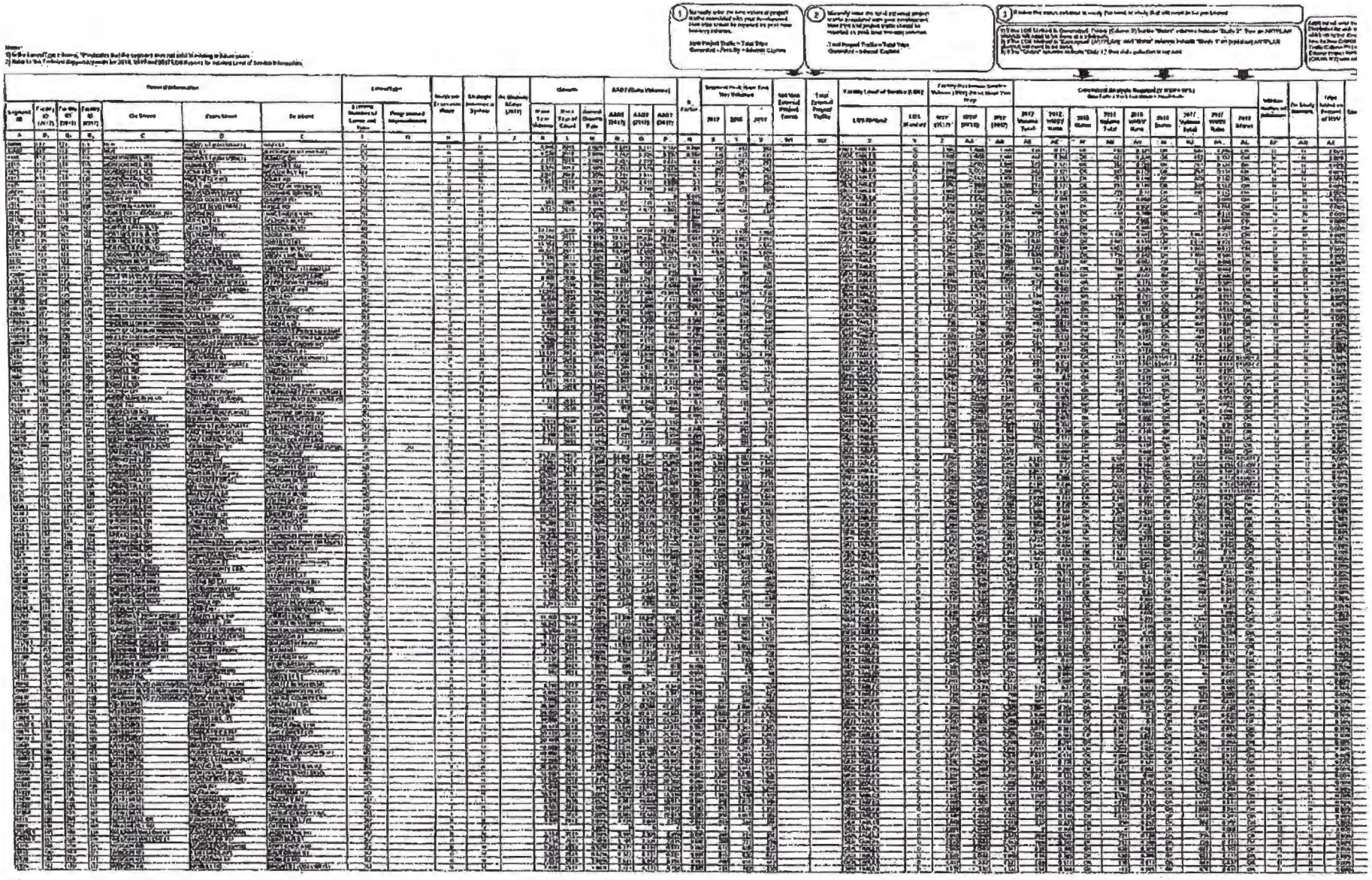


HERNANDO CO.
CONCURRENCY MANAGEMENT SYSTEM
TIER 1 TEST SPREADSHEETS

Harris County Concurrency Management System
Tier 1 Test: To Determine Concurrency or Need for Additional Analysis







FDOT GENERALIZED CAPACITY TABLES

TABLE 4 Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (z, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(n, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ars	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not in Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,420	5,780	6,890	7,110
6	6,400	8,490	10,200	10,670
8	8,420	11,220	13,530	14,240
10	9,960	13,290	15,870	17,820

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,020	1,560	2,110	2,840
4	Divided	3,110	4,490	5,670	6,450
6	Divided	4,650	6,730	8,510	9,670

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+ 5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for level of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes on this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (n, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6 Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,650	5,040	5,950	6,640
6	5,130	7,250	8,670	9,950
8	6,600	9,490	11,380	13,270

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	820	1,330	2,710
4	Divided	2,960	4,270	5,290	5,960
6	Divided	4,450	6,420	7,930	8,950

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	980	1,490	2,020	2,710
4	Divided	2,780	4,020	5,130	5,850
6	Divided	4,180	6,040	7,710	8,780

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade including F is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≥ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≥ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≥ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≥ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways -10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode volumes greater than level of service D become F because interaction capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
http://www.fdot.gov/planning/systems

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, fwlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, f, o)									f	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,900	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,430	3,180	3,790	3,910
3	3,520	4,670	5,610	5,870
4	4,630	6,170	7,440	7,830
5	5,480	7,310	8,730	9,800

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	560	860	1,160	1,560
2	Divided	1,710	2,470	3,120	3,550
3	Divided	2,560	3,700	4,680	5,320

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians, using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade including F is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, f, u)								f	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (n, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent)

Non-State Signalized Roadways -10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
--	--	--	Yes	+5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,010	2,770	3,270	3,650
3	2,820	3,990	4,770	5,470
4	3,630	5,220	6,260	7,300

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	450	730	1,490
2	Divided	1,630	2,350	2,910	3,280
3	Divided	2,450	3,530	4,360	4,920

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	540	820	1,110	1,490
2	Divided	1,530	2,210	2,820	3,220
3	Divided	2,300	3,320	4,240	4,830

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas **and**
Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%lsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%lsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

ITE TRIP GENERATION WITH THE MINI-WAREHOUSE

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Sunrise Alt	**No :**	
Date:	1/18/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual 11.1 Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.09	2 50%	2 50%	4

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	2	0 %	2

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	4	0	0	4

ITE DEVIATION DETAILS

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

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	151 - Mini-Warehouse (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	2
Total Exiting	2
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	2
Total Exiting Non-Pass-by Trips	2

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Sunrise Alt	**No :**	
Date:	1/18/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual 11.1 Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	40	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.15	3 50%	3 50%	6

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
151 - Mini-Warehouse	0 %	3	0 %	3

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
151 - Mini-Warehouse	6	0	0	6

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	151 - Mini-Warehouse (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3
Total Exiting	3
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3
Total Exiting Non-Pass-by Trips	3

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	50,000		92	81	11
Retail	820	325,000		325	202	123
Restaurant						
Cinema/Entertainment						
Residential	210,221	4,800		3,162	815	2,347
Hotel	320	75		26	10	16
All Other Land Uses[2]				0		
				3,605	1,108	2,497

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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	0	0	0	0
Retail	3		0	0	16	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	23	0	0		0
Hotel	2	2	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	3,605	1,108	2,497
Internal Capture Percentage	3%	5%	2%
External Vehicle-Trips[5]	3,503	1,057	2,446
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[5]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	9%	27%
Retail	14%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	0%	25%

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

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

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6] Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	0
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	81	81	1.00	11	11
Retail	1.00	202	202	1.00	123	123
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	815	815	1.00	2347	2347
Hotel	1.00	10	10	1.00	16	16

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	7	0	0	0
Retail	36		16	0	17	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	47	23	469	0		0
Hotel	12	2	1	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		65	0	0	0	0
Retail	3		0	0	16	0
Restaurant	11	16		0	41	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	34	0	0		0
Hotel	2	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	7	74	81	74	0	0
Retail	28	174	202	174	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	799	815	799	0	0
Hotel	0	10	10	10	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	8	11	8	0	0
Retail	19	104	123	104	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	2322	2347	2322	0	0
Hotel	4	12	16	12	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		Organization:	
Project Location:		Performed By:	
Scenario Description:		Date:	
Analysis Year:		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[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	50.000		93	16	77
Retail	820	325.000		1,319	633	686
Restaurant						
Cinema/Entertainment				0		
Residential	210,221	4,800		4,182	2,630	1,552
Hotel	320	75		29	16	13
All Other Land Uses[2]				0		
				5,623	3,295	2,328

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% 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		15	0	0	2	0
Retail	5		0	0	178	3
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	63	0	0		2
Hotel	0	2	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	5,623	3,295	2,328
Internal Capture Percentage	10%	8%	12%
External Vehicle-Trips[5]	5,065	3,016	2,049
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	88%	22%
Retail	13%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	5%
Hotel	31%	15%

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

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

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

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

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	0
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	16	16	1.00	77	77
Retail	1.00	633	633	1.00	686	686
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	2630	2630	1.00	1552	1552
Hotel	1.00	16	16	1.00	13	13

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		15	3	0	2	0
Retail	14		199	27	178	34
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	62	652	326	0		47
Hotel	0	2	9	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		51	0	0	105	0
Retail	5		0	0	1210	3
Restaurant	5	317		0	421	11
Cinema/Entertainment	1	25	0		105	0
Residential	9	63	0	0		2
Hotel	0	13	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3 14	2	16	2	0	0
Retail	80	553	633	553	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	180	2450	2630	2450	0	0
Hotel	5	11	16	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	17	60	77	60	0	0
Retail	186	500	686	500	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	187 74	1478	1552	1478	0	0
Hotel	2	11	13	11	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

ITE TRIP GENERATION TABLE
WITH WAREHOUSE
(TABLES A-1 AND A-2)

LINCKS & ASSOCIATES, INC.

TABLE A-1

AM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Internal Trip Ends (2)			Passerby Trip Ends (3)			New External AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Single Family	210	4,200 DU's	764	2,176	2,940	15	24	39	0	0	0	749	2,152	2,901
Multi-Family	221	600 DU's	51	171	222	1	2	3	0	0	0	50	169	219
Motel	320	75 Rooms	10	16	26	0	5	5	0	0	0	10	11	21
Retail	820	325,000 SF	202	123	325	30	20	50	33	20	53	139	83	222
Office	710	50,000 SF	81	11	92	8	3	11	0	0	0	73	8	81
Warehouse	150	40,000 SF	22	6	28	2	2	4	0	0	0	20	4	24
		Total	1,130	2,503	3,633	56	56	112	33	20	53	1,041	2,427	3,468

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.
- Passerby Trips
  - Retail - 19%
    - In - (202-30) x 0.19 = 33
    - Out - (123-20) x 0.19 = 20

TABLE A-2

PM PEAK HOUR TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1) In	Out	Total	Internal Trip Ends (2) In	Out	Total	Passerby Trip Ends (3) In	Out	Total	New External PM Peak Hour Trip Ends In	Out	Total
Single Family	210	4,200 DU's	2,487	1,461	3,948	170	58	228	0	0	0	2,317	1,403	3,720
Multi-Family	221	600 DU's	143	91	234	10	4	14	0	0	0	133	87	220
Motel	320	75 Rooms	16	13	29	5	2	7	0	0	0	11	11	22
Retail	820	325,000 SF	633	686	1,319	85	189	274	104	94	198	444	403	847
Office	710	50,000 SF	16	77	93	3	17	20	0	0	0	13	60	73
Warehouse	150	40,000 SF	9	22	31	2	5	7	0	0	0	7	17	24
		Total	3,304	2,350	5,654	275	275	550	104	94	198	2,925	1,981	4,906

(1) Source - ITE Trip Generation Manual, 11th Edition.
(2) Source - ITE Trip Generation Handbook, 3rd Edition. (NCHRP 684)
(3) Source - ITE Trip Generation Manual, 11th Edition.

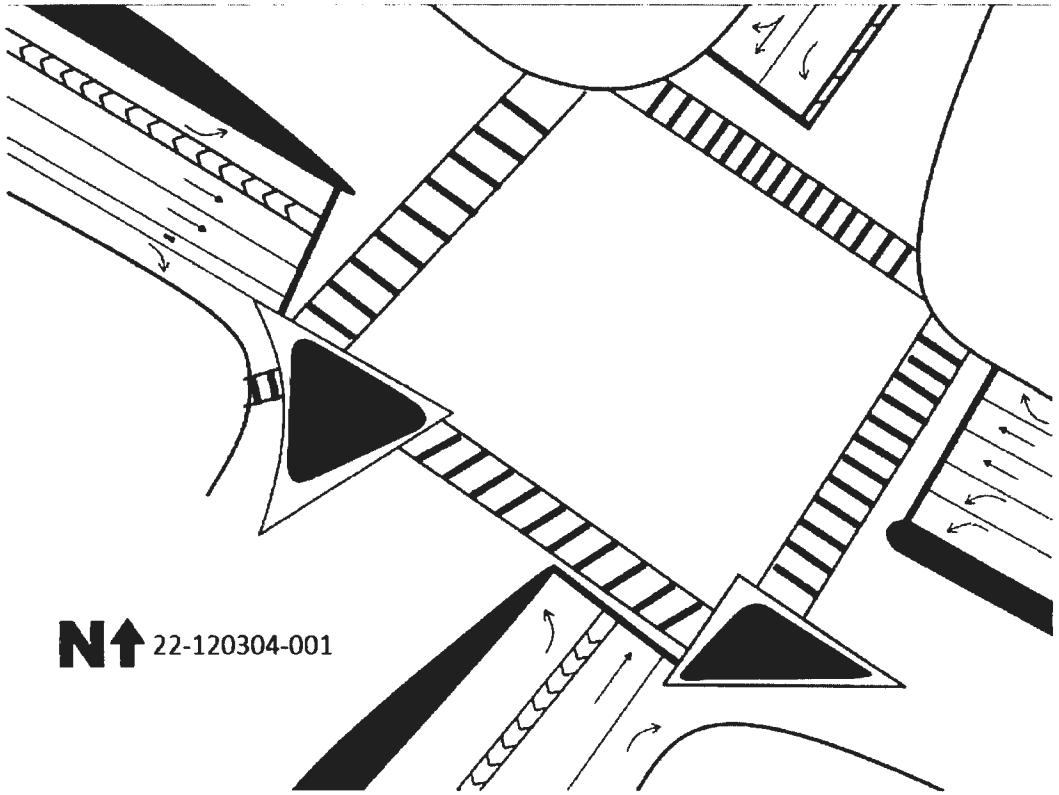
- Passerby Trips
  Retail - 19%
  In - (633-85) x 0.19 = 104
  Out - (686-189) x 0.19 = 94
- Passerby traffic should not exceed 10% of the adjacent street background traffic
  2,625 x 0.10 = 262 > 198
  (a) PM peak hour background traffic at the intersection of Cortez Blvd and Parkland Ave

TRAFFIC COUNTS

National Data & Surveying Services

N/S Street: **SR 50/Cortez Blvd/Jasmine Dr**	Speed: **35 MPH**

E/W Street: **U 98/SR 50/E Jefferson St/Cortez Blvd** | Speed: **45 MPH**



Site Code: **22-120304-001**

Date: **6/21/2022**

Weather: **Sunny**

City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

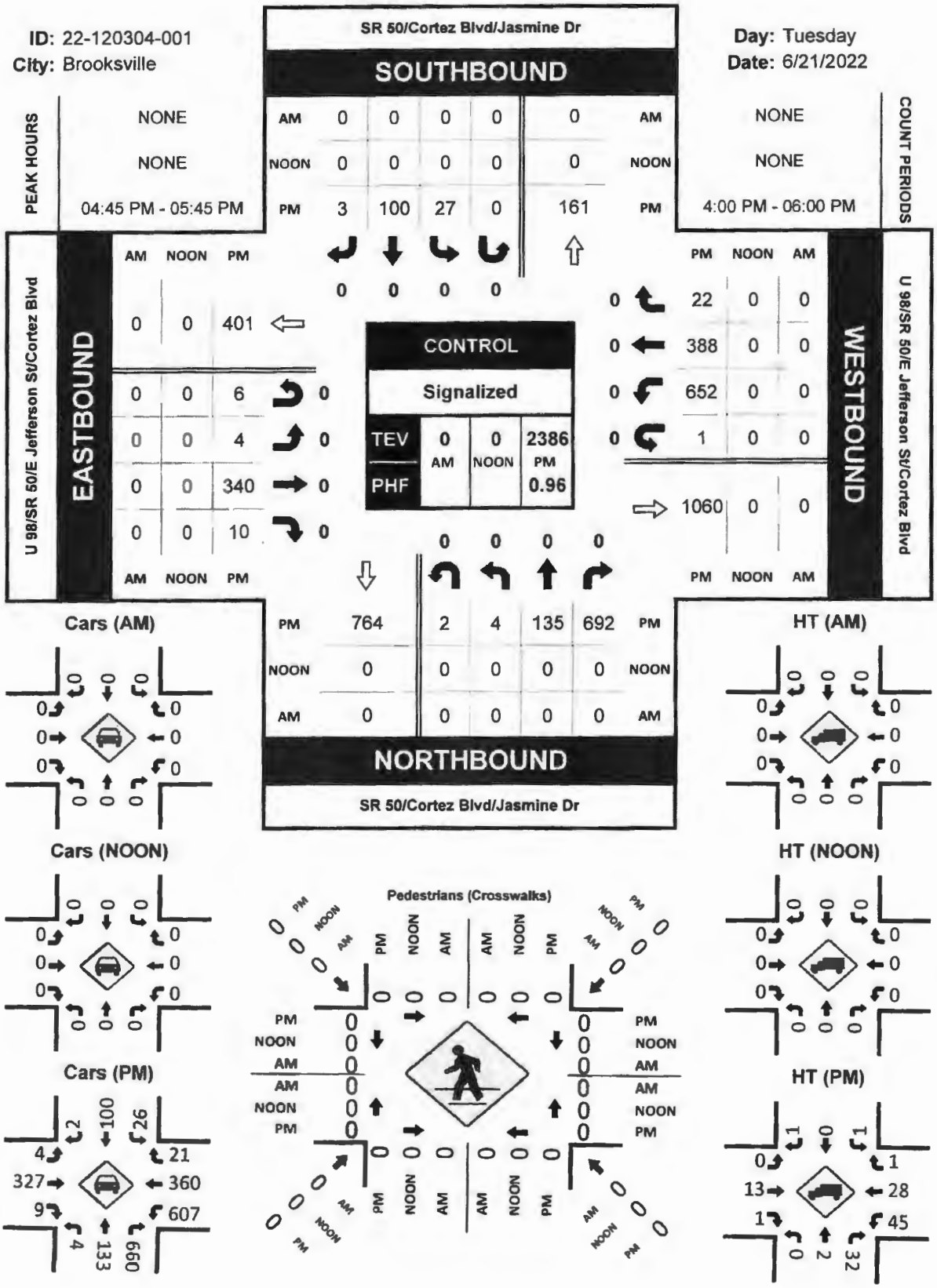
Control: **Signalized**

Phase	1	2	3
NT/ST	00:28	00:27	00:25
WL	00:17	-	-
WT/WL	00:25	00:44	00:36
WT/ET	00:23	00:20	00:23

Prepared by National Data & Surveying Services

SR 50/Cortez Blvd/Jasmine Dr & U 98/SR 50/E Jefferson St/Cortez Blvd

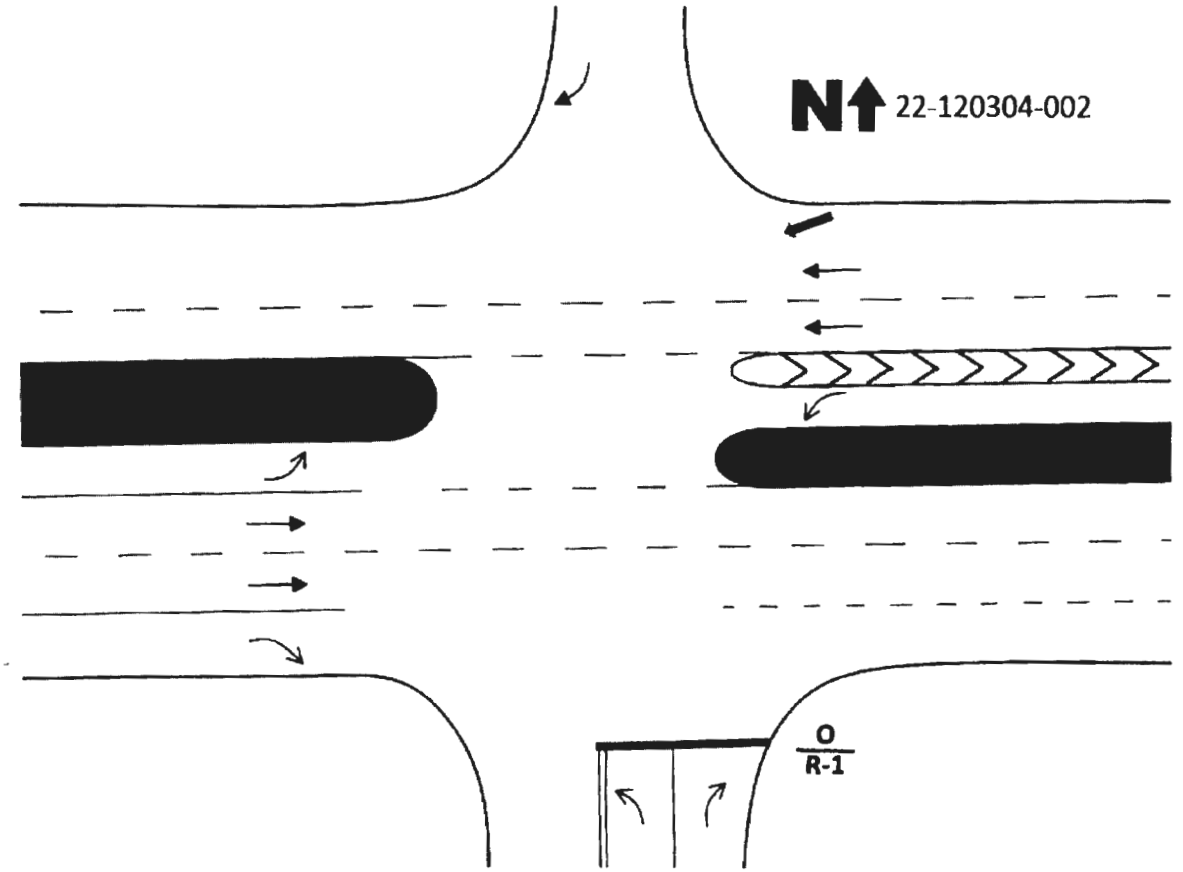
Peak Hour Turning Movement Count



National Data & Surveying Services

Site Code:	**22-120304-002**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**1-Way Stop(NB)**

N↑ | N/S Street: **Lockhart Rd** | Speed: **55 MPH**



E/W Street: **US 98/SR 50/Cortez Blvd** | Speed: **60 MPH**

Prepared by National Data & Surveying Services

Lockhart Rd & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-002
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS		COUNT PERIODS
AM	NONE	NONE
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Lockhart Rd)

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

EASTBOUND (US 98/SR 50/Cortez Blvd)

AM	NOON	PM	
0	0	813	⇦
0	0	1	↶ 0
0	0	0	↱ 0
0	0	612	→ 0
0	0	19	↳ 0

WESTBOUND (US 98/SR 50/Cortez Blvd)

	PM	NOON	AM
0 ↰	0	0	0
0 ←	753	0	0
0 ↰	40	0	0
0 ↶	3	0	0
⇨	656	0	0

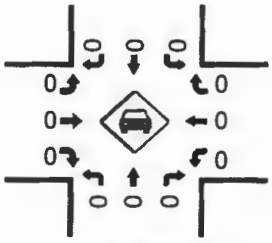
CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	0	0	1528
PHF			0.96

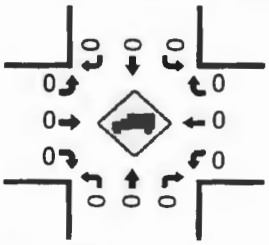
NORTHBOUND (Lockhart Rd)

PM	59	0	59	0	41	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

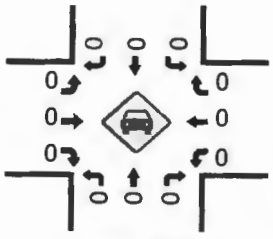
Cars (AM)



HT (AM)



Cars (NOON)



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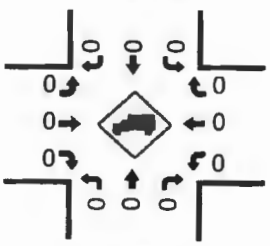
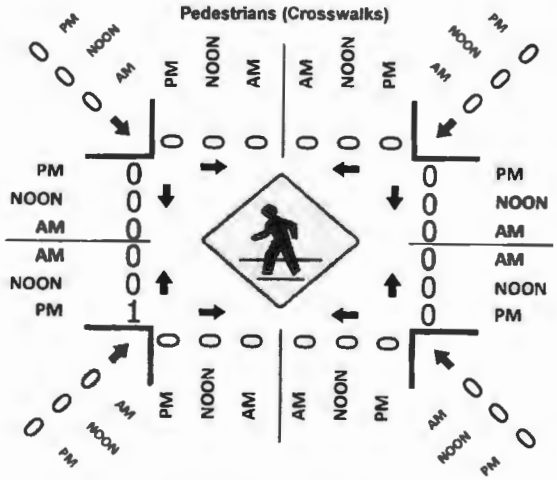
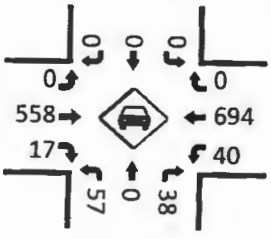


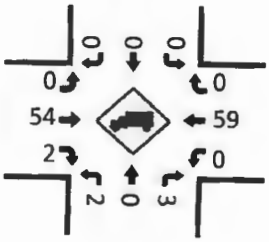
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

N↑ | N/S Street: **I-75/SR 93 NB & SB Ramps** | Speed: **45 MPH**

E/W Street: **US 98/SR 50/Cortez Blvd** | Speed: **60 MPH**

Site Code: **22-120304-003**

Date: **6/21/2022**

Weather: **Sunny**

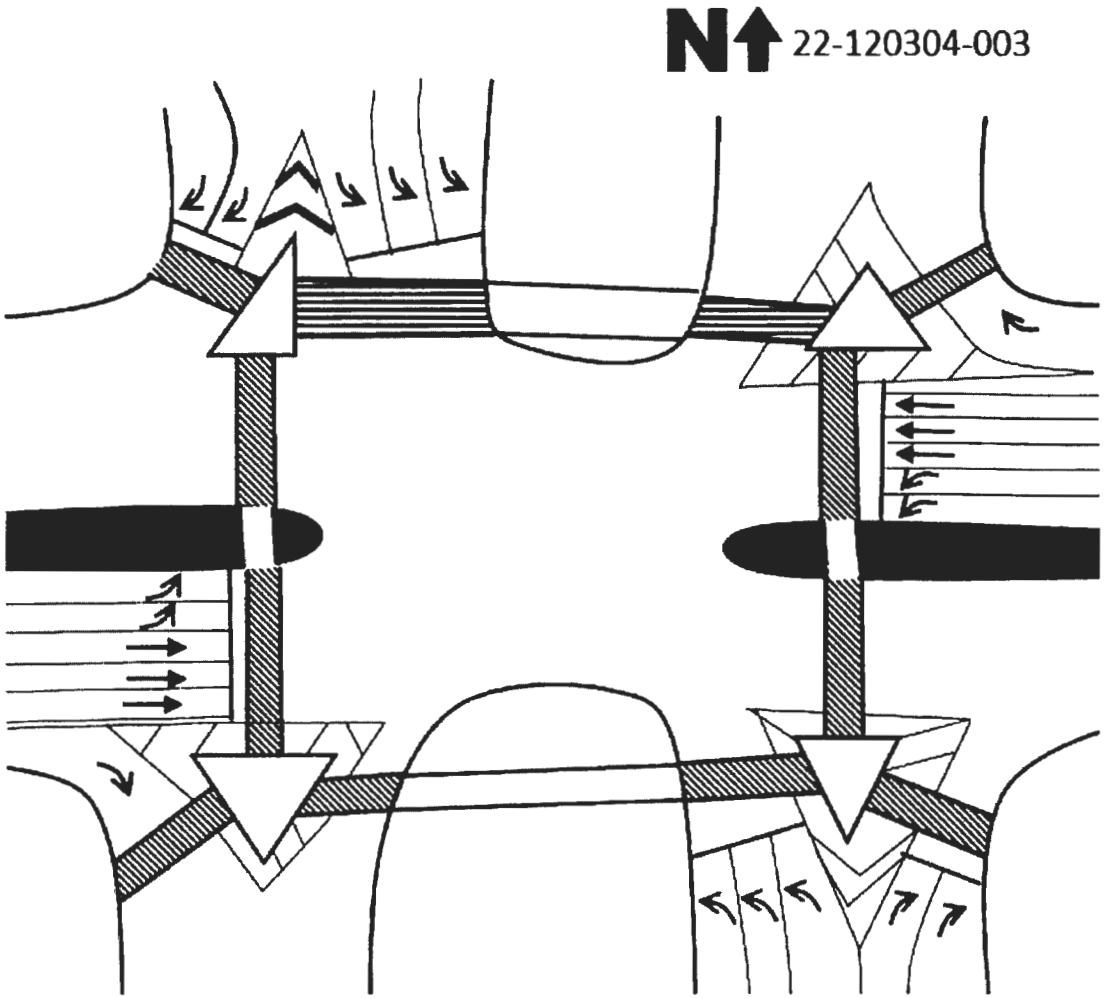
City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

Control: **Signalized**

Phase	1	2	3
NL/NR	00:21	00:25	00:28
SL/SR	00:28	00:30	00:38
EL/WL	00:24	00:34	00:24
ET/WT	00:50	00:40	00:47



Prepared by National Data & Surveying Services

I-75/SR 93 NB & SB Ramps & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-003
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND — I-75/SR 93 NB & SB Ramps

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	280	0	104	0	261	PM

EASTBOUND — US 98/SR 50/Cortez Blvd

AM	NOON	PM	
0	0	869	
0	0	0	0
0	0	145	0
0	0	470	0
0	0	88	0

WESTBOUND — US 98/SR 50/Cortez Blvd

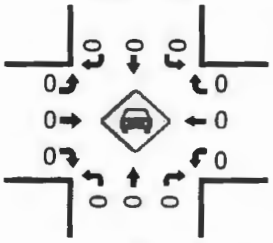
PM	NOON	AM	
116	0	0	0
478	0	0	0
148	0	0	0
0	0	0	0
881	0	0	

CONTROL			
Signalized			
TEV	0 AM	0 NOON	2248 PM
PHF			0.98

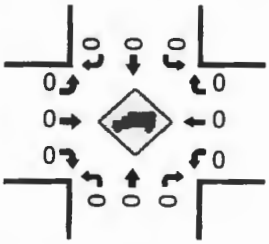
NORTHBOUND — I-75/SR 93 NB & SB Ramps

PM	237	1	111	0	307	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

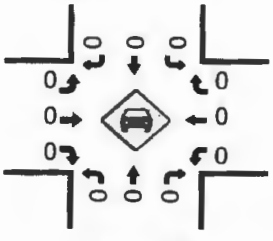
Cars (AM)



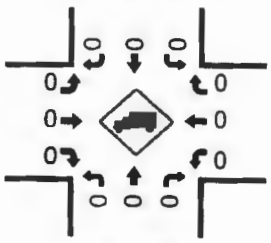
HT (AM)



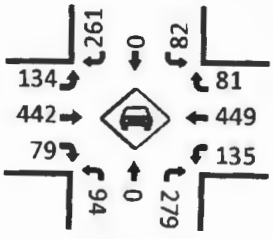
Cars (NOON)



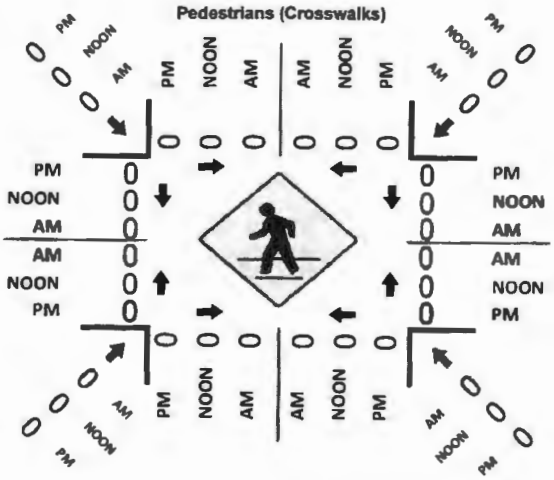
HT (NOON)



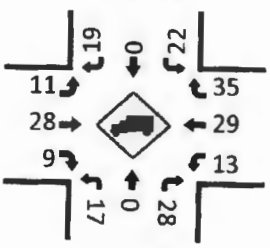
Cars (PM)



Pedestrians (Crosswalks)

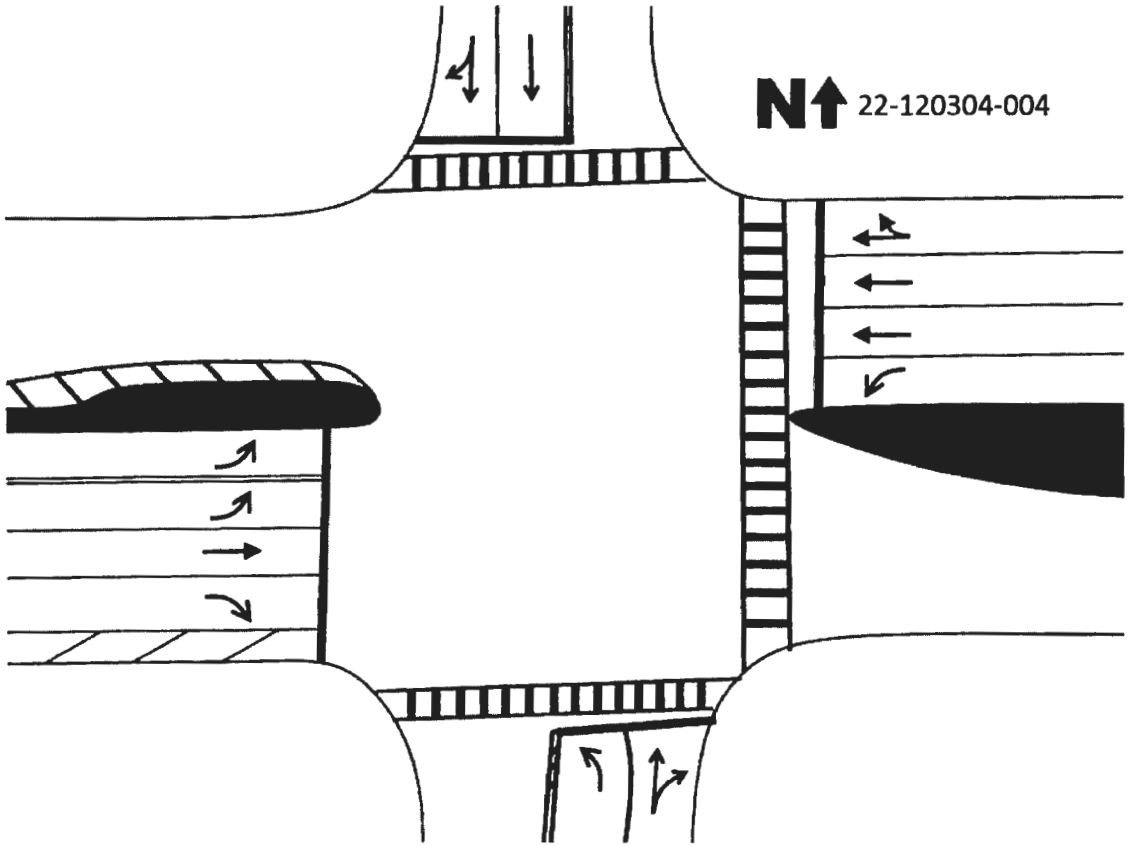


HT (PM)



National Data & Surveying Services

N/S Street: **Bronson Blvd/Windmere Rd**	Speed: **N/A**



E/W Street: **US 98/SR 50/Cortez Blvd**

Speed: **45 MPH**

Site Code: **22-120304-004**

Date: **6/21/2022**

Weather: **Sunny**

City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

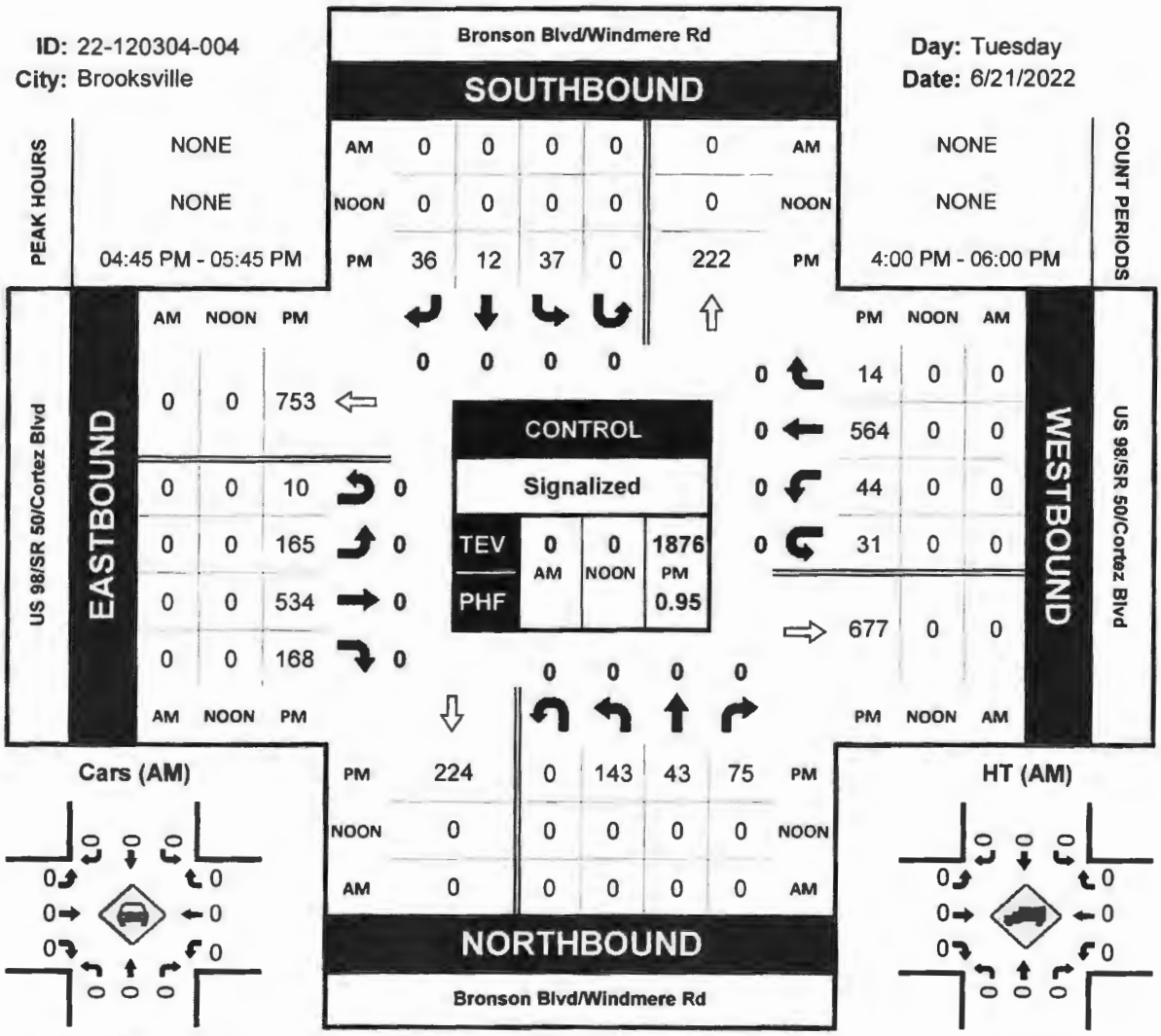
Control: **Signalized**

Phase	1	2	3
NT/NL	00:38	-	-
NL/SL	-	00:25	00:24
ET/EL	00:22	-	-
ET/WT	00:53	00:40	00:41

Prepared by National Data & Surveying Services

Bronson Blvd/Windmere Rd & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

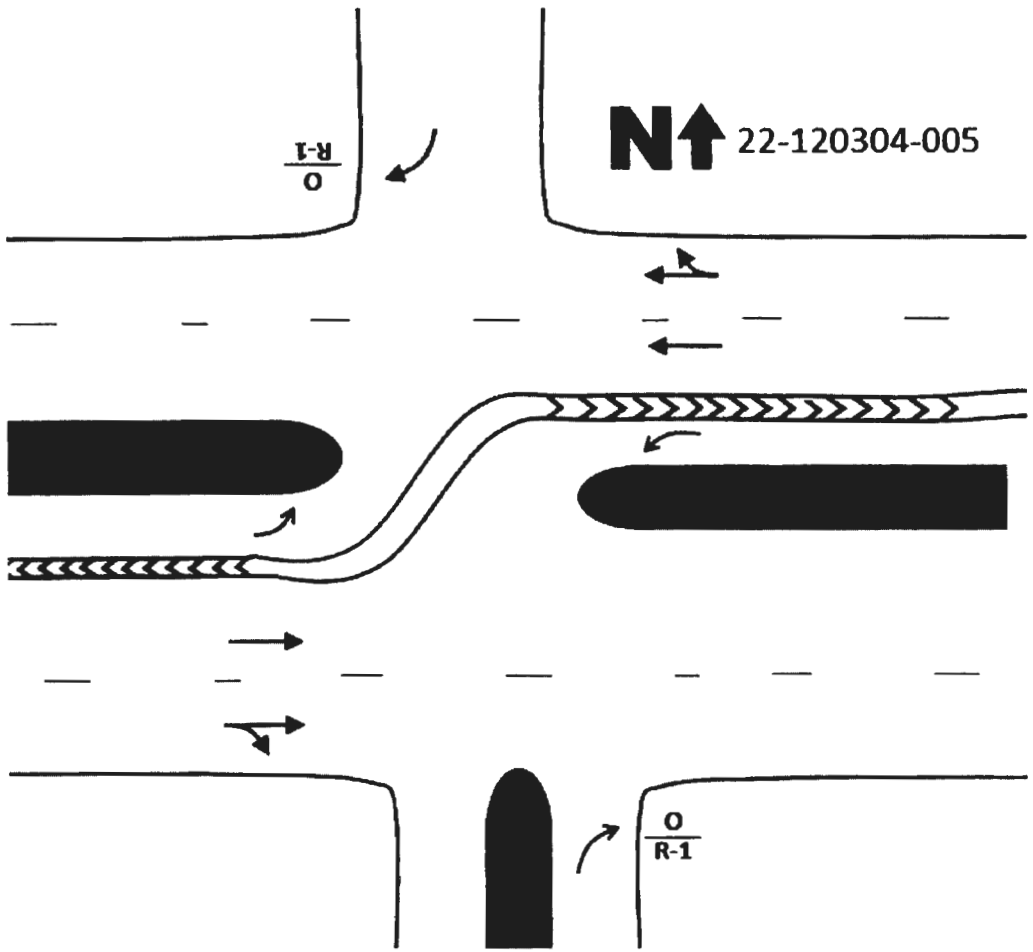


National Data & Surveying Services

Site Code:	**22-120304-005**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**2-Way Stop(NB/SB)**

N

N/S Street: **Parkland Ave** | Speed: **30 MPH**



E/W Street: **US 98/SR 50/Cortez Blvd/Parkland Ave** | Speed: **45 MPH**

Prepared by National Data & Surveying Services

Parkland Ave & US 98/SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-005
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS

AM	NONE
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: 2-Way Stop(NB)

	AM	NOON	PM
TEV	0	0	1429
PHF			0.94

Parkland Ave — SOUTHBOUND

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	0 AM
NOON	0	0	0	0	0 NOON
PM	19	0	0	0	49 PM

US 98/SR 50/Cortez Blvd — EASTBOUND

	Left	Thru	Right	U-Turn	
AM	0	0	599		
NOON	0	0	6	0	0
PM	0	0	12	0	0
	0	0	628	0	0
	0	0	36	0	0

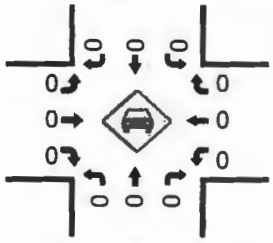
US 98/SR 50/Cortez Blvd — WESTBOUND

	Left	Thru	Right	U-Turn	
PM	37	0	0	0	0
NOON	574	0	0	0	0
AM	56	0	0	0	0
	34	0	0	0	0
	689	0	0		

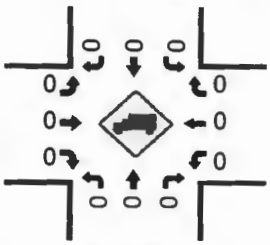
Parkland Ave — NORTHBOUND

	Left	Thru	Right	U-Turn	
PM	92	0	0	0	27 PM
NOON	0	0	0	0	0 NOON
AM	0	0	0	0	0 AM

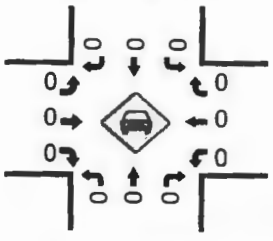
Cars (AM)



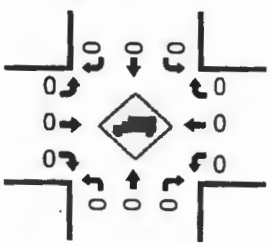
HT (AM)



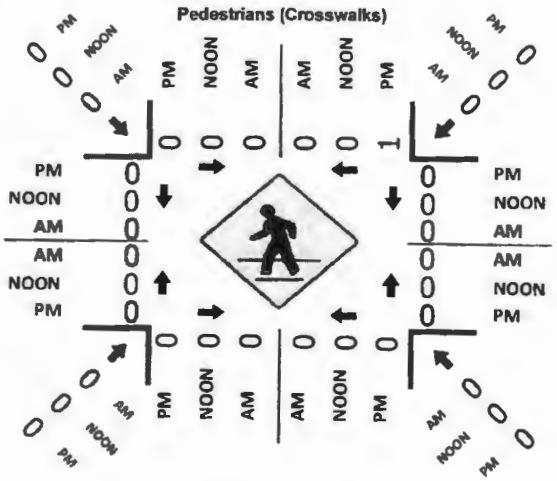
Cars (NOON)



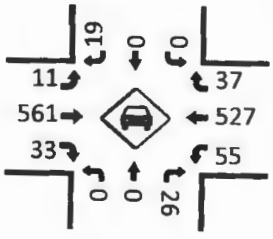
HT (NOON)



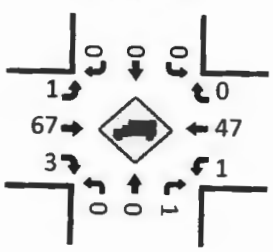
Pedestrians (Crosswalks)



Cars (PM)

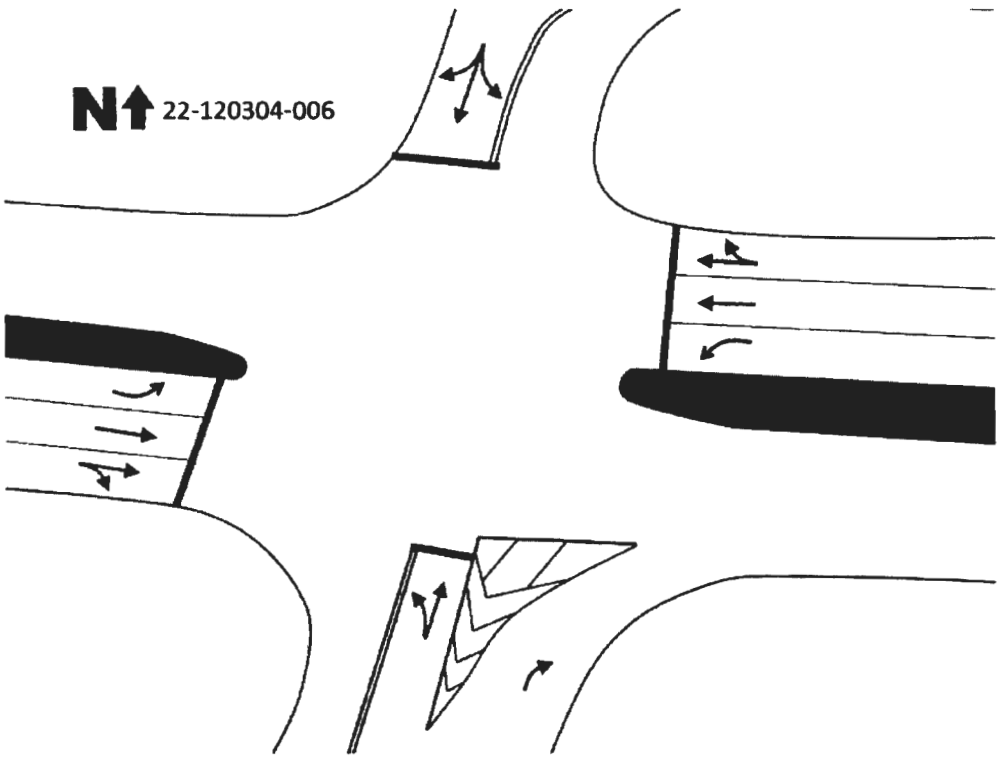


HT (PM)



National Data & Surveying Services

N↑ | N/S Street: **Kettering Rd/Croom Rital Rd** | Speed: **55 MPH**



E/W Street: **US 98/SR 50/Cortez Blvd** | Speed: **50 MPH**

Site Code: **22-120304-006**

Date: **6/21/2022**

Weather: **Sunny**

City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

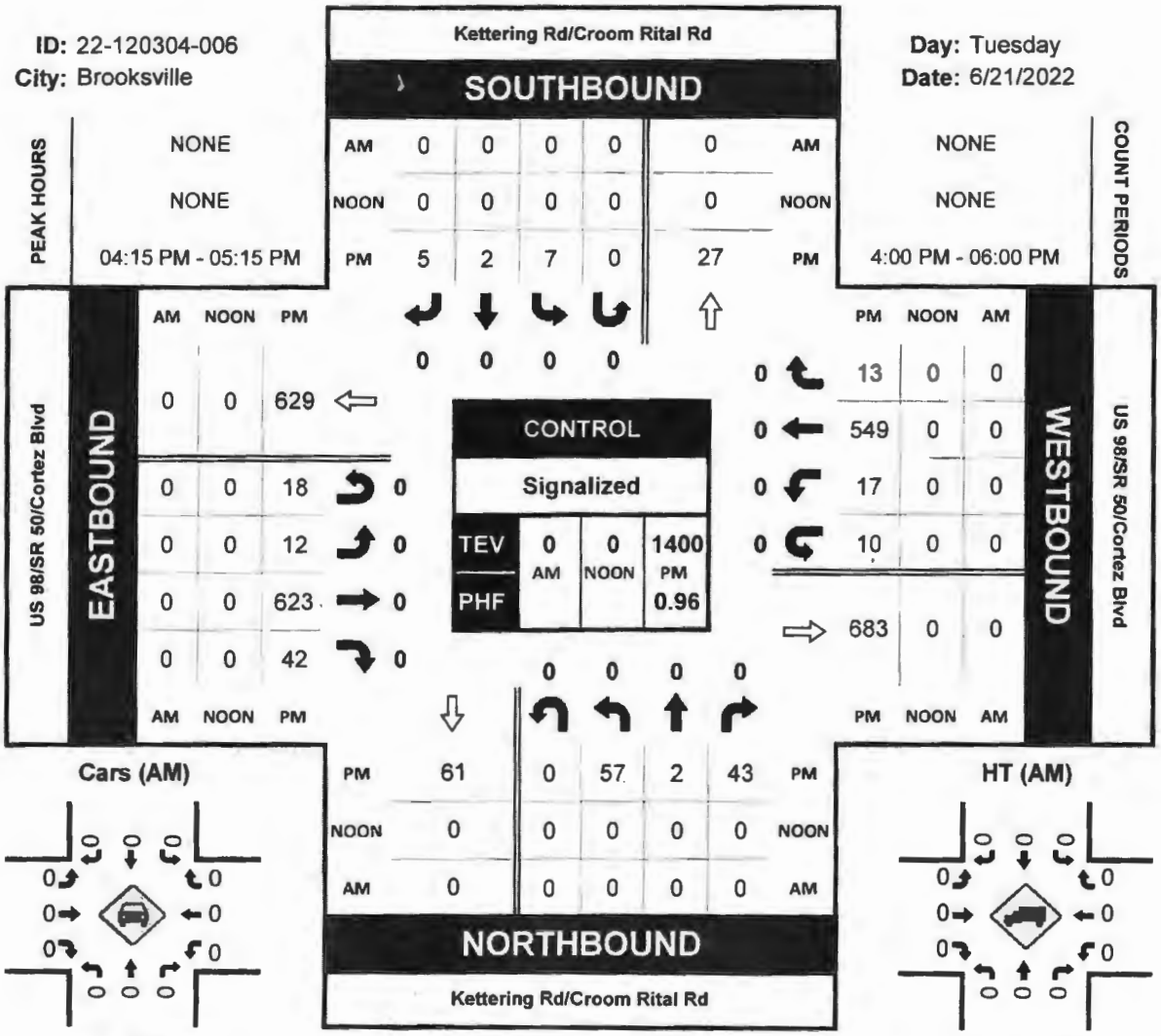
Control: **Signalized**

Phase	1	2	3
NL	00:33	00:19	00:45
ET/WT	01:13	01:17	00:56

Prepared by National Data & Surveying Services

Kettering Rd/Croom Rital Rd & US 98/SR 50/Cortez Blvd

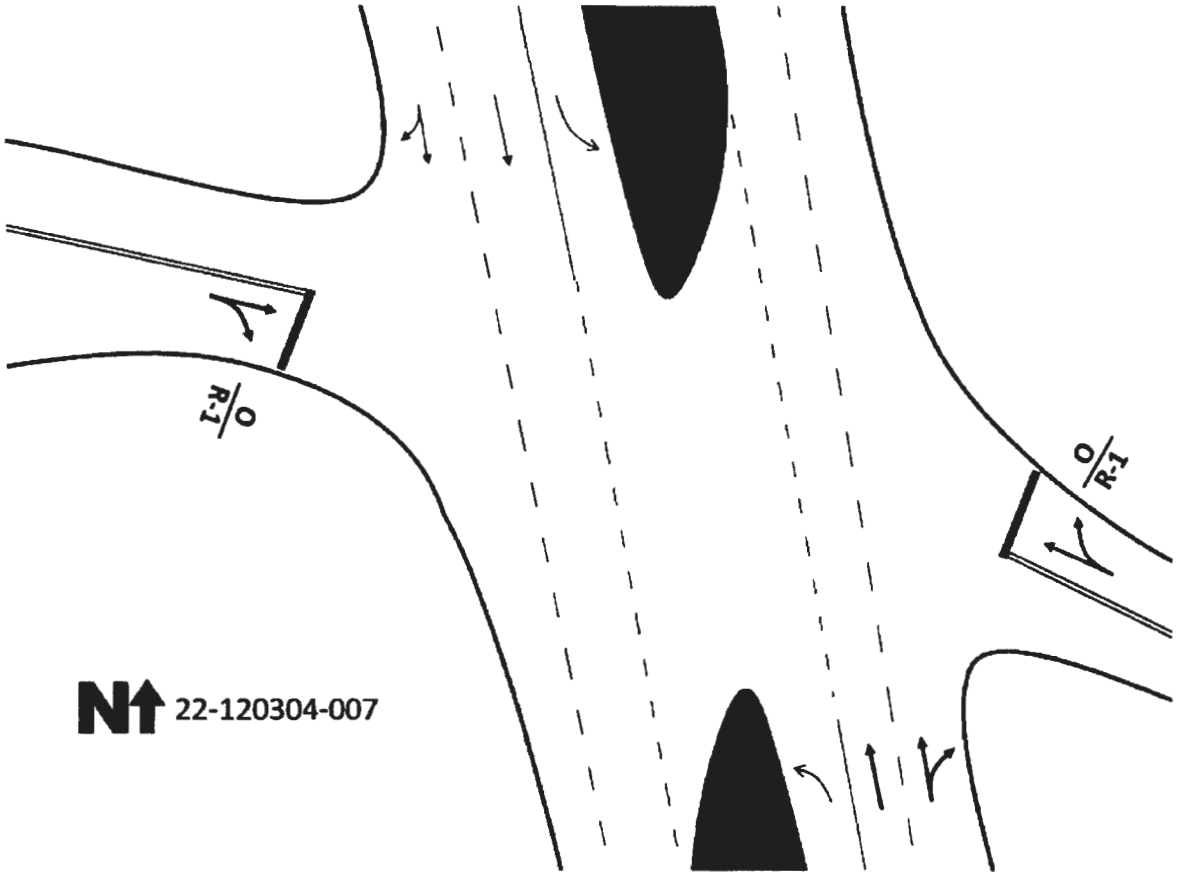
Peak Hour Turning Movement Count



National Data & Surveying Services

Site Code:	**22-120304-007**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**2-Way Stop(EB/WB)**

N↑ N/S Street: **US 98/SR 50/Cortez Blvd** | Speed: **50 MPH**

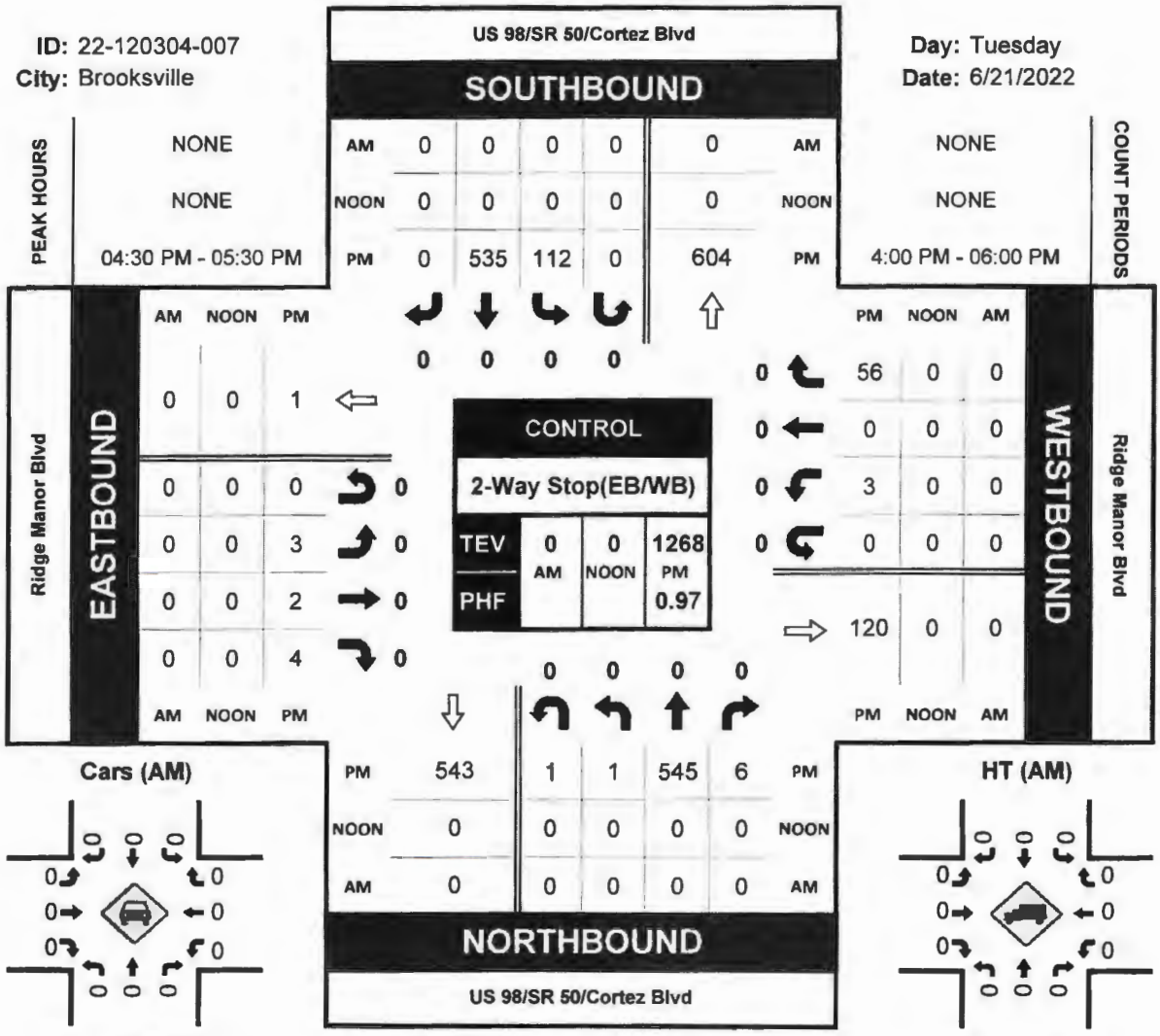


E/W Street: **Ridge Manor Blvd** | Speed: **45 MPH**

Prepared by National Data & Surveying Services

US 98/SR 50/Cortez Blvd & Ridge Manor Blvd

Peak Hour Turning Movement Count



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: McKethan Road/Olancha Road -- Cortez Boulevard

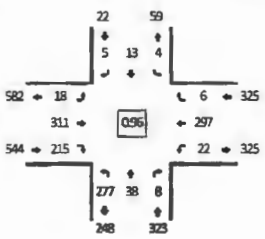
QC JOB #: 15729306

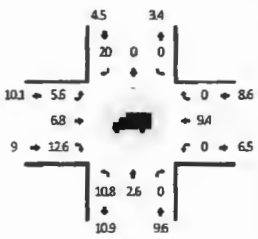
CITY/STATE: Ridge Manor, FL

DATE: Tue, Mar 8 2022

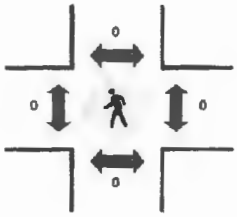
Peak-Hour: 4:30 PM – 5:30 PM

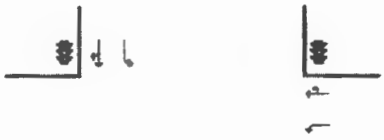
Peak 15-Min: 4:45 PM – 5:00 PM

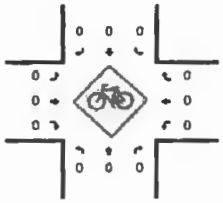


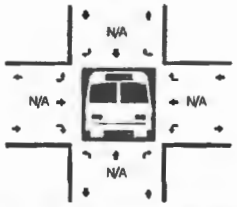


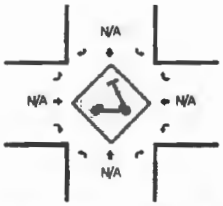
Quality Counts











15-Min Count Period Beginning At	McKethan Road/Olancha Road (Northbound)				McKethan Road/Olancha Road (Southbound)				Cortez Boulevard (Eastbound)				Cortez Boulevard (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	62	6	1	0	0	4	1	0	5	77	57	1	2	68	2	0	286	
4:15 PM	55	14	3	0	1	9	0	0	5	88	64	1	0	63	1	0	304	
4:30 PM	69	12	4	0	1	6	1	0	4	58	56	1	6	64	1	0	283	
4:45 PM	72	12	1	0	0	3	1	0	6	81	52	0	3	84	2	0	317	1190
5:00 PM	60	6	2	0	1	1	2	0	2	83	54	1	5	77	3	1	298	1202
5:15 PM	76	8	1	0	2	3	1	0	3	89	53	1	6	72	0	1	316	1214
5:30 PM	53	9	0	0	0	4	0	0	3	80	58	0	4	69	1	0	281	1212
5:45 PM	54	5	8	0	0	6	1	0	1	77	40	0	3	56	2	0	253	1148

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	288	48	4	0	0	12	4	0	24	324	208	0	12	336	8	0	1268
Heavy Trucks	56	4	0		0	0	0		4	20	24		0	48	0		156
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments.

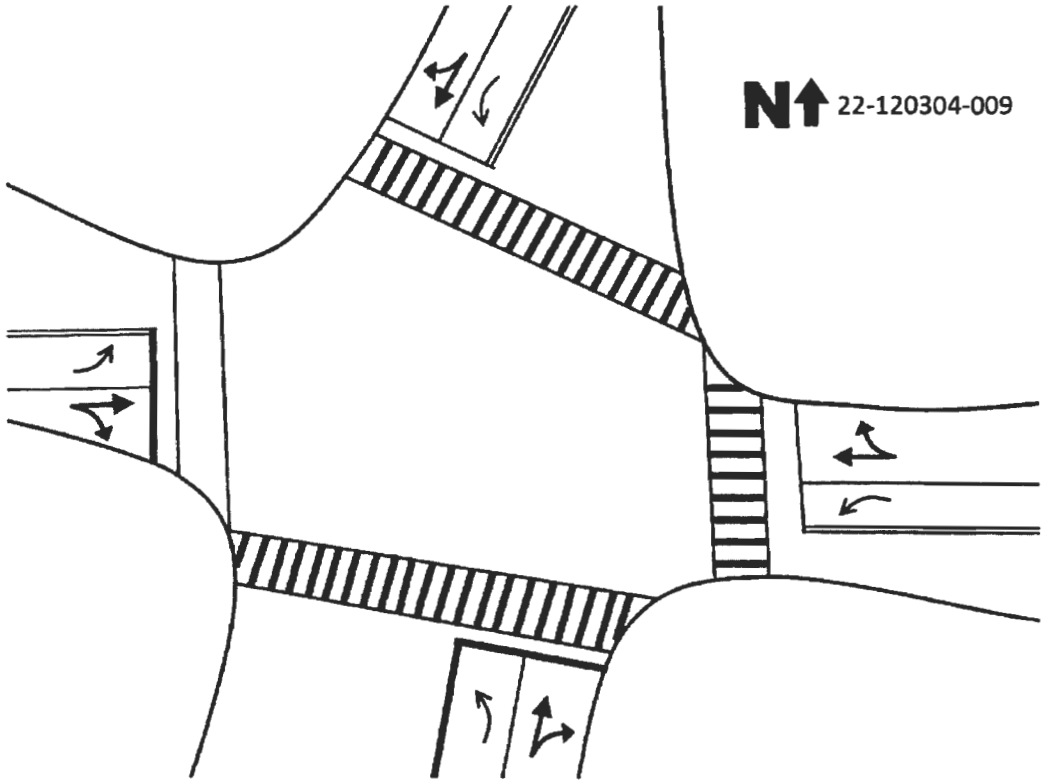
Report generated on 3/14/2022 1:51 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

National Data & Surveying Services

N↑ | N/S Street: **US 301/SR 35/Treiman Blvd** | Speed: **N/A**

E/W Street: **SR 50/Cortez Blvd** | Speed: **60 MPH**



Site Code: **22-120304-009**

Date: **6/21/2022**

Weather: **Sunny**

City: **Brooksville**

County: **Hernando**

Count Times: **16:00 – 18:00**

Control: **Signalized**

Phase	1	2	3
ST/NT	00:34	01:03	00:41
NT/NL	00:16	-	00:23
ET/WT	01:03	00:28	00:33
ET/EL	-	00:13	00:27
WL/WT	-	00:40	00:18

Prepared by National Data & Surveying Services

US 301/SR 35/Treiman Blvd & SR 50/Cortez Blvd

Peak Hour Turning Movement Count

ID: 22-120304-009
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS

AM	NONE
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	4:00 PM - 06:00 PM

US 301/SR 35/Treiman Blvd

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	43	146	10	1	270	PM

EASTBOUND (SR 50/Cortez Blvd)

AM	NOON	PM	
0	0	304	⇦
0	0	0	↶ 0
0	0	48	↱ 0
0	0	196	→ 0
0	0	44	↳ 0

WESTBOUND (SR 50/Cortez Blvd)

PM	NOON	AM	
15	0	0	0 ↰
219	0	0	0 ←
60	0	0	0 ↶
0	0	0	0 ↳
246	0	0	⇨

CONTROL: Signalized

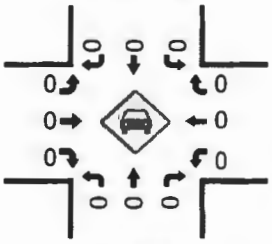
	AM	NOON	PM
TEV	0	0	1070
PHF			0.89

PM	250	0	42	206	40	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

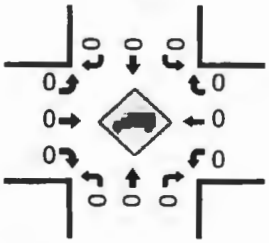
NORTHBOUND

US 301/SR 35/Treiman Blvd

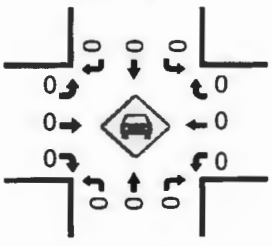
Cars (AM)



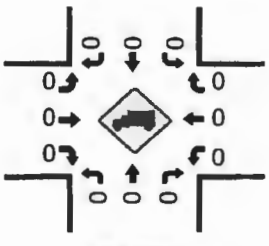
HT (AM)



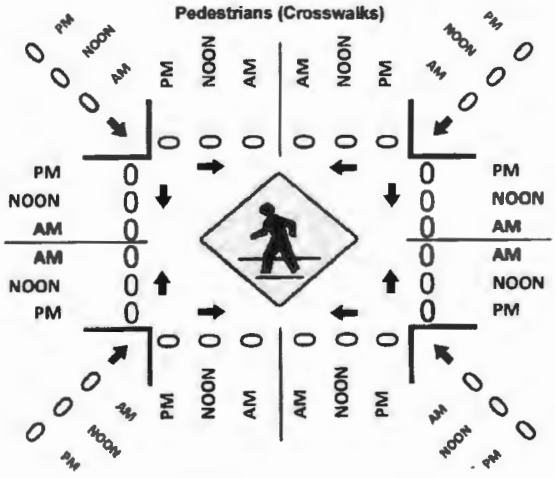
Cars (NOON)



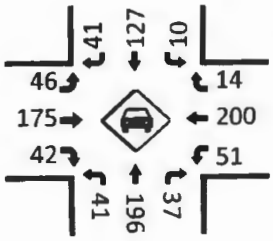
HT (NOON)



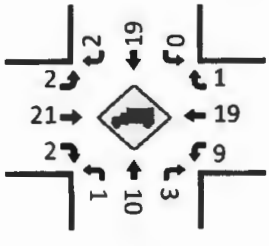
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)

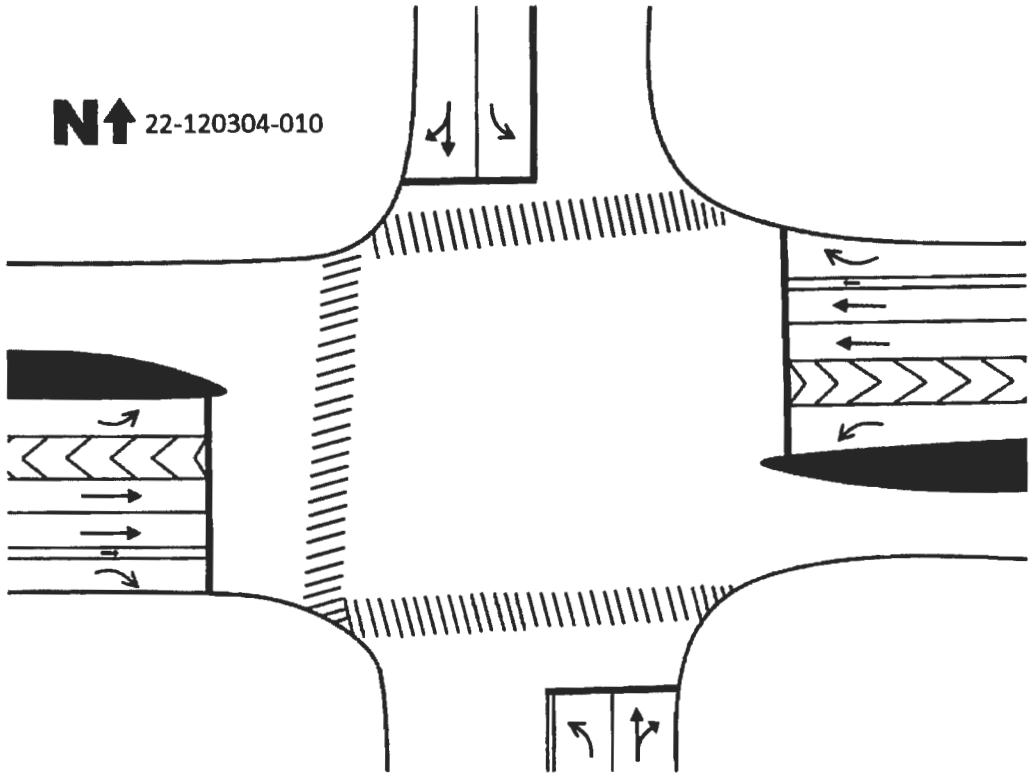


National Data & Surveying Services

Site Code:	**22-120304-010**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**Signalized**

Phase	1	2	3
ST	00:15	-	-
ET/WT	02:47	01:46	00:47
NL	-	00:11	00:14

N↑ | N/S Street: **SR 581/S Main St/Mitchell Rd** | Speed: **35 MPH**



E/W Street: **SR 50/Cortez Blvd/Melendez Rd** | Speed: **50 MPH**

Prepared by National Data & Surveying Services

SR 581/S Main St/Mitchell Rd & SR 50/Cortez Blvd/Melendez Rd

Peak Hour Turning Movement Count

ID: 22-120304-010
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS

AM	NONE
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	NONE
NOON	NONE
PM	4:00 PM - 06:00 PM

SR 581/S Main St/Mitchell Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	96	2	12	0	81	PM

EASTBOUND — SR 50/Cortez Blvd/Melendez Rd

AM	NOON	PM	
0	0	976	
0	0	2	0
0	0	71	0
0	0	898	0
0	0	12	0

WESTBOUND — SR 50/Cortez Blvd/Melendez Rd

PM	NOON	AM	
9	0	0	0
864	0	0	0
2	0	0	0
1	0	0	0
913	0	0	

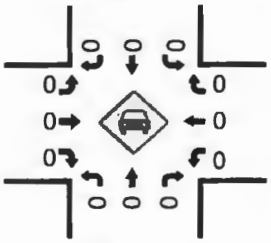
CONTROL: Signalized

TEV	0 AM	0 NOON	1986 PM
PHF			0.95

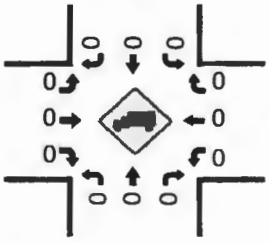
NORTHBOUND — SR 581/S Main St/Mitchell Rd

PM	16	0	14	1	2
NOON	0	0	0	0	0
AM	0	0	0	0	0

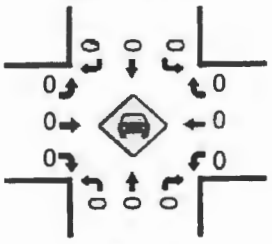
Cars (AM)



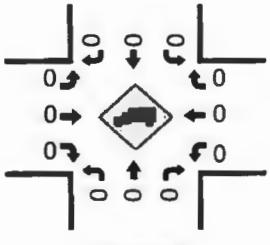
HT (AM)



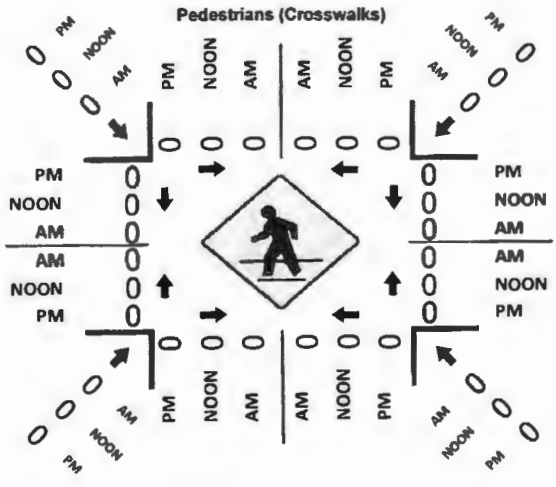
Cars (NOON)



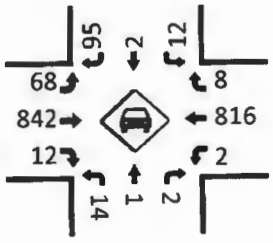
HT (NOON)



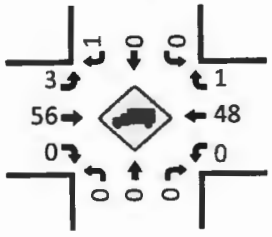
Pedestrians (Crosswalks)



Cars (PM)



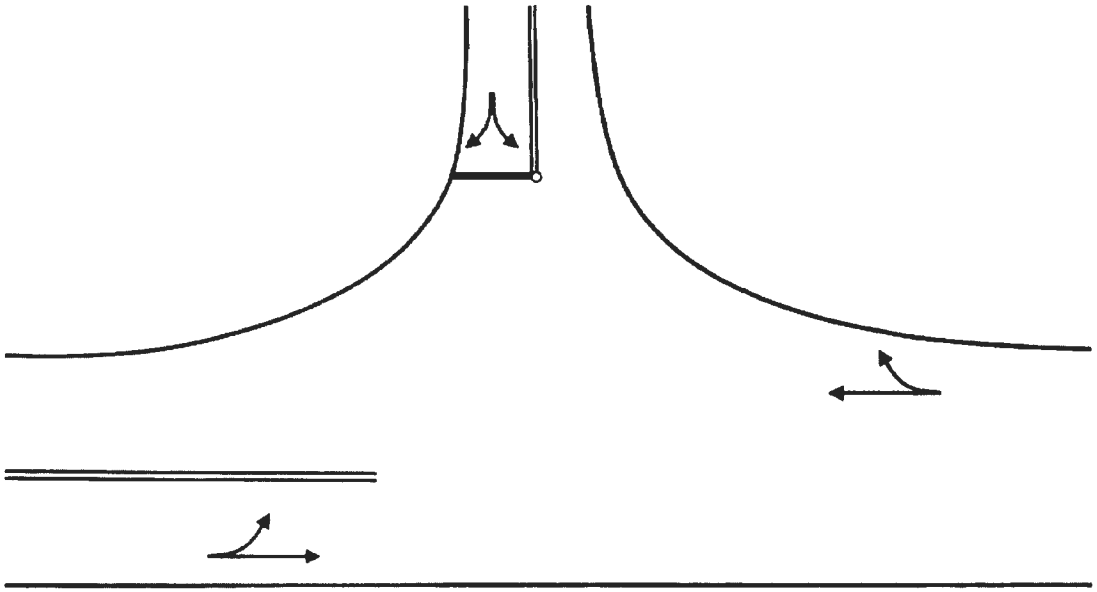
HT (PM)



National Data & Surveying Services

Site Code:	**22-120304-012**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**No Control**

N↑ | N/S Street: **Kettering Rd** | Speed: **30 MPH**



E/W Street: **Power Line Rd** | Speed: **N/A**

N↑ 22-120304-012

Prepared by National Data & Surveying Services

Kettering Rd & Power Line Rd

Peak Hour Turning Movement Count

ID: 22-120304-012
City: Brooksville

Day: Tuesday
Date: 6/21/2022

PEAK HOURS

AM: NONE
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: NONE
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Kettering Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	12	0	2	1	30	PM

EASTBOUND (Power Line Rd)

AM	NOON	PM	
0	0	14	⇦
0	0	0	↶ 0
0	0	26	↱ 0
0	0	4	→ 0
0	0	0	↴ 0
AM	NOON	PM	

WESTBOUND (Power Line Rd)

PM	NOON	AM	
3	0	0	0 ↰
2	0	0	0 ←
0	0	0	0 ↶
0	0	0	0 ↶
6	0	0	⇨
PM	NOON	AM	

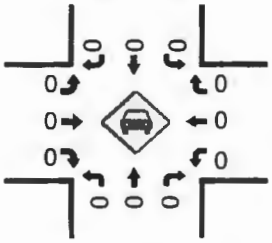
CONTROL: No Control

TEV	0 AM	0 NOON	50 PM
PHF			0.50

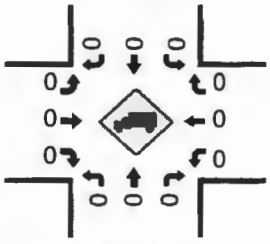
NORTHBOUND (Kettering Rd)

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

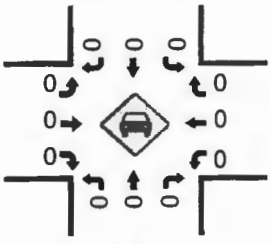
Cars (AM)



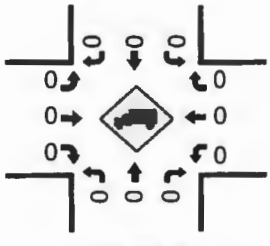
HT (AM)



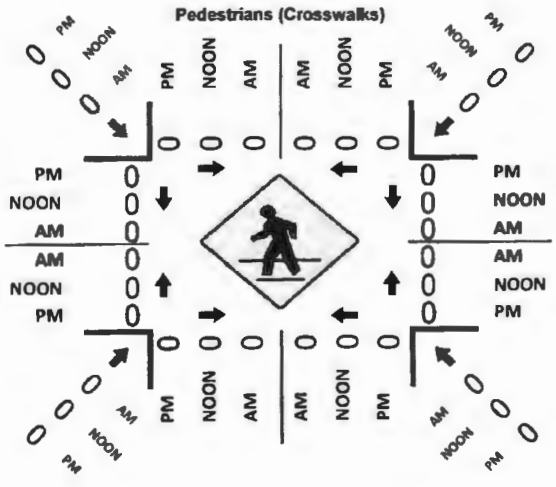
Cars (NOON)



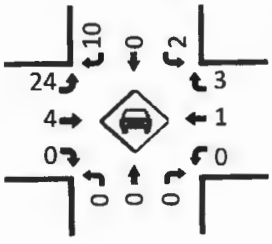
HT (NOON)



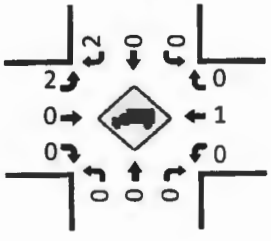
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)

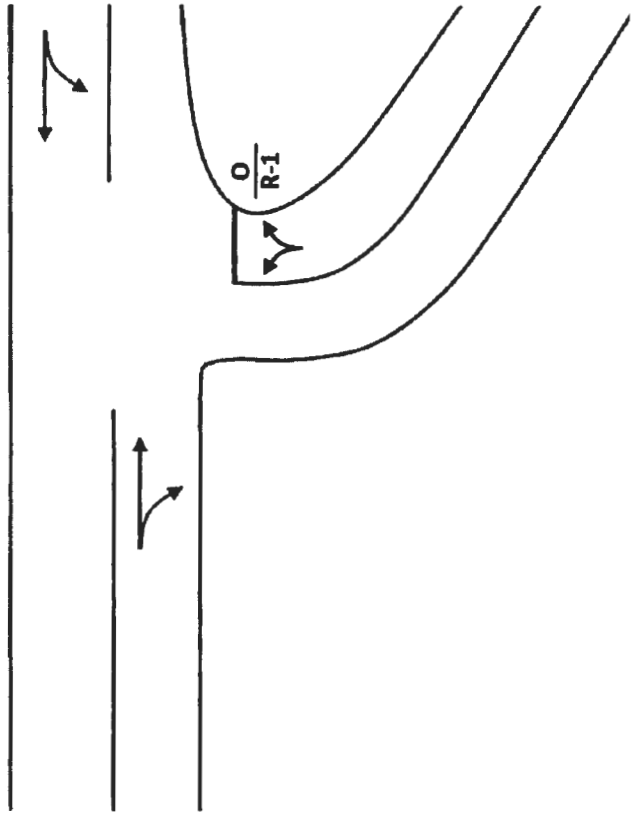


National Data & Surveying Services

Site Code:	**22-120304-013**
Date:	**6/21/2022**
Weather:	**Sunny**
City:	**Brooksville**
County:	**Hernando**
Count Times:	**16:00 – 18:00**
Control:	**1-Way Stop(WB)**

N↑ N/S Street: **Lockhart Rd** | Speed: **30 MPH**

N↑ 22-120304-013

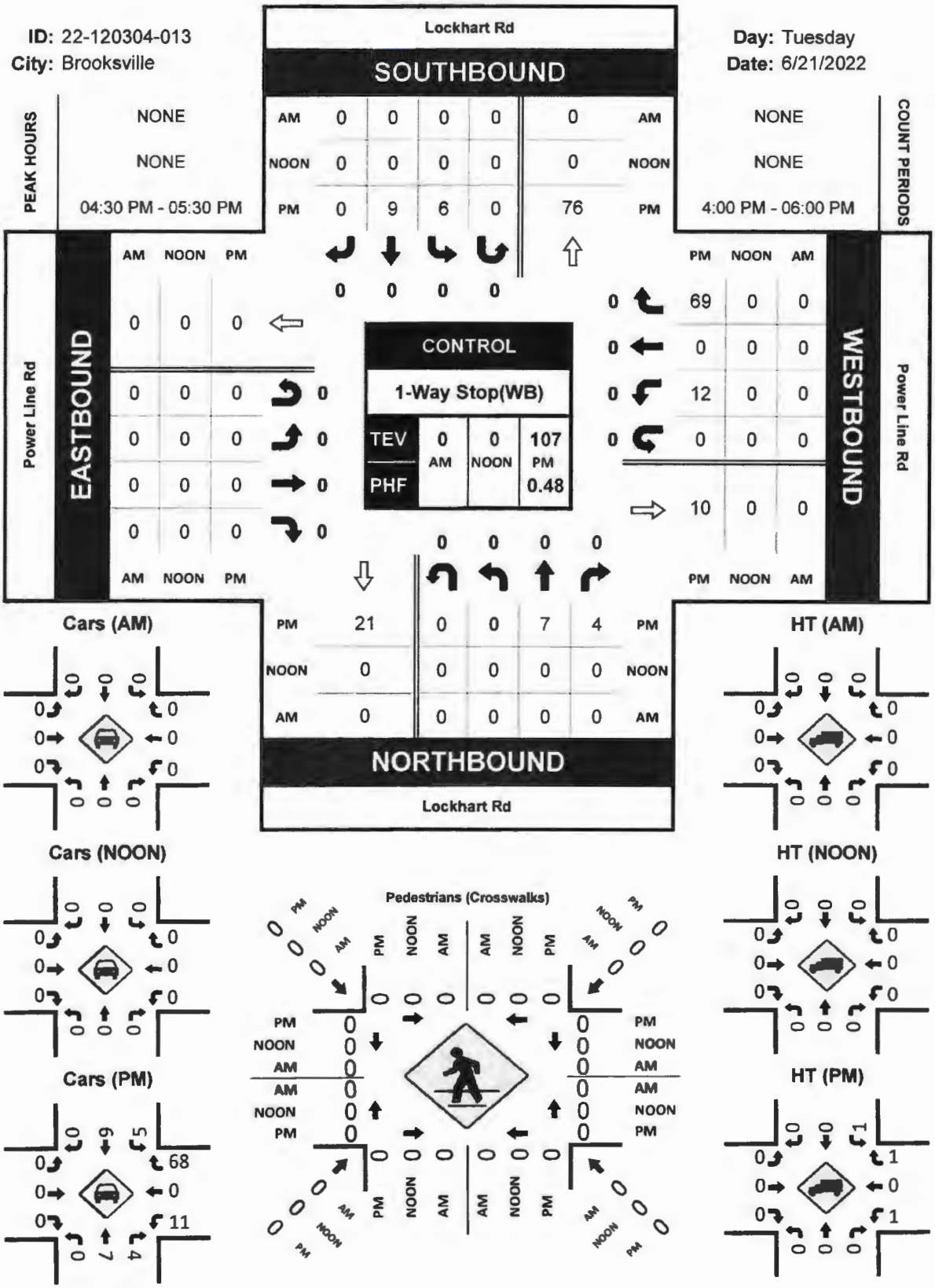


E/W Street: **Power Line Rd** | Speed: **N/A**

Prepared by National Data & Surveying Services

Lockhart Rd & Power Line Rd

Peak Hour Turning Movement Count



FDOT PEAK SEASON ADJUSTMENT FACTORS

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 0800 HERNANDO COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.95	0.98
2	01/03/2021 - 01/09/2021	1.02	1.05
3	01/10/2021 - 01/16/2021	1.08	1.11
4	01/17/2021 - 01/23/2021	1.07	1.10
5	01/24/2021 - 01/30/2021	1.06	1.09
6	01/31/2021 - 02/06/2021	1.06	1.09
7	02/07/2021 - 02/13/2021	1.05	1.08
8	02/14/2021 - 02/20/2021	1.04	1.07
9	02/21/2021 - 02/27/2021	1.02	1.05
10	02/28/2021 - 03/06/2021	1.01	1.04
11	03/07/2021 - 03/13/2021	0.99	1.02
12	03/14/2021 - 03/20/2021	0.98	1.01
13	03/21/2021 - 03/27/2021	0.98	1.01
14	03/28/2021 - 04/03/2021	0.98	1.01
15	04/04/2021 - 04/10/2021	0.98	1.01
16	04/11/2021 - 04/17/2021	0.98	1.01
17	04/18/2021 - 04/24/2021	0.98	1.01
18	04/25/2021 - 05/01/2021	0.98	1.01
19	05/02/2021 - 05/08/2021	0.98	1.01
20	05/09/2021 - 05/15/2021	0.98	1.01
21	05/16/2021 - 05/22/2021	0.98	1.01
22	05/23/2021 - 05/29/2021	0.99	1.02
23	05/30/2021 - 06/05/2021	0.99	1.02
24	06/06/2021 - 06/12/2021	0.99	1.02
25	06/13/2021 - 06/19/2021	1.00	1.03
26	06/20/2021 - 06/26/2021	1.01	1.04
27	06/27/2021 - 07/03/2021	1.02	1.05
28	07/04/2021 - 07/10/2021	1.04	1.07
29	07/11/2021 - 07/17/2021	1.05	1.08
30	07/18/2021 - 07/24/2021	1.05	1.08
31	07/25/2021 - 07/31/2021	1.05	1.08
32	08/01/2021 - 08/07/2021	1.05	1.08
33	08/08/2021 - 08/14/2021	1.05	1.08
34	08/15/2021 - 08/21/2021	1.05	1.08
35	08/22/2021 - 08/28/2021	1.05	1.08
36	08/29/2021 - 09/04/2021	1.04	1.07
37	09/05/2021 - 09/11/2021	1.04	1.07
38	09/12/2021 - 09/18/2021	1.03	1.06
39	09/19/2021 - 09/25/2021	1.02	1.05
*40	09/26/2021 - 10/02/2021	1.00	1.03
*41	10/03/2021 - 10/09/2021	0.99	1.02
*42	10/10/2021 - 10/16/2021	0.97	1.00
*43	10/17/2021 - 10/23/2021	0.97	1.00
*44	10/24/2021 - 10/30/2021	0.97	1.00
*45	10/31/2021 - 11/06/2021	0.96	0.99
*46	11/07/2021 - 11/13/2021	0.96	0.99
*47	11/14/2021 - 11/20/2021	0.96	0.99
*48	11/21/2021 - 11/27/2021	0.95	0.98
*49	11/28/2021 - 12/04/2021	0.95	0.98
*50	12/05/2021 - 12/11/2021	0.95	0.98
*51	12/12/2021 - 12/18/2021	0.95	0.98
*52	12/19/2021 - 12/25/2021	1.02	1.05
53	12/26/2021 - 12/31/2021	1.08	1.11

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 7_0800_PKSEASON.TXT

CORTEZ BOULEVARD PAVEMENT MAKING PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 416732-4-52-01

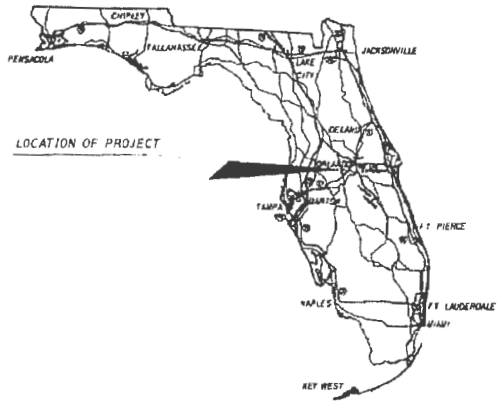
(FEDERAL FUNDS)

HERNANDO COUNTY (08070 & 08120)

STATE ROAD NO. 50

FROM WINDMERE ROAD/BRONSON BOULEVARD TO EAST OF US 98/MCKETHAN RD

SIGNING AND PAVEMENT MARKING PLANS



LOCATION OF PROJECT

INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.		SHEET DESCRIPTION
S-1		KEY SHEET
S-2		SIGNATURE SHEET
(5) S-2A		SIGNATURE SHEET
S-3	S-12A	TABULATION OF QUANTITIES
S-13		GENERAL NOTES
S-14	S-48	PAVEMENT MARKING PLAN
S-49	S-83	SIGNING PLAN
S-83	S-88	GUIDE SIGN WORKSHEET
S-89		SIGN CROSS SECTION
S-90		CANTILEVER SIGN DETAIL
S-91		REPORT OF CORE BORINGS

SIGNING AND PAVEMENT MARKING PLANS

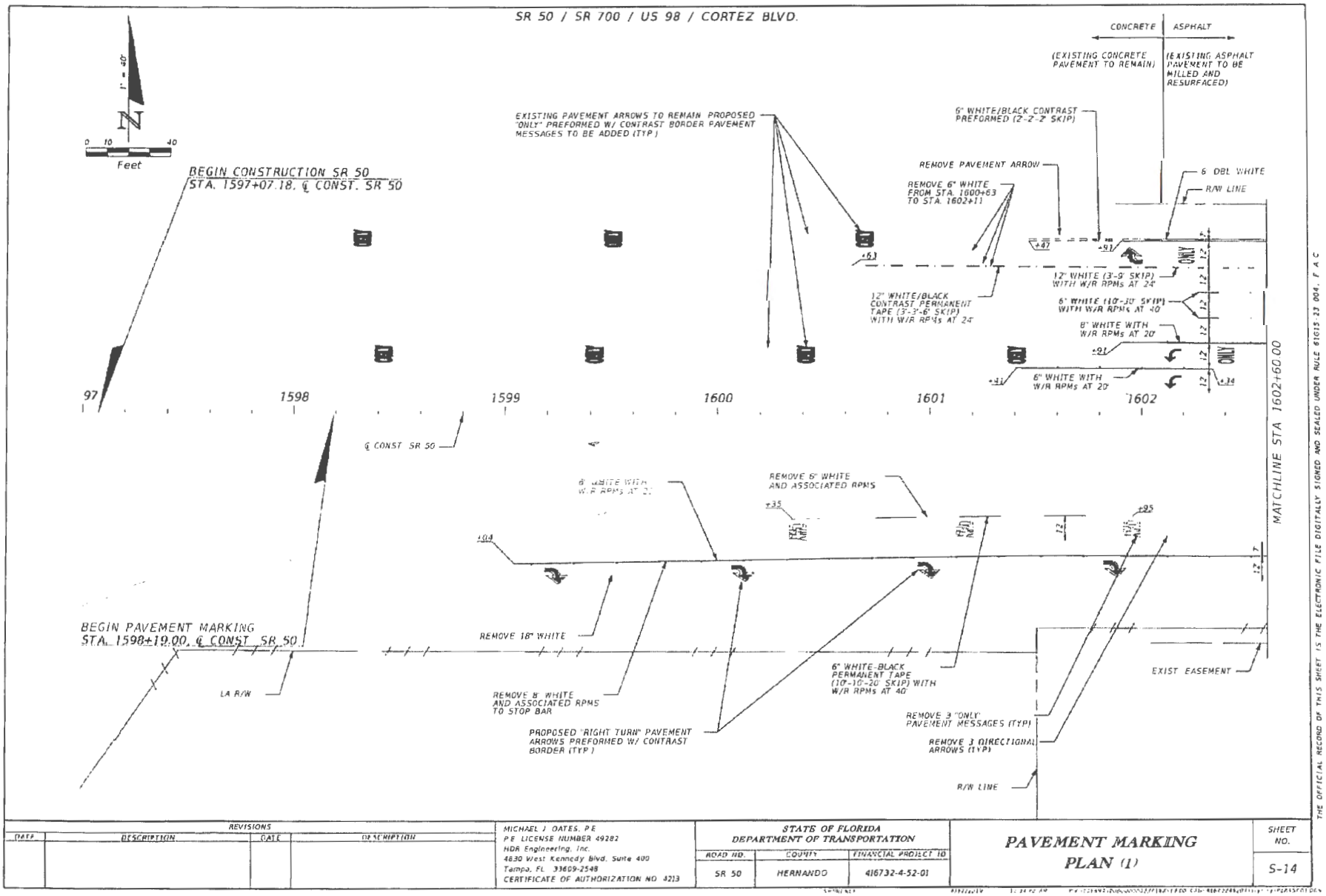
MICHAEL J. OATES, P.E.
P.E. NO. 49702
HDR ENGINEERING, INC.
4830 W KENNEDY BLVD.
SUITE 400
TAMPA, FL 33609-2548
(813) 282-2300
CONTRACT NO. C-9F51
VENDOR NO. VF-470690569
CERTIFICATE OF AUTHORIZATION 4213

FDOT PROJECT MANAGER:
KEVIN LEE

KEY SHEET REVISIONS	
DATE	DESCRIPTION
6/16/21	(5) ADDED SHEET NUMBER S-2A TO INDEX.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO
T7396	20	S-1

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 3213

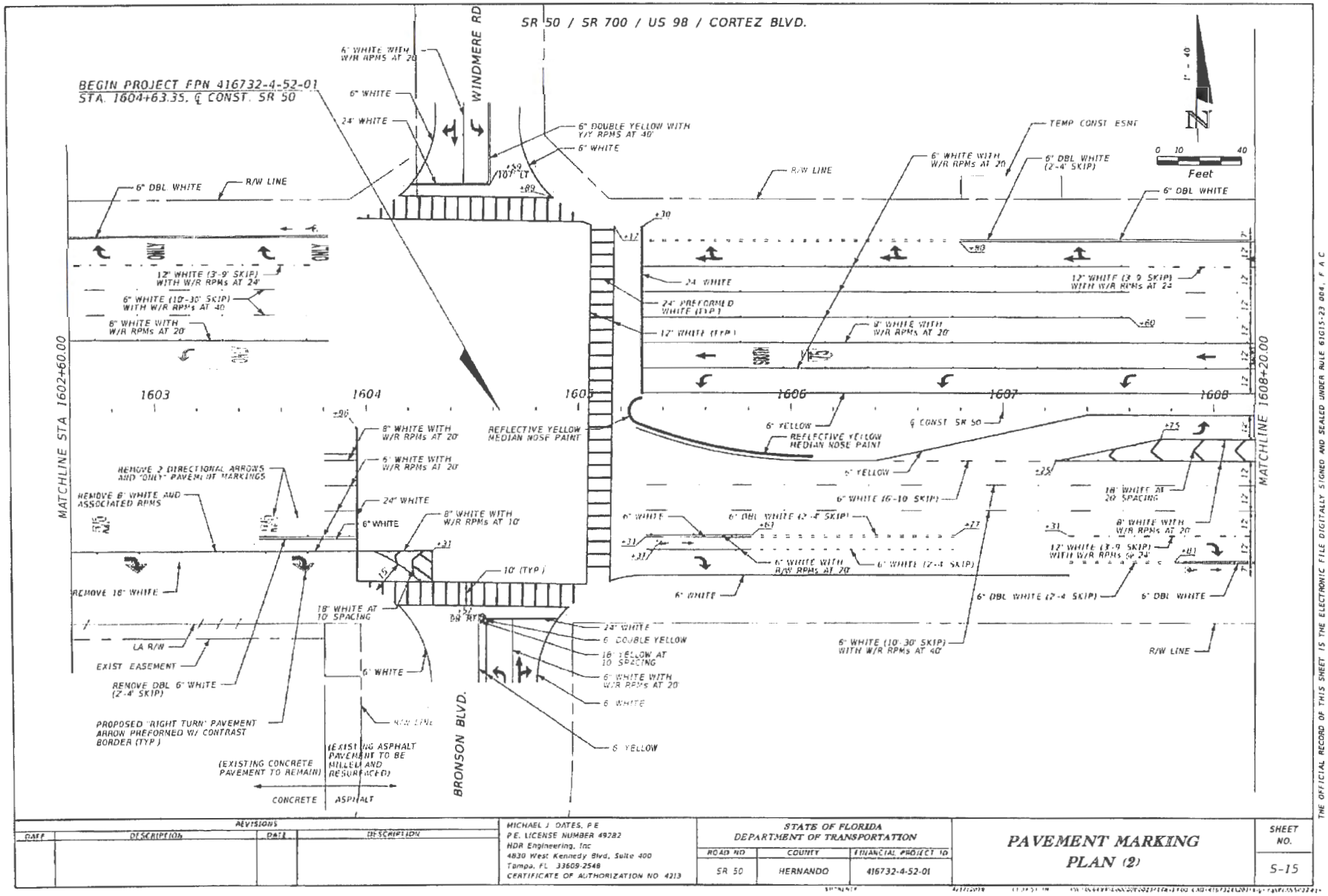
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (1)

SHEET NO. S-14

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

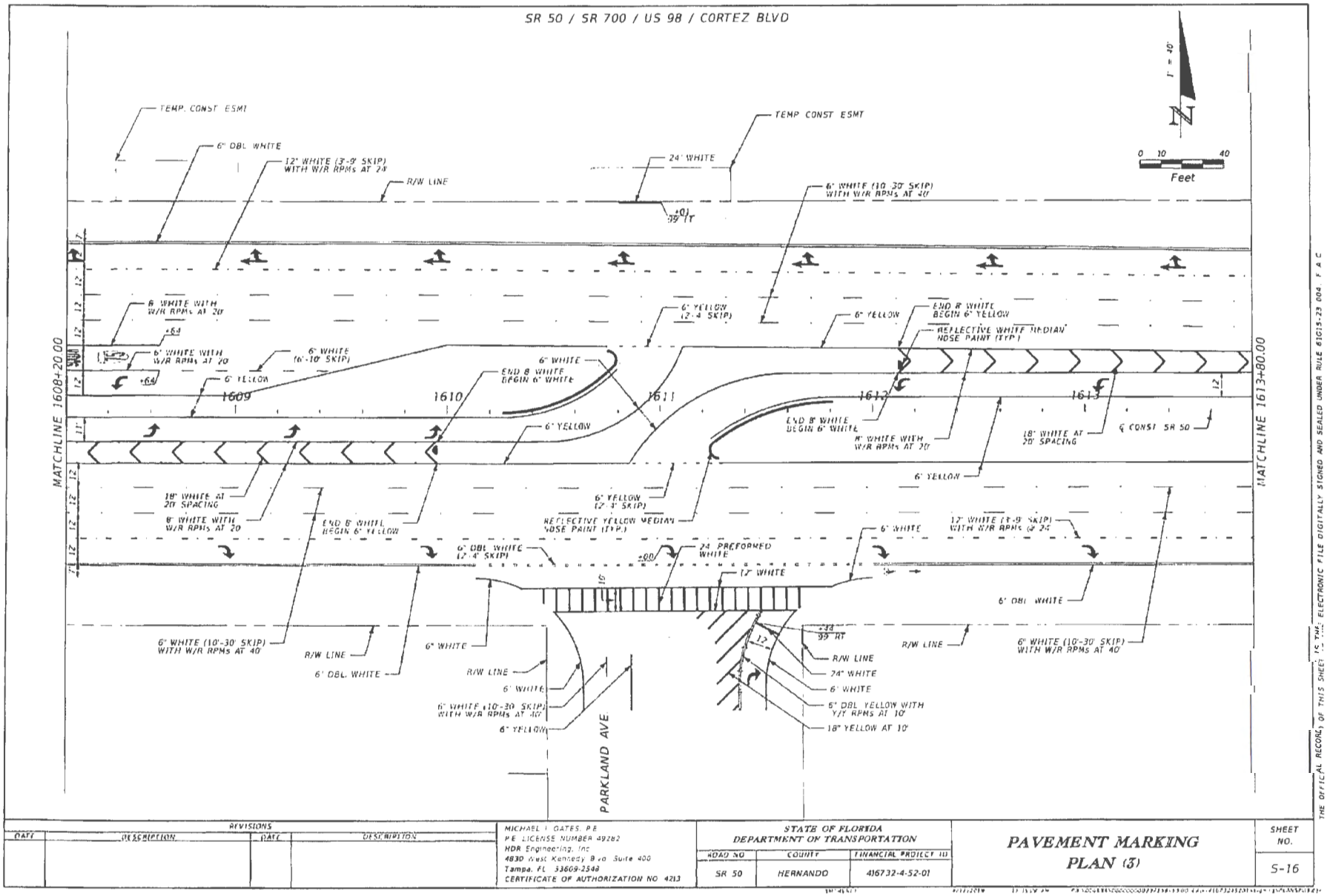
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (2)

SHEET NO. 5-15

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL I. GATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

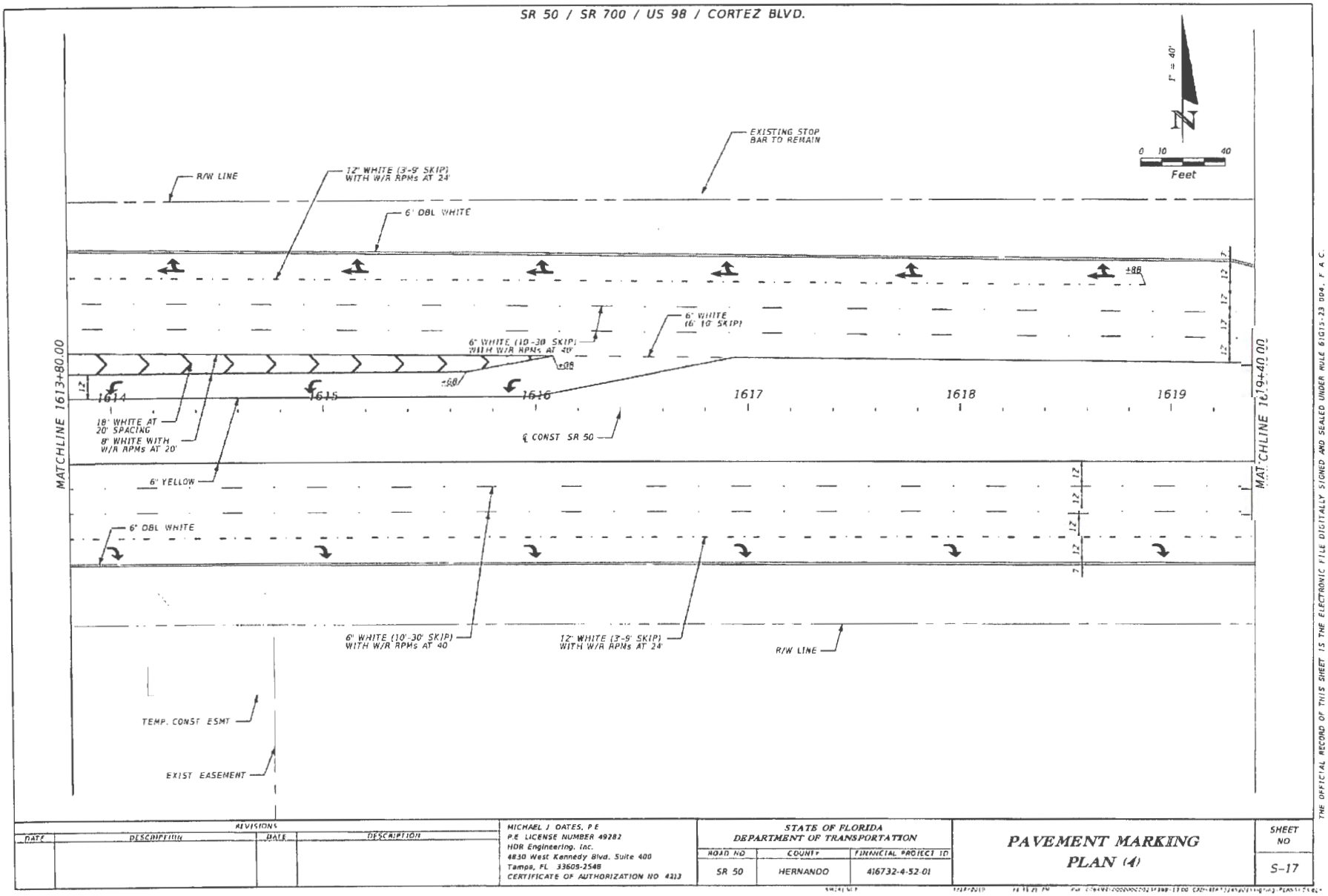
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (3)

SHEET NO. S-16

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

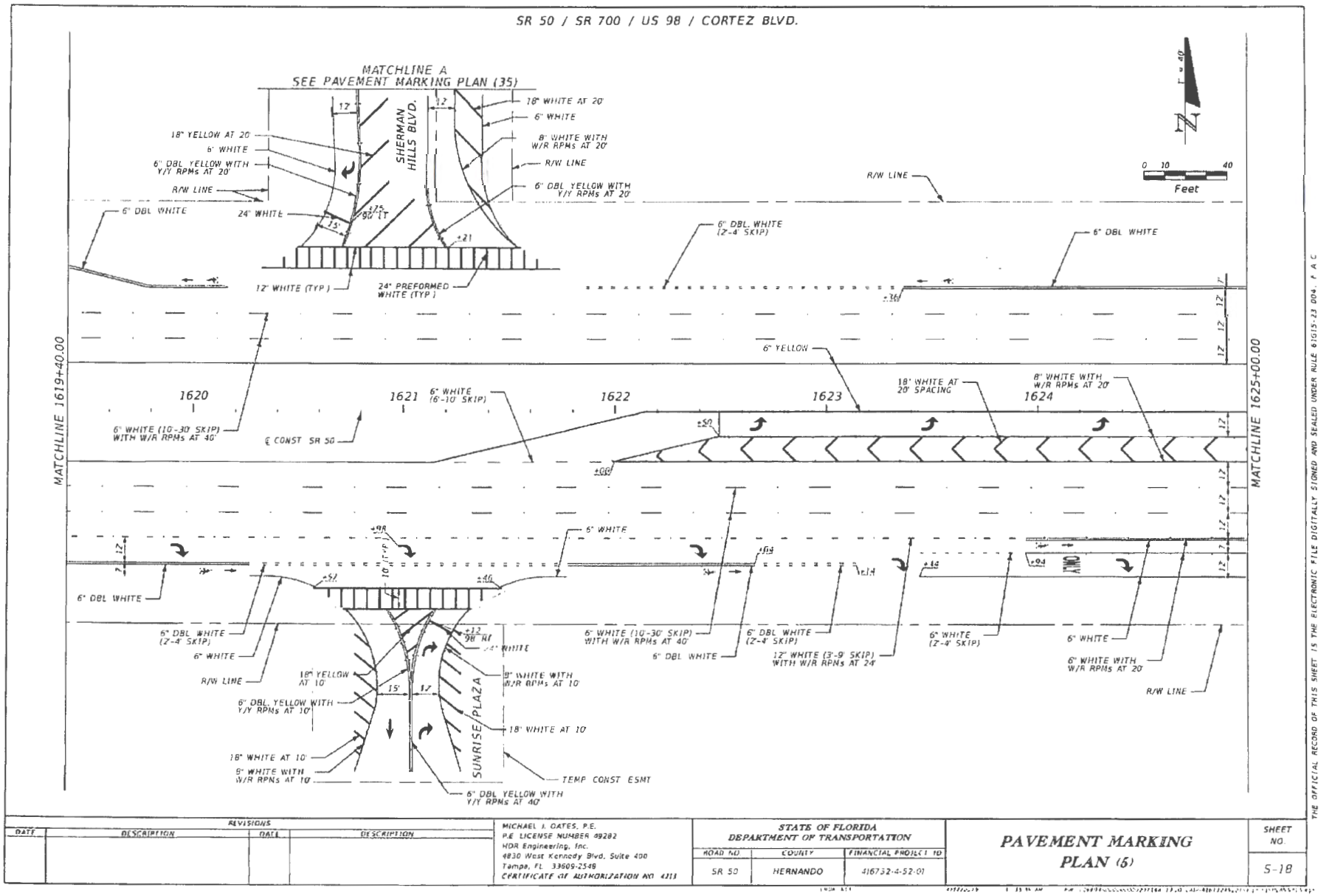
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (4)

SHEET NO
S-17

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4313

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (5)

SHEET NO. 5-18

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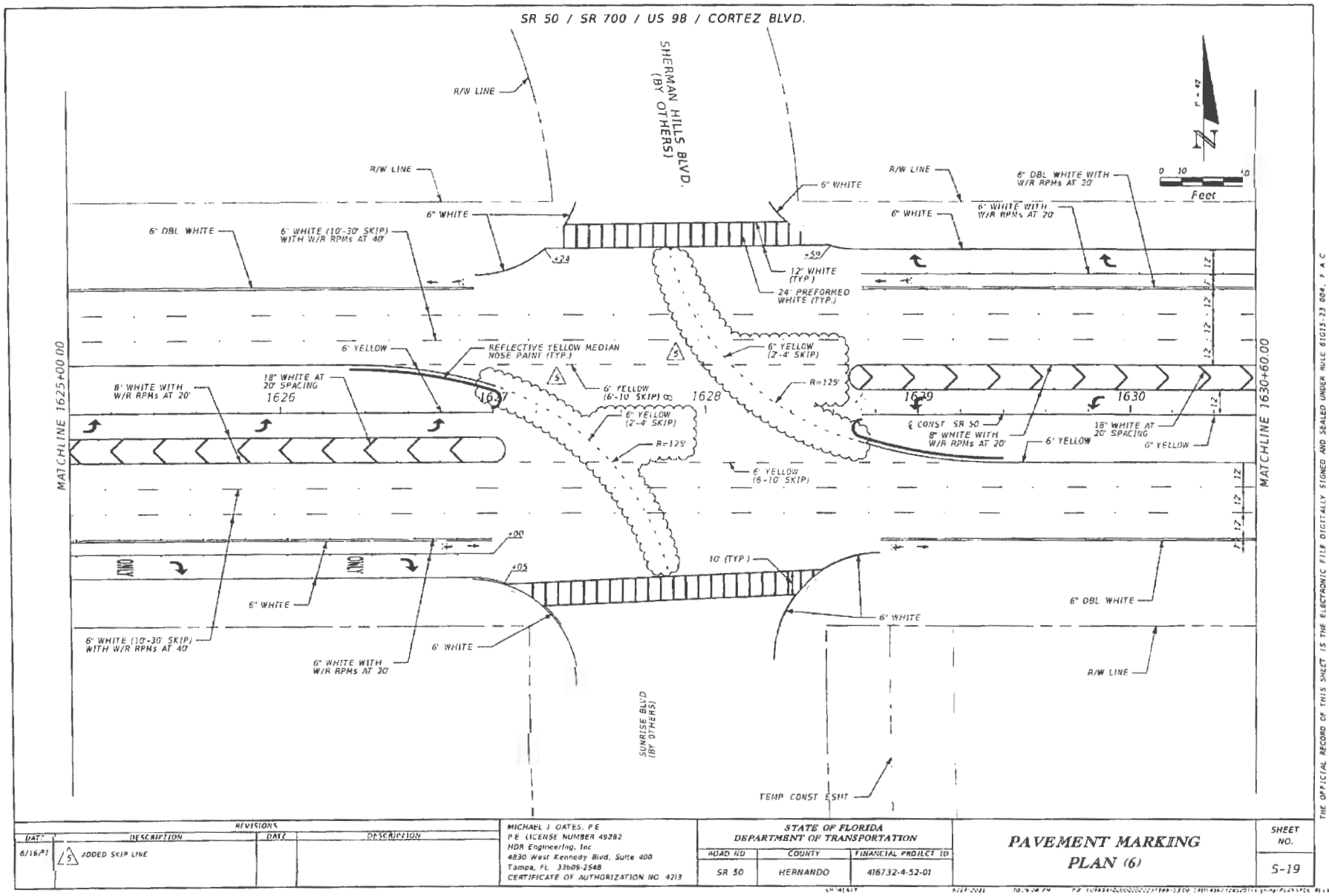

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DATE	DESCRIPTION	DATE	DESCRIPTION
6/16/21	5 ADDED SKIP LINE		

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CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (6)

SHEET NO. 5-19

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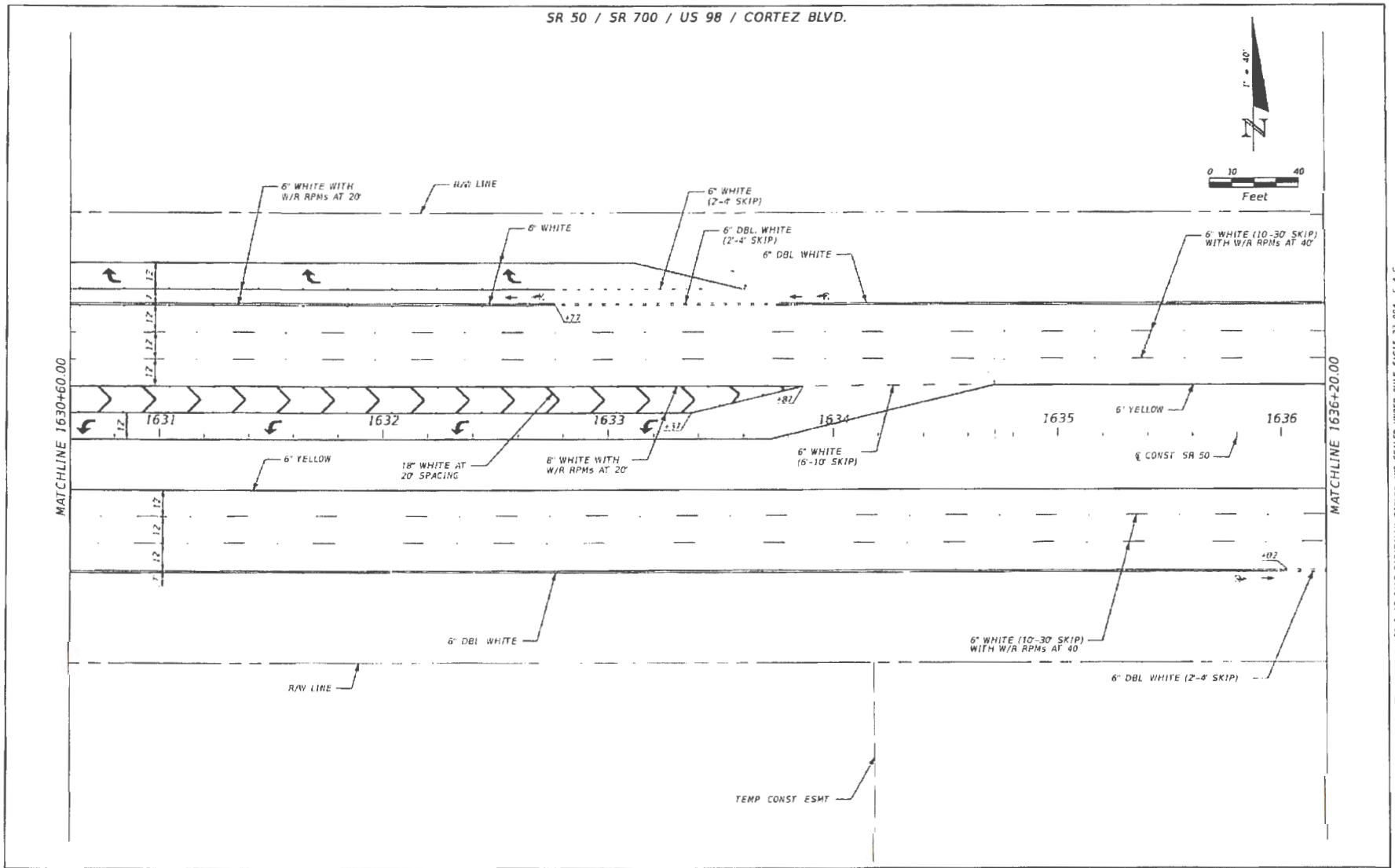

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Tampa, FL 33609-2548
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (7)

SHEET NO
S-20

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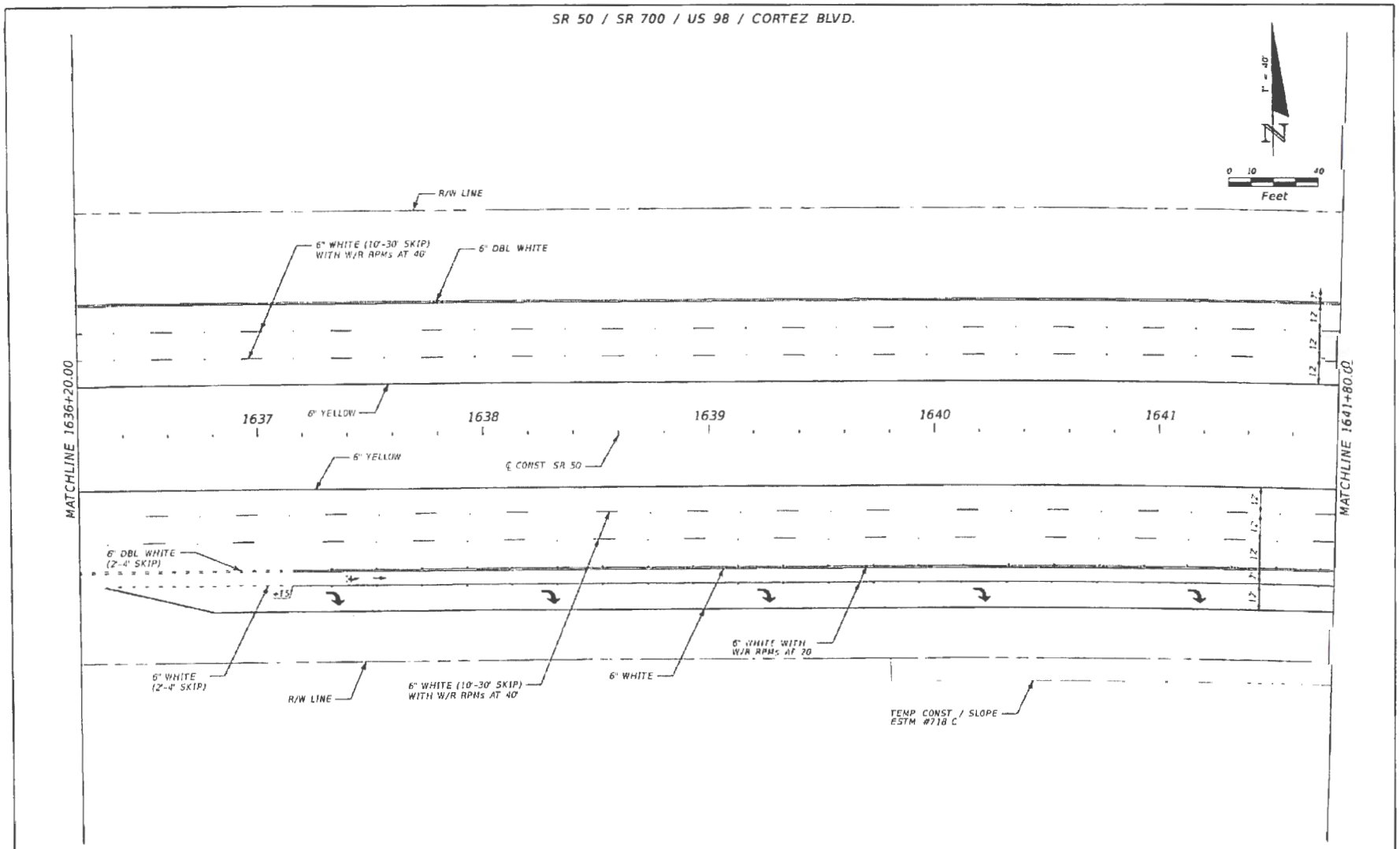

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (8)

SHEET NO. S-21

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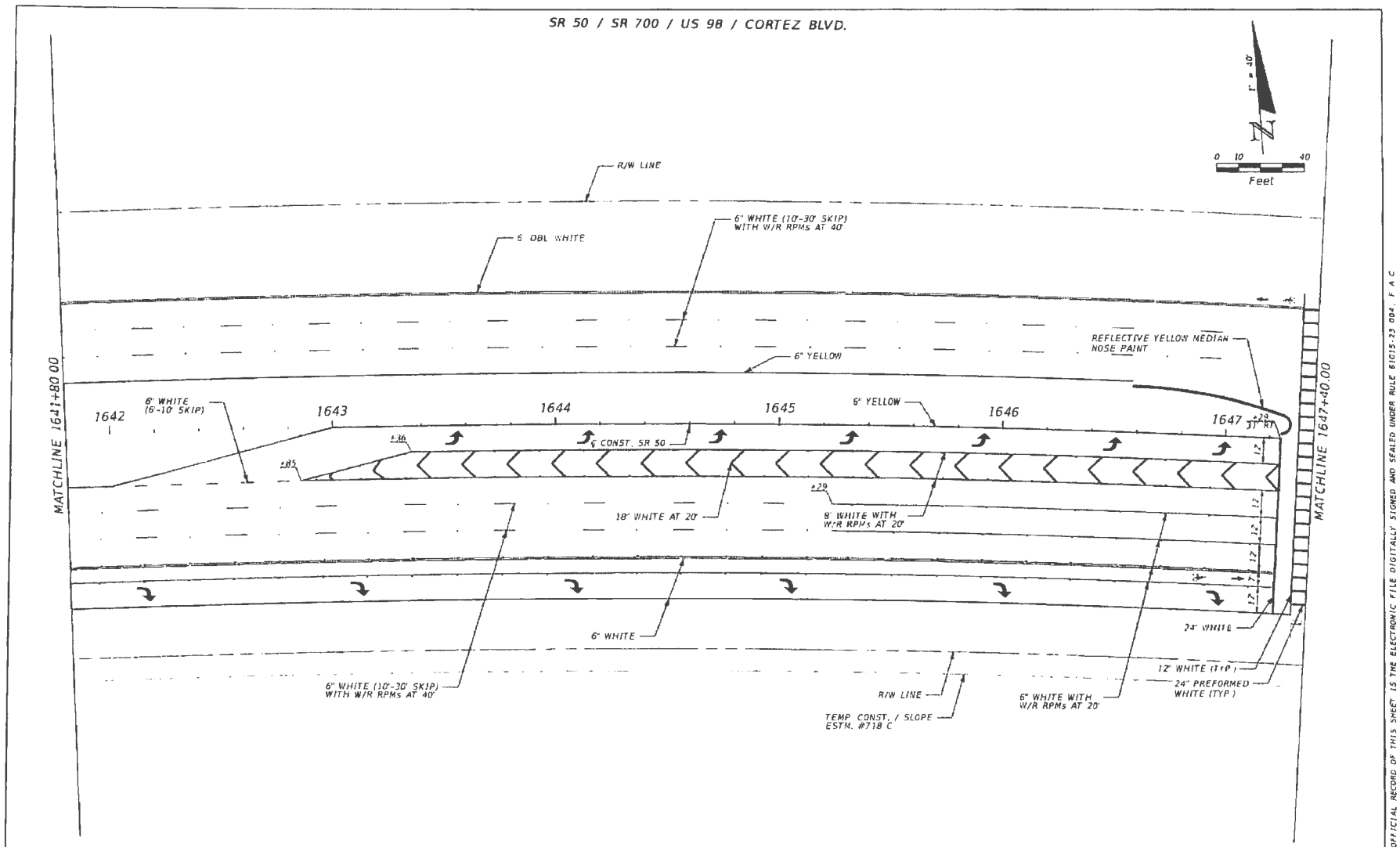

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Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (9)

SHEET NO. S-22

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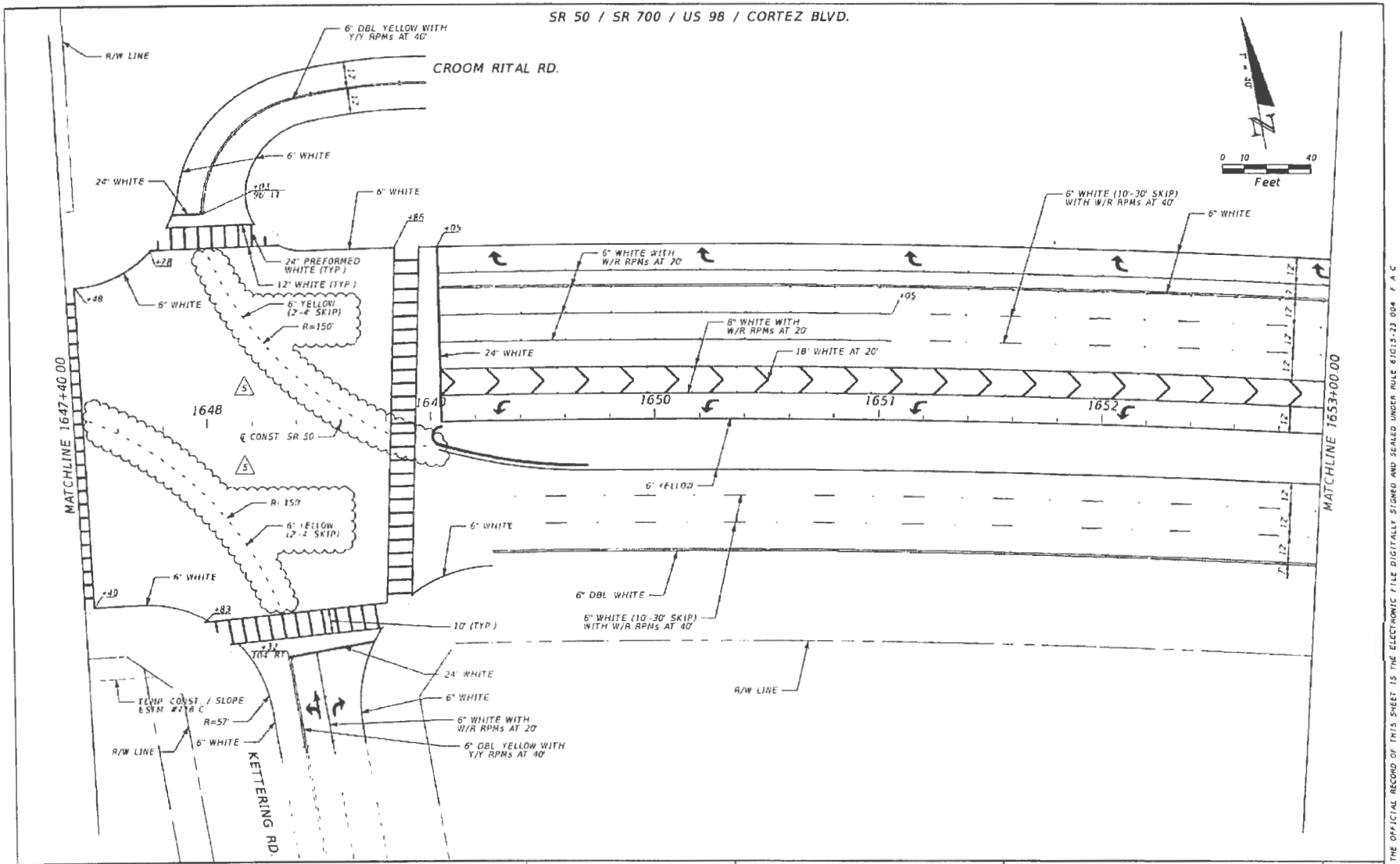

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P.E. LICENSE NUMBER 49282
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (10)

SHEET NO. S-23

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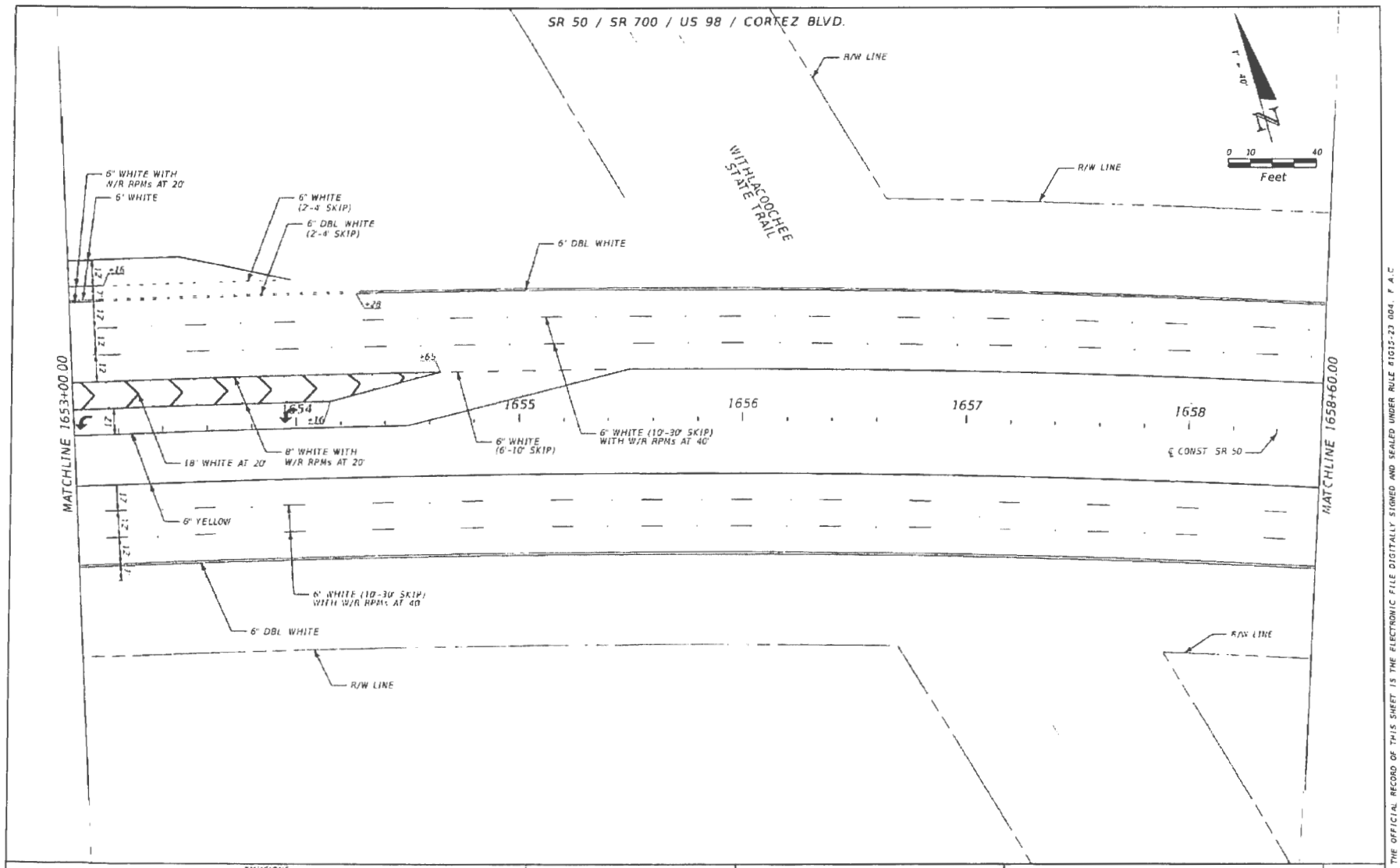

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FL LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2349
CERTIFICATE OF AUTHORIZATION NO. 4213

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (11)

SHEET NO. 5-24

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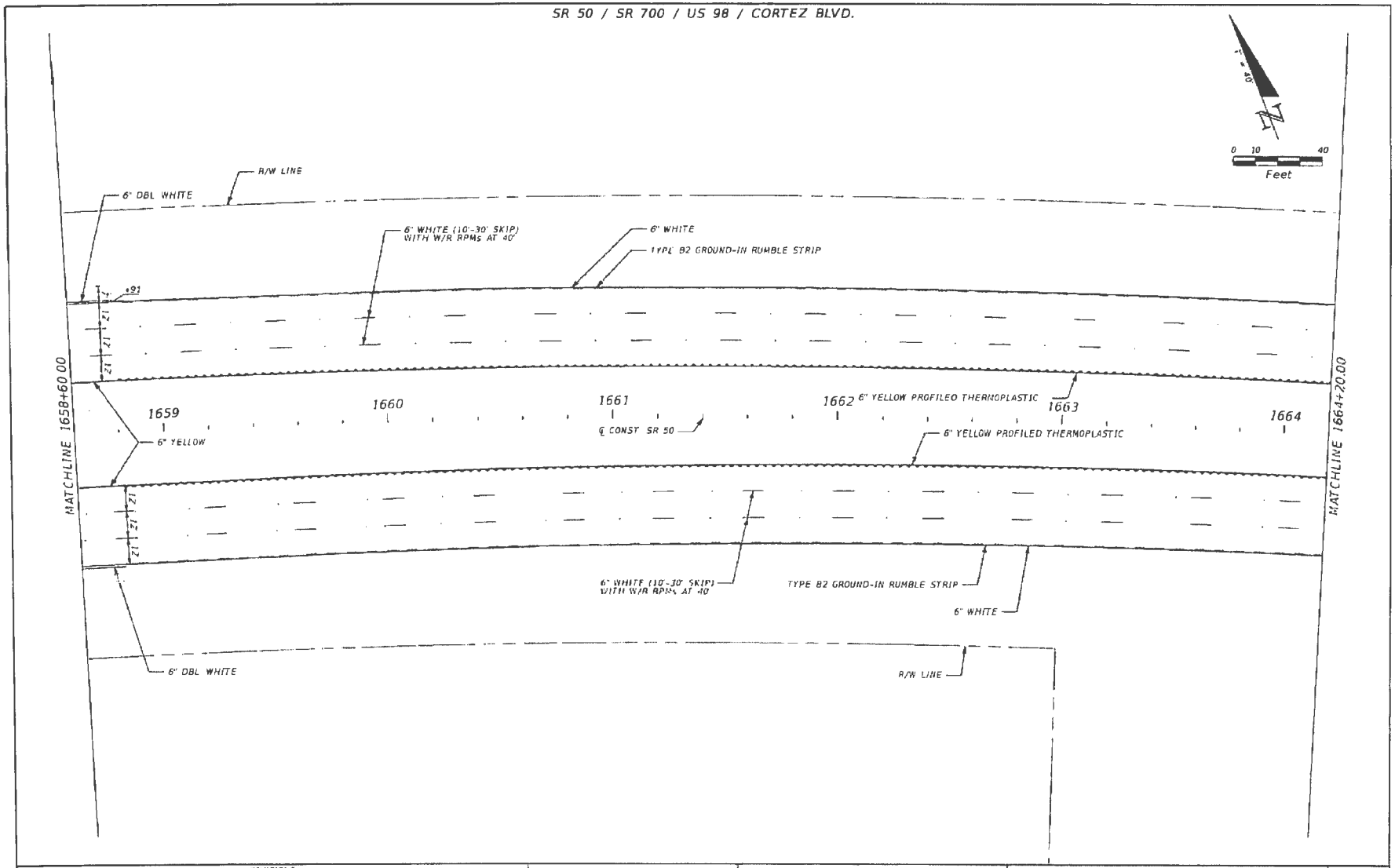

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P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4215

STATE OF FLORIDA
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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (12)

SHEET NO. S-25

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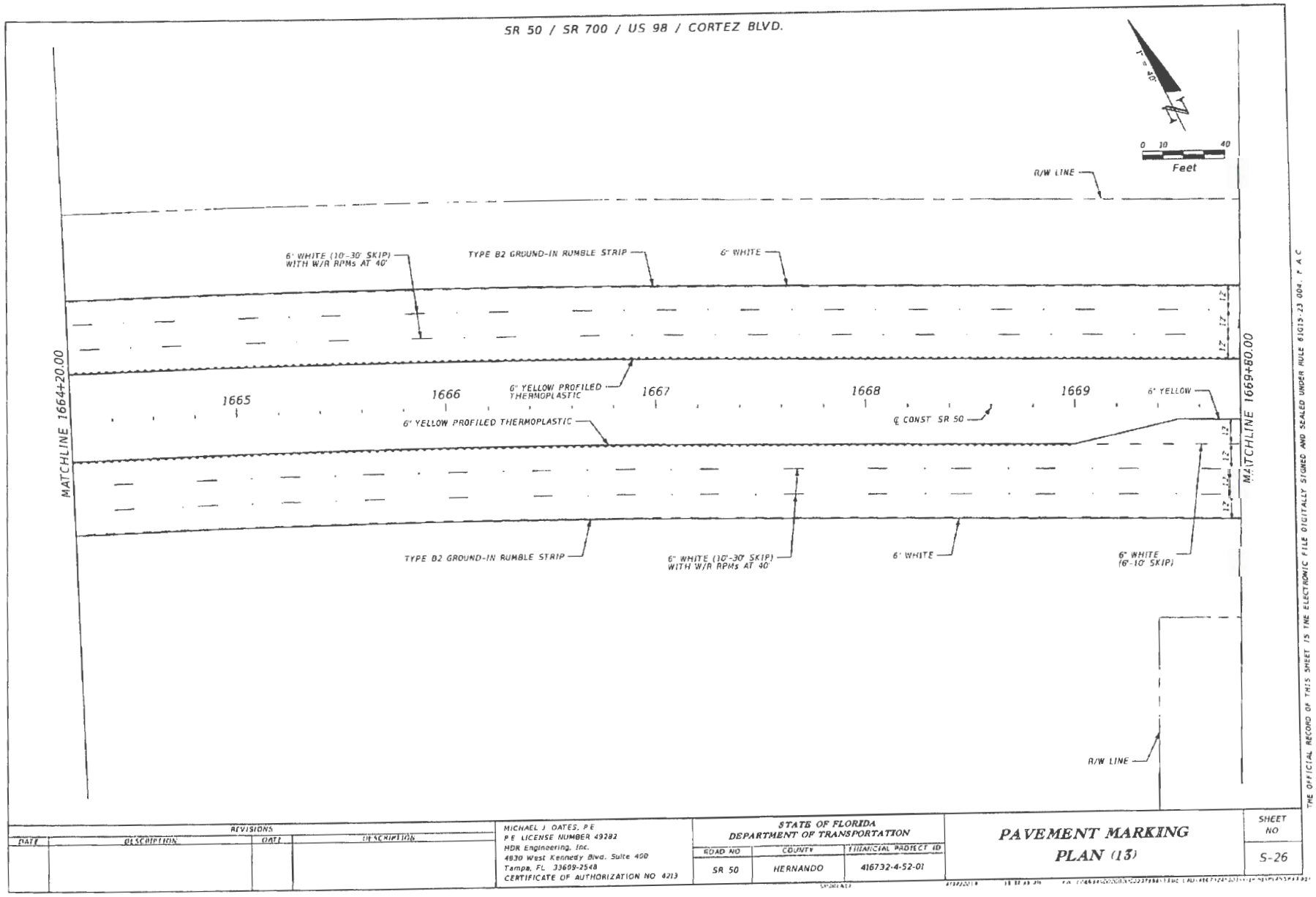

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MICHAEL J OATES, P E
P E LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

STATE OF FLORIDA
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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (13)

SHEET NO
S-26

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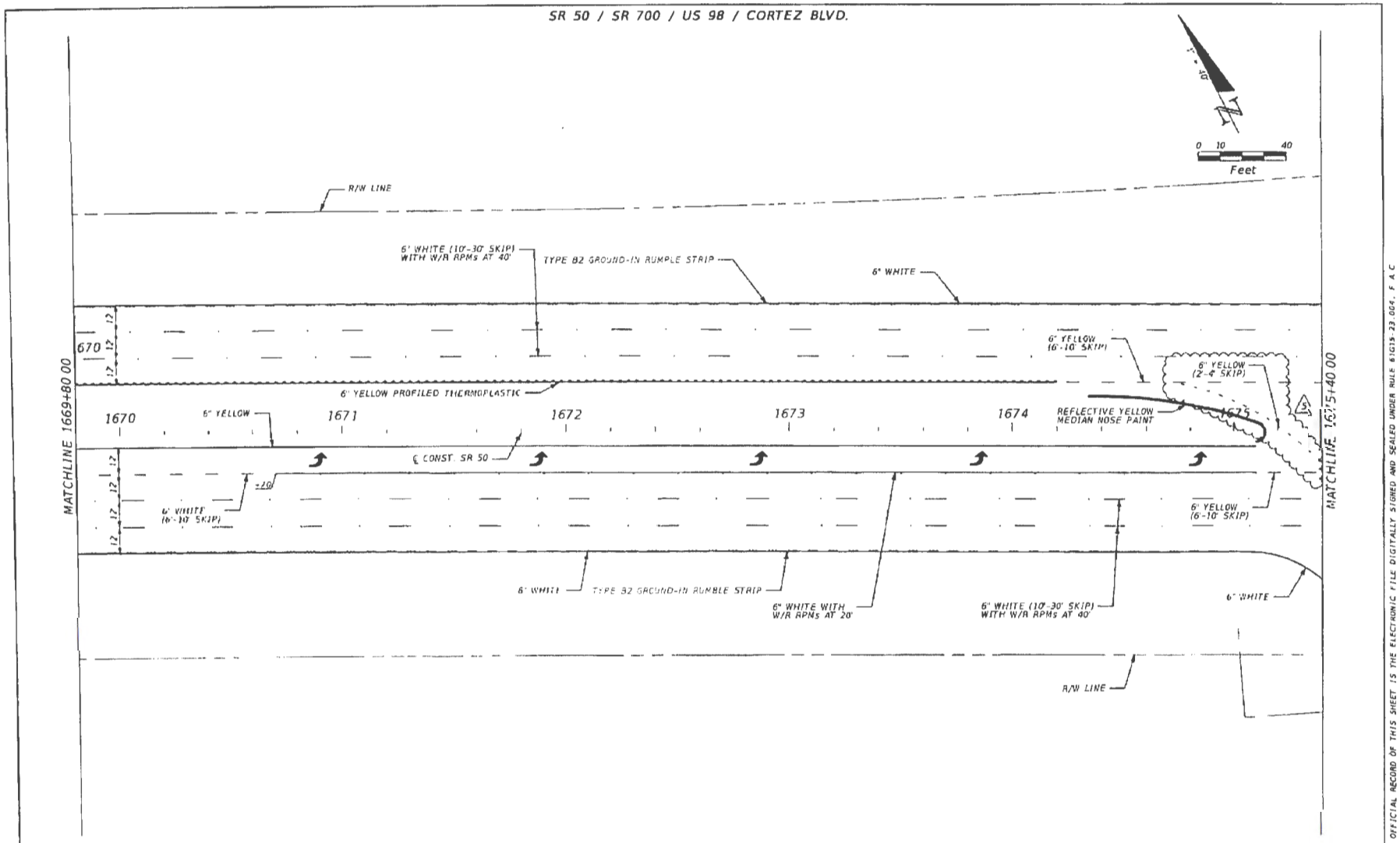

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P.E. LICENSE NUMBER 49282
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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (14)

SHEET NO. 5-27

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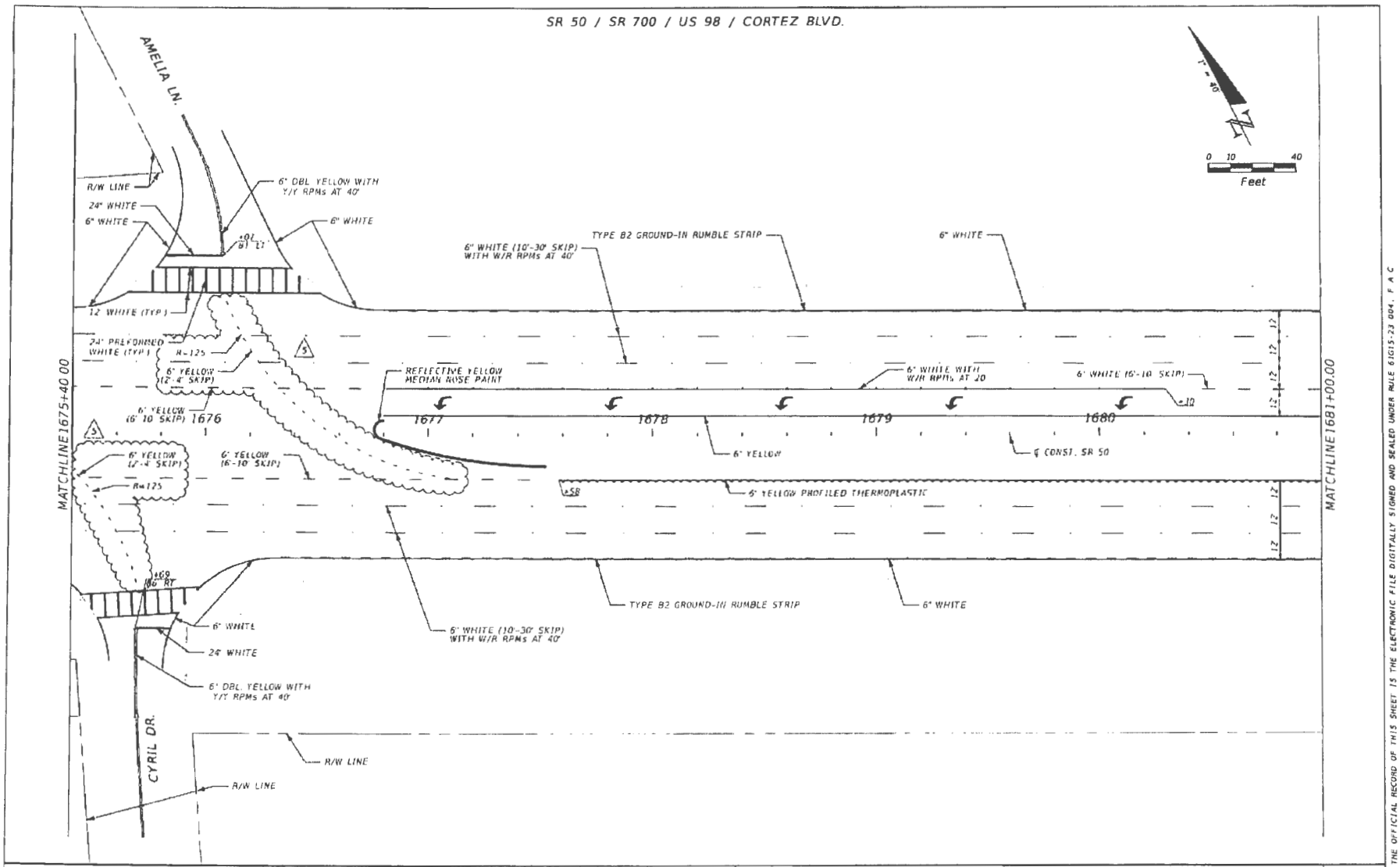

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P.E. LICENSE NUMBER 49282
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PAVEMENT MARKING PLAN (16)

SHEET NO. 5-28

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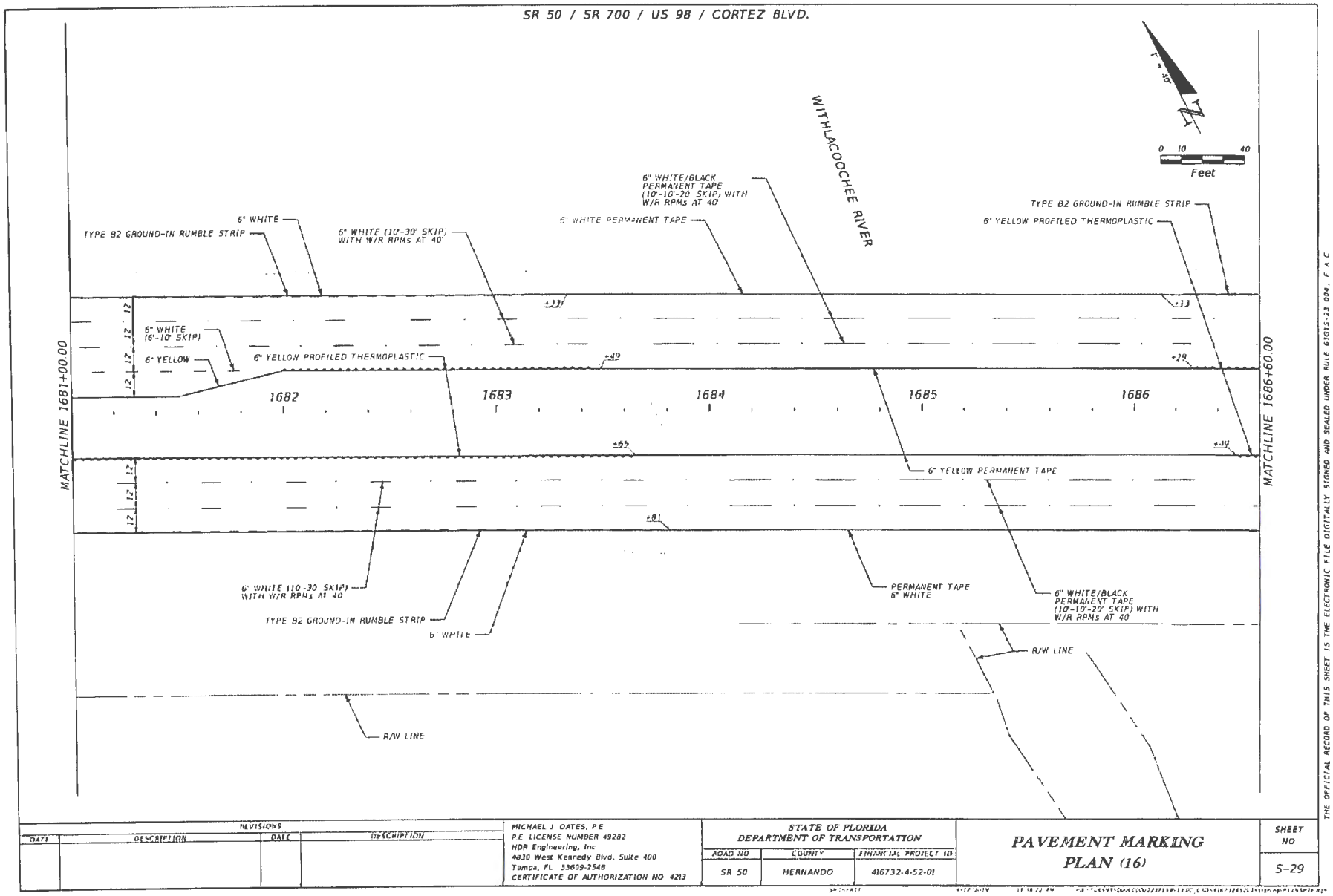

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (16)

SHEET NO
S-29

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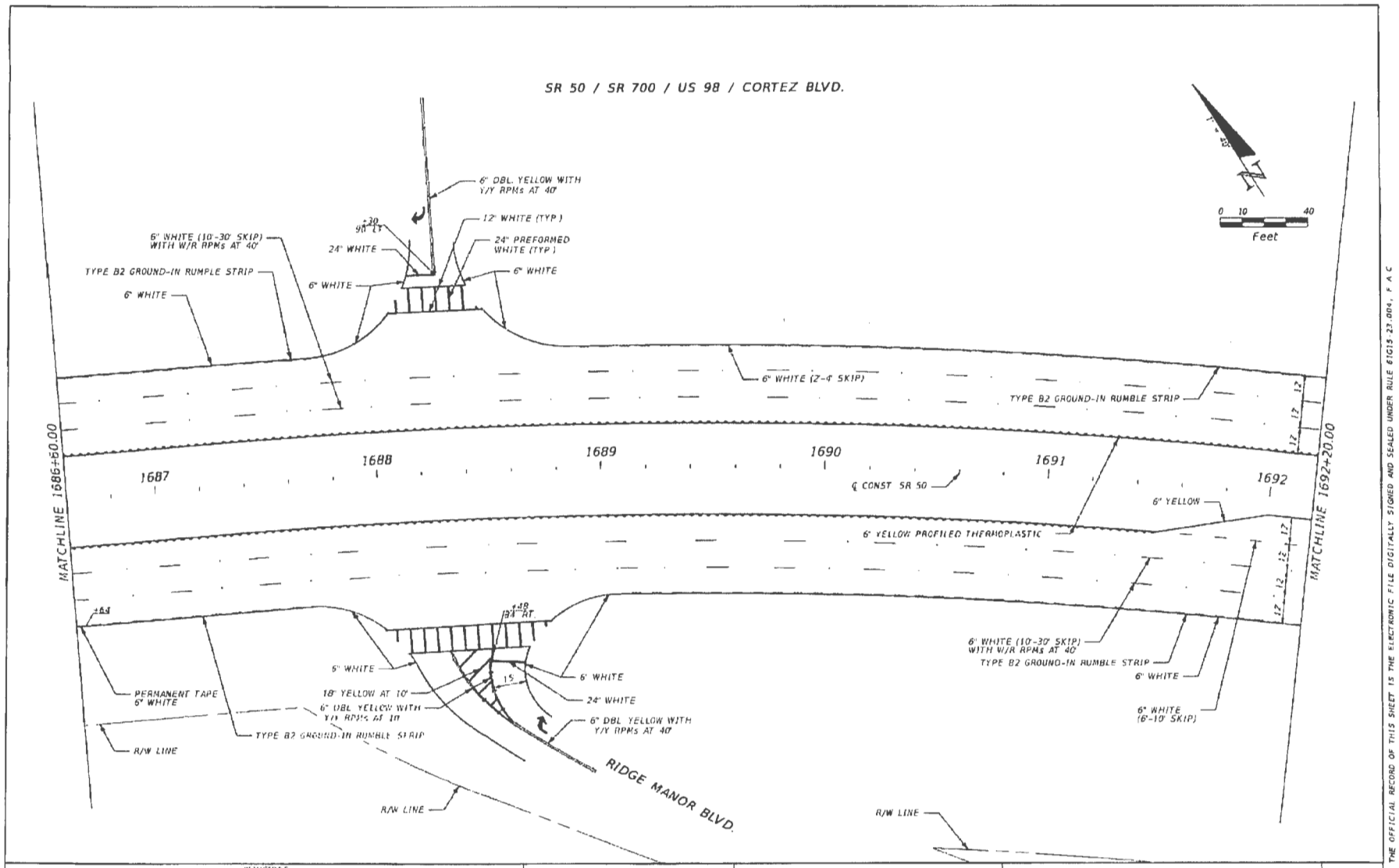

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (17)

SHEET NO. S-30

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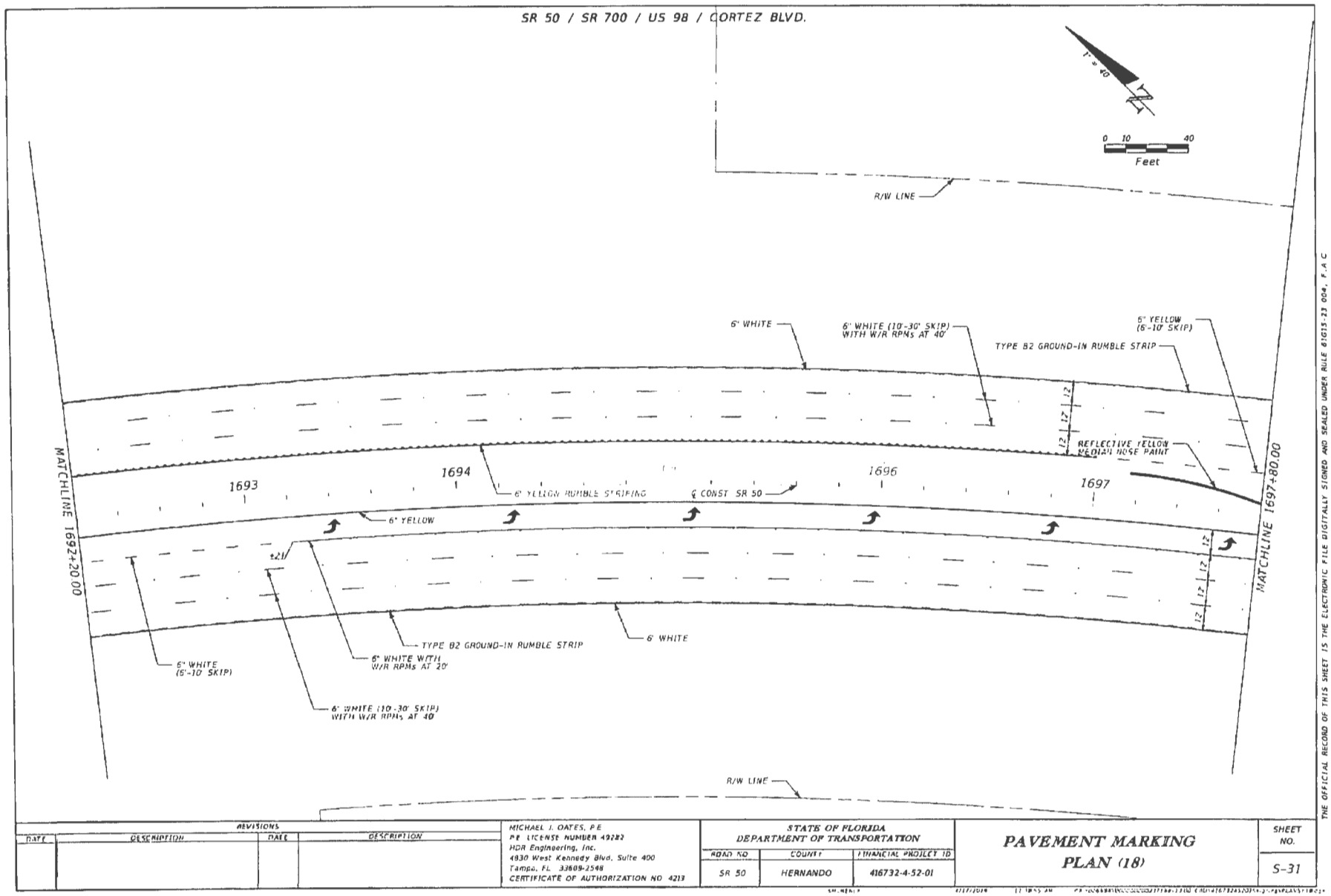

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (18)

SHEET NO. S-31

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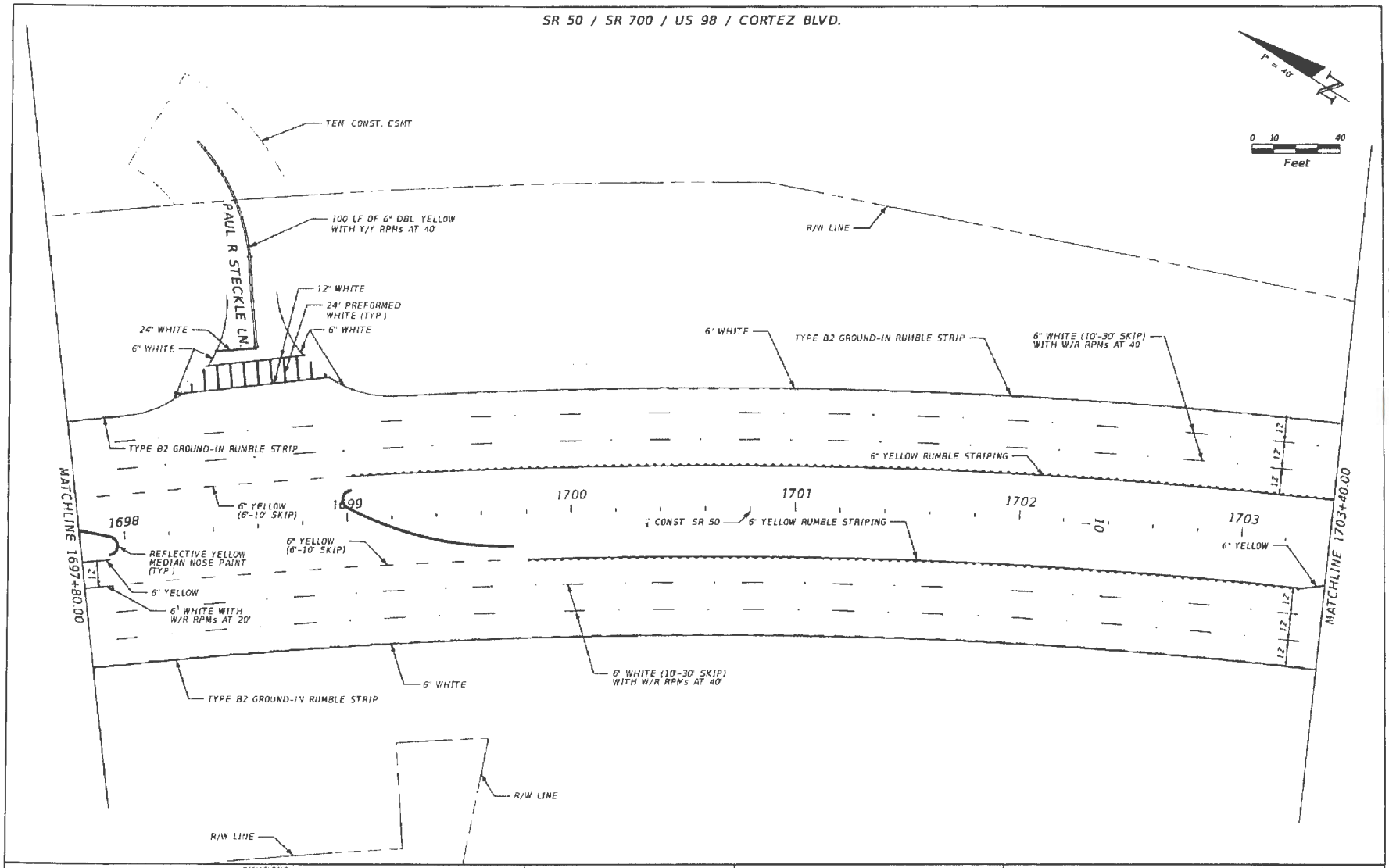

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4830 West Kennedy Blvd, Suite 400
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CERTIFICATE OF AUTHORIZATION NO 4213

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ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (19)

SHEET NO. S-32

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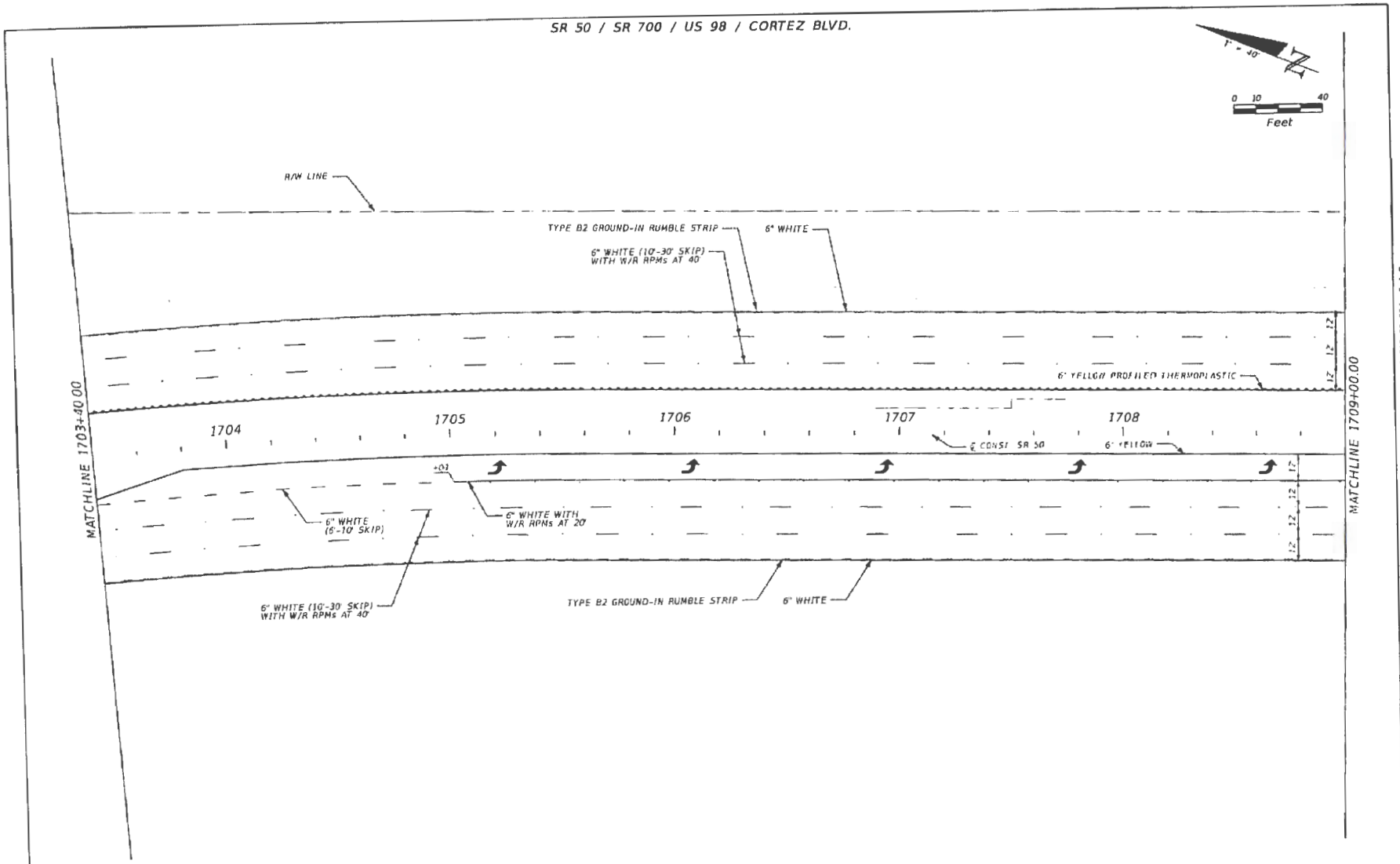

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P.E. LICENSE NUMBER 49282
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PAVEMENT MARKING PLAN (20)

SHEET NO. S-33

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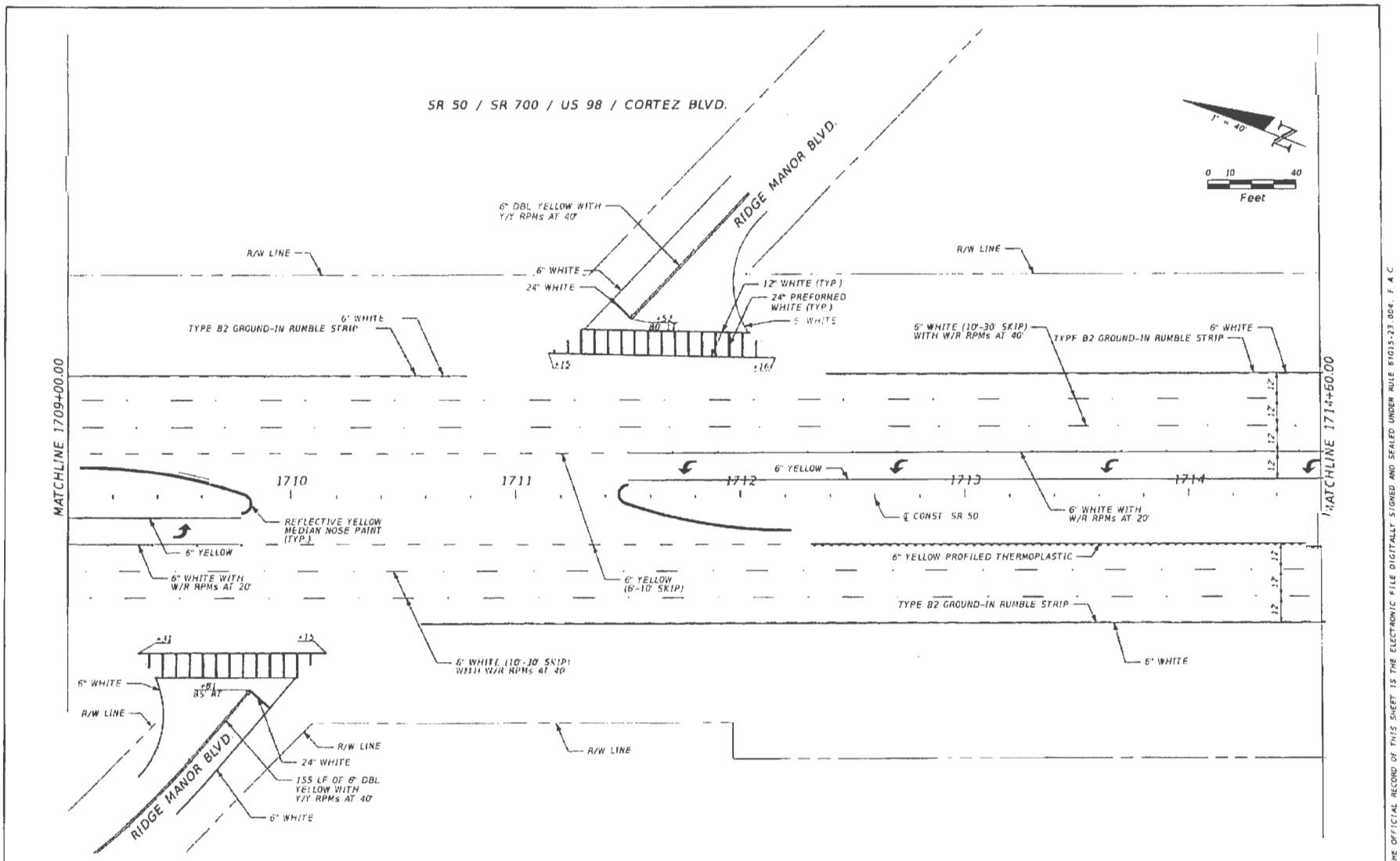

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HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2948
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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (21)

SHEET NO. 5-34

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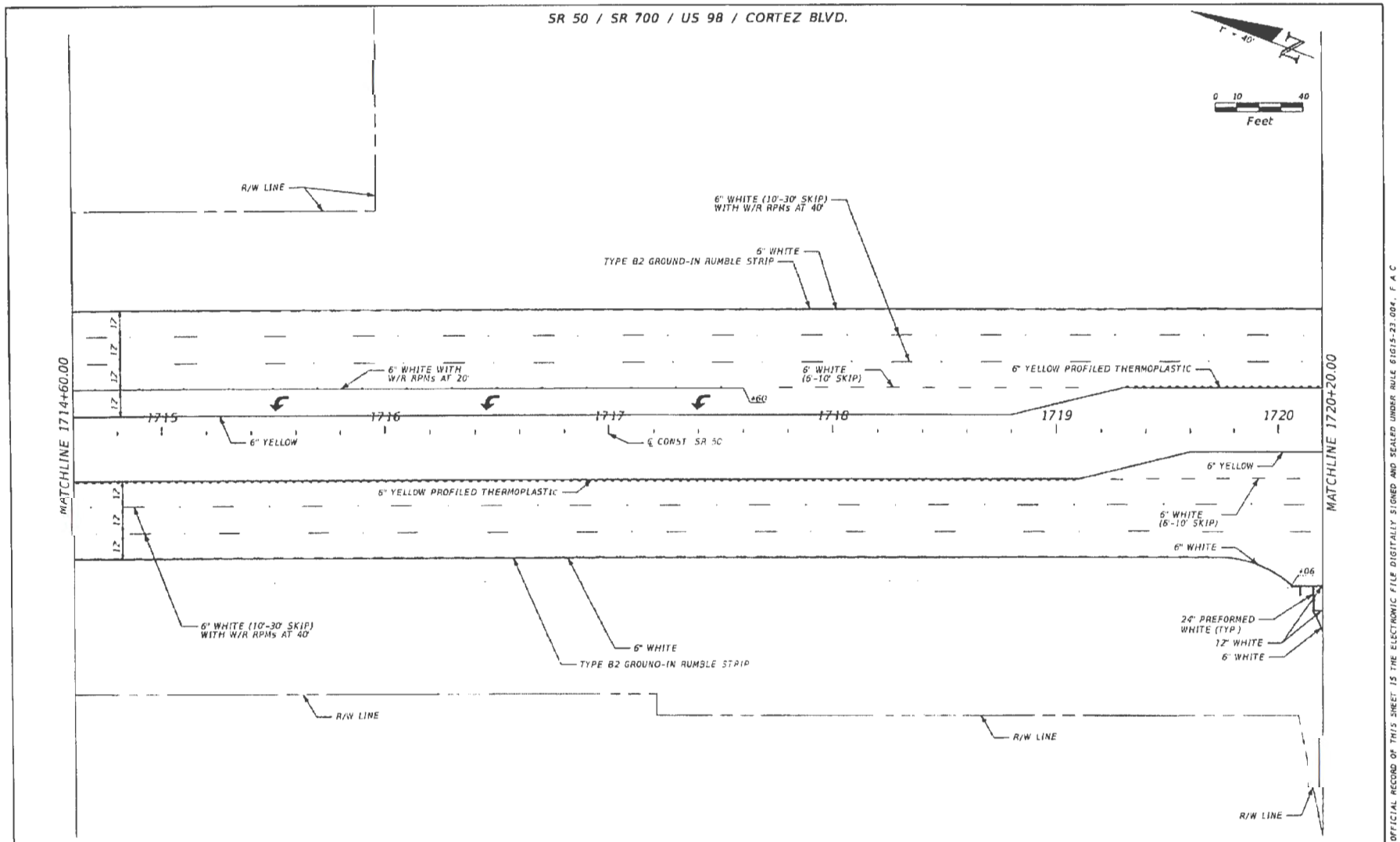

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (22)

SHEET NO. 5-35

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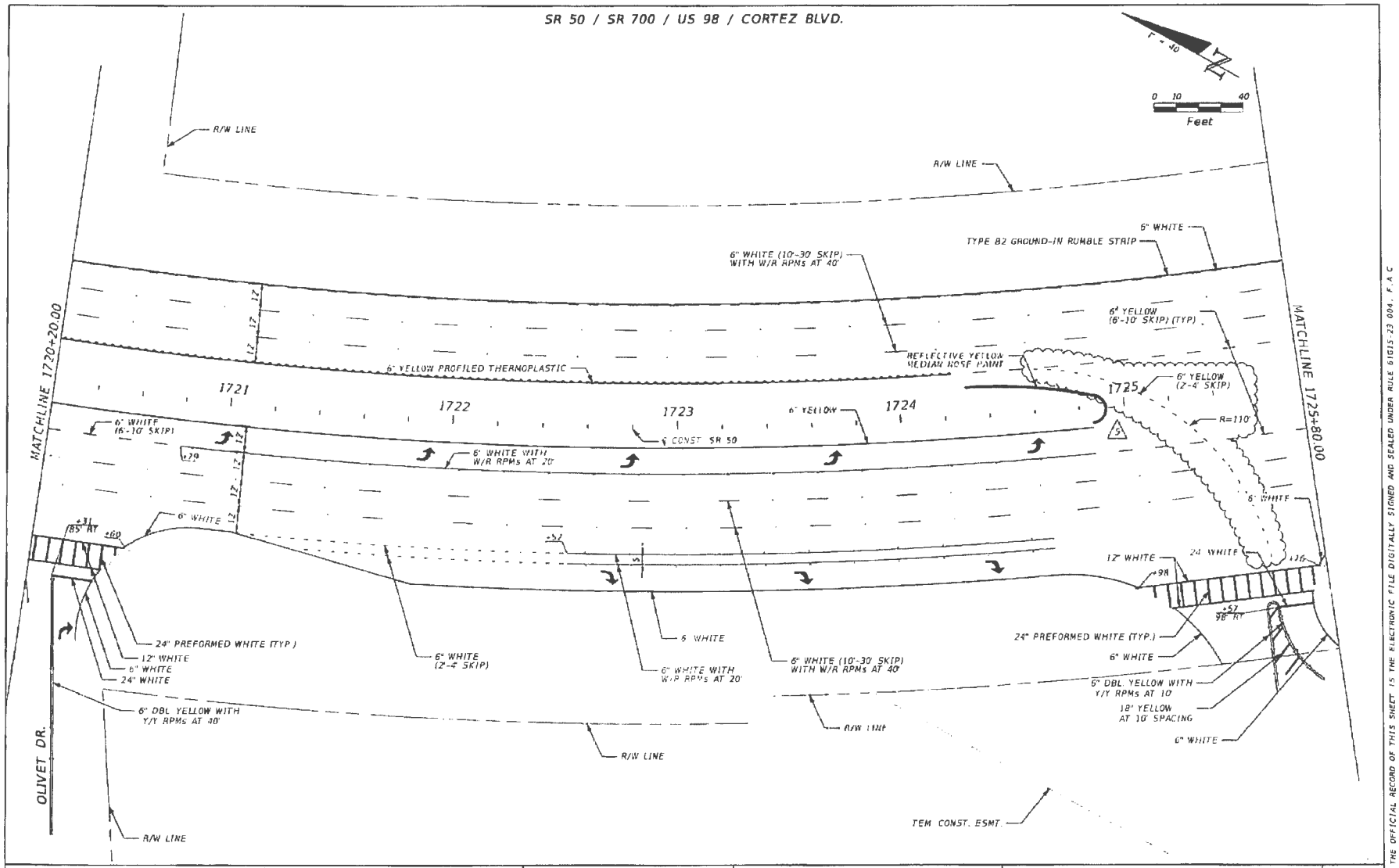

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SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (23)

SHEET NO. S-36

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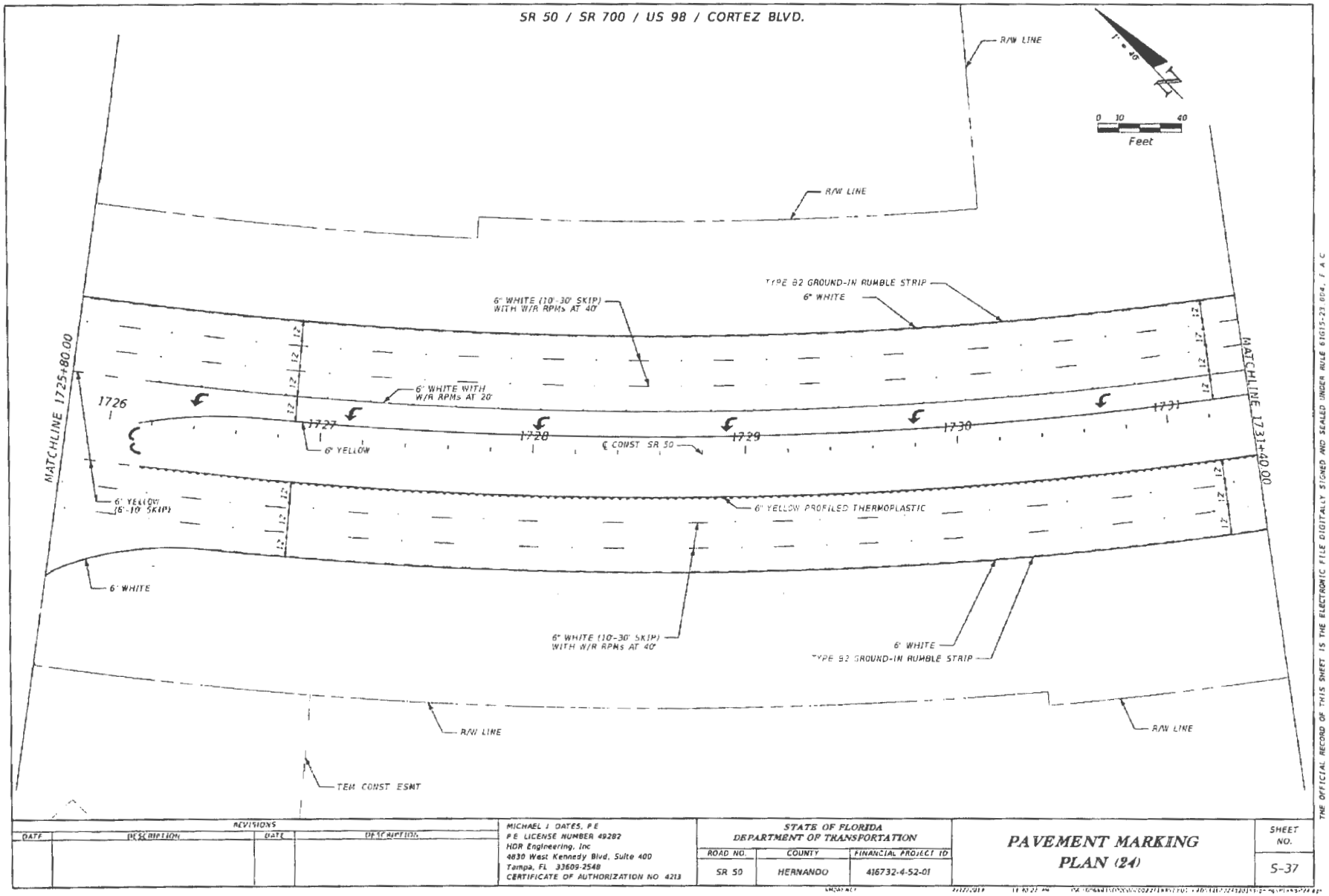

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DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. DATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (24)

SHEET NO. 5-37

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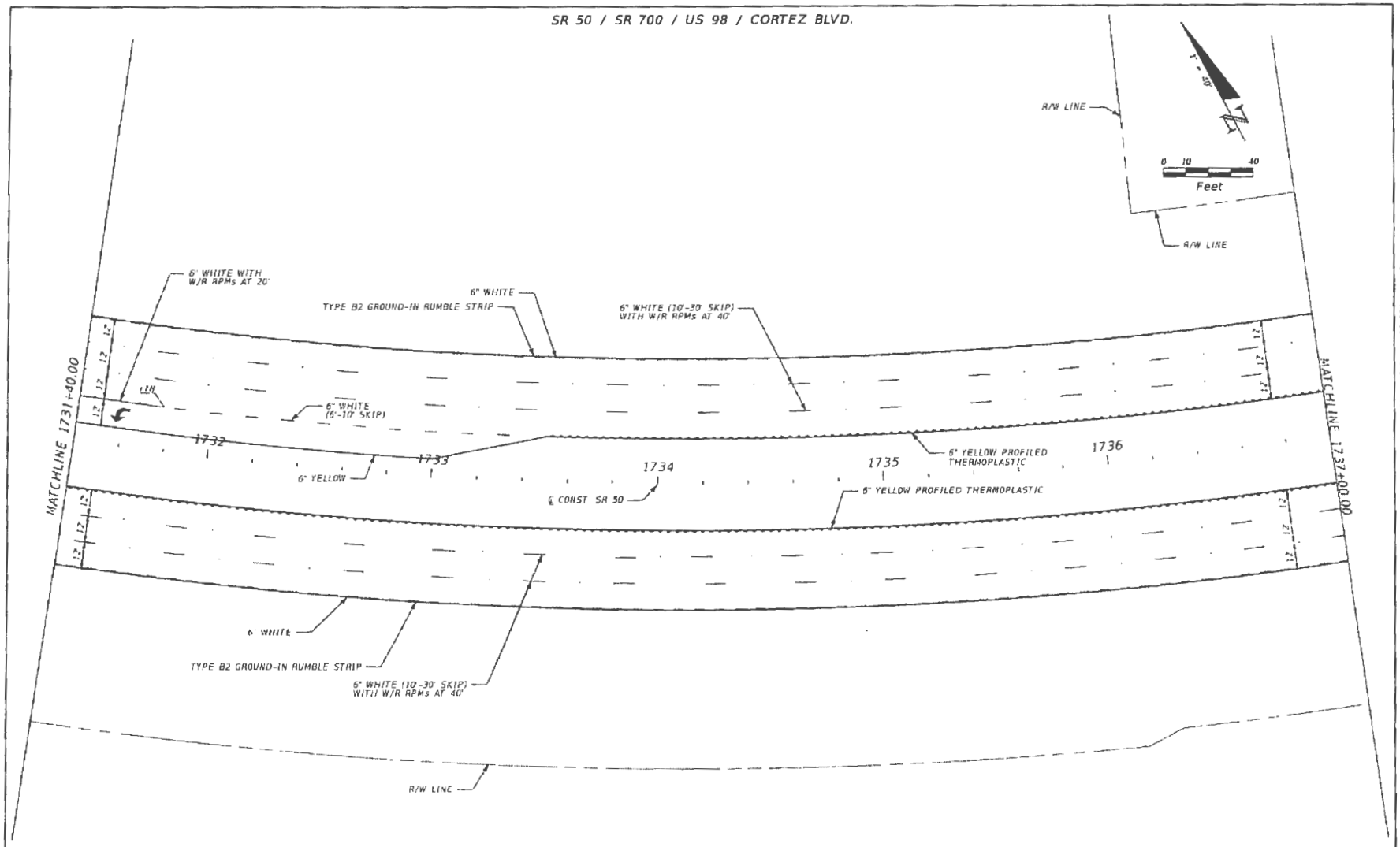

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P.E. LICENSE NUMBER 49282
WDR Engineering, Inc
4810 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (26)

SHEET NO. S-38

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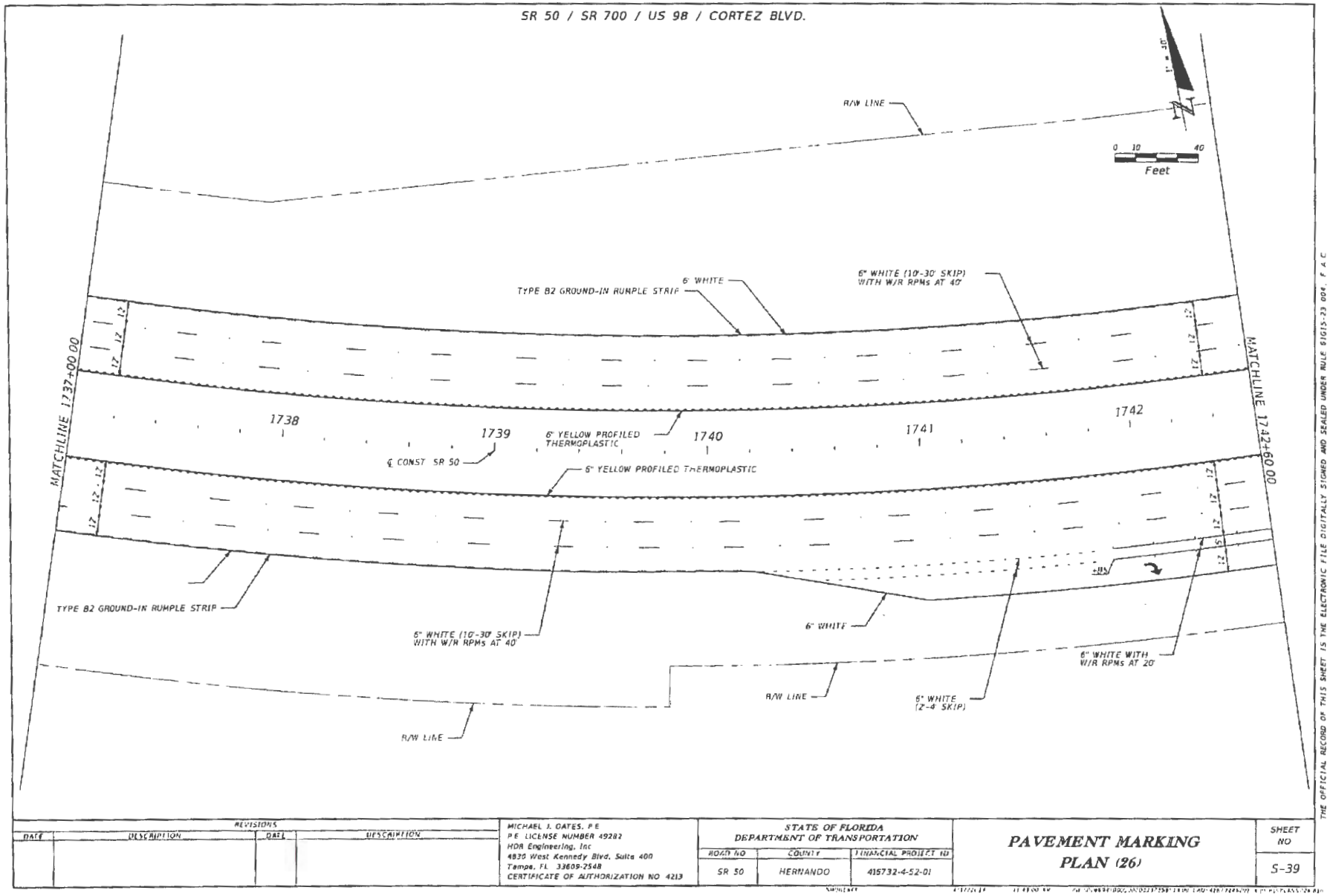

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MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	415732-4-52-01

PAVEMENT MARKING PLAN (26)

SHEET NO
S-39

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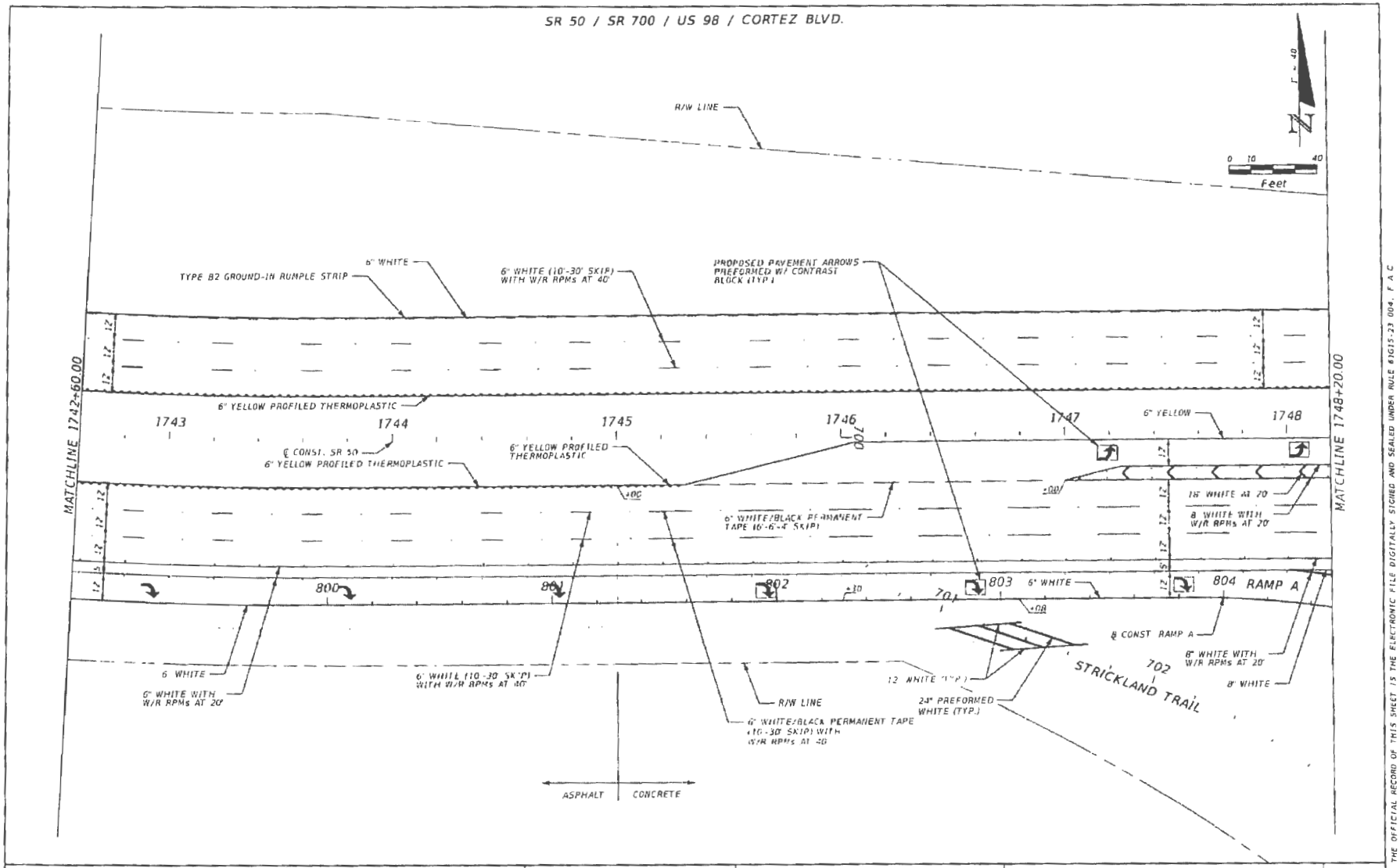

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MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
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Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLANS (27)

SHEET NO. S-40

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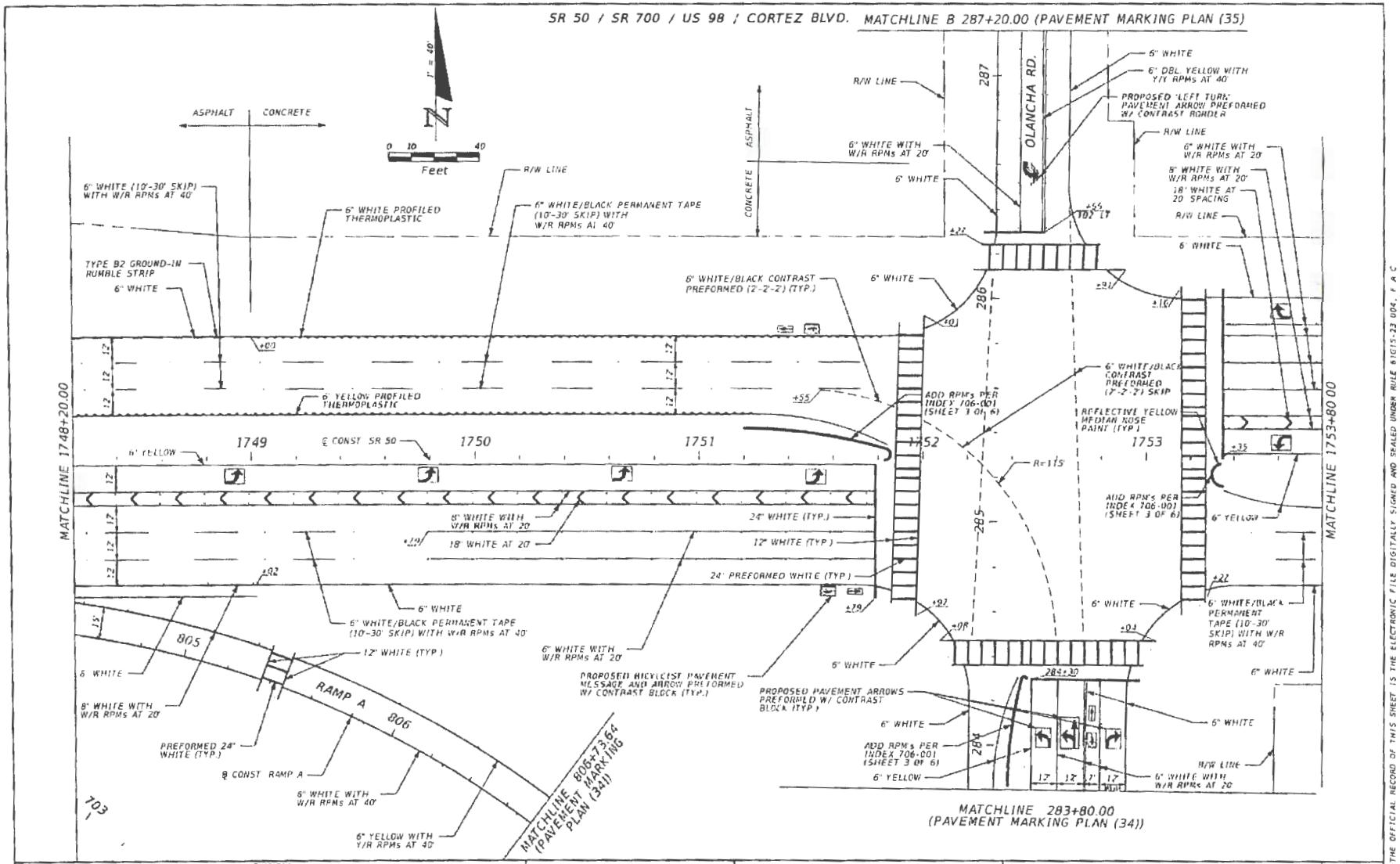

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49287
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (28)

SHEET NO. S-41

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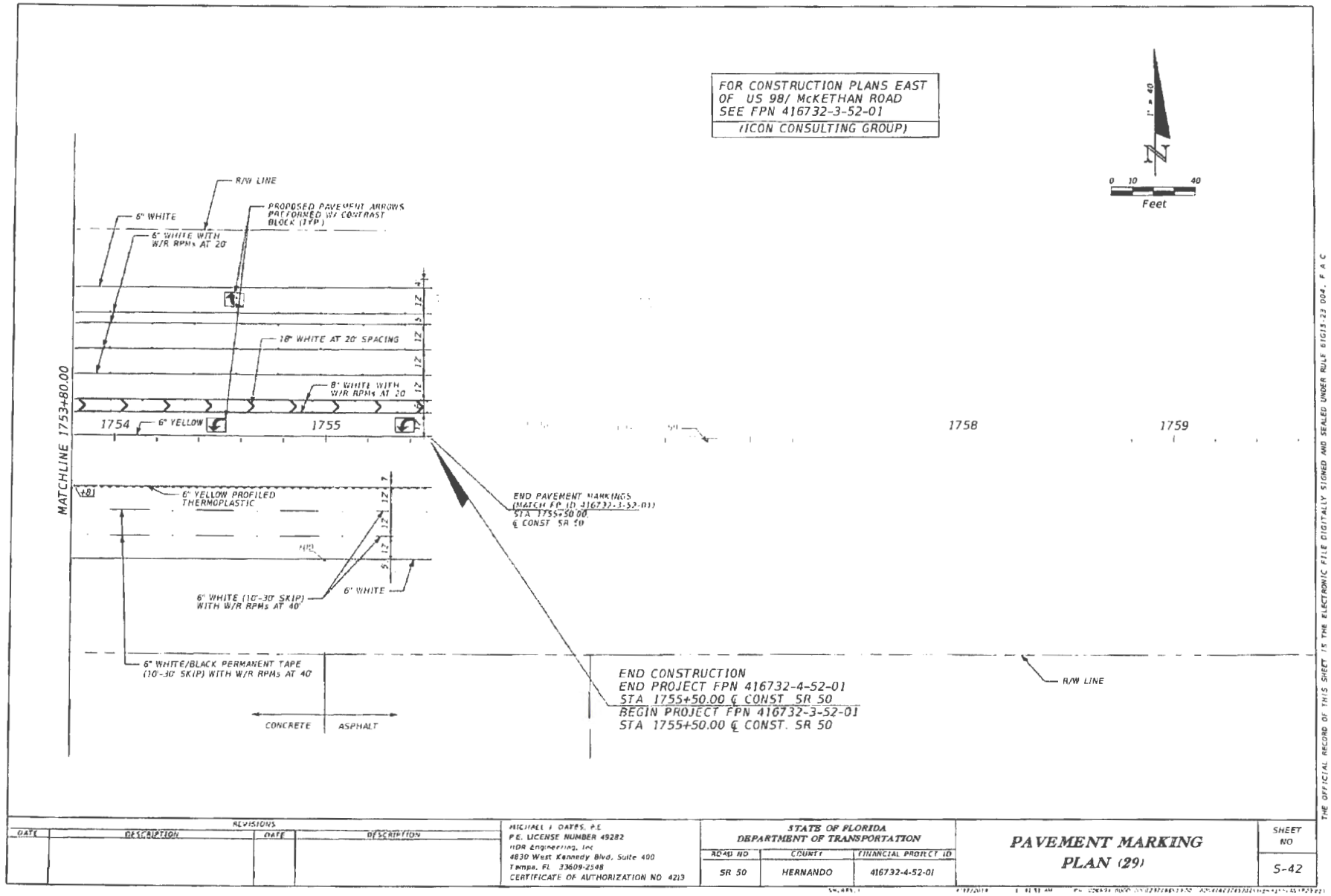


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL I. DAVIS, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

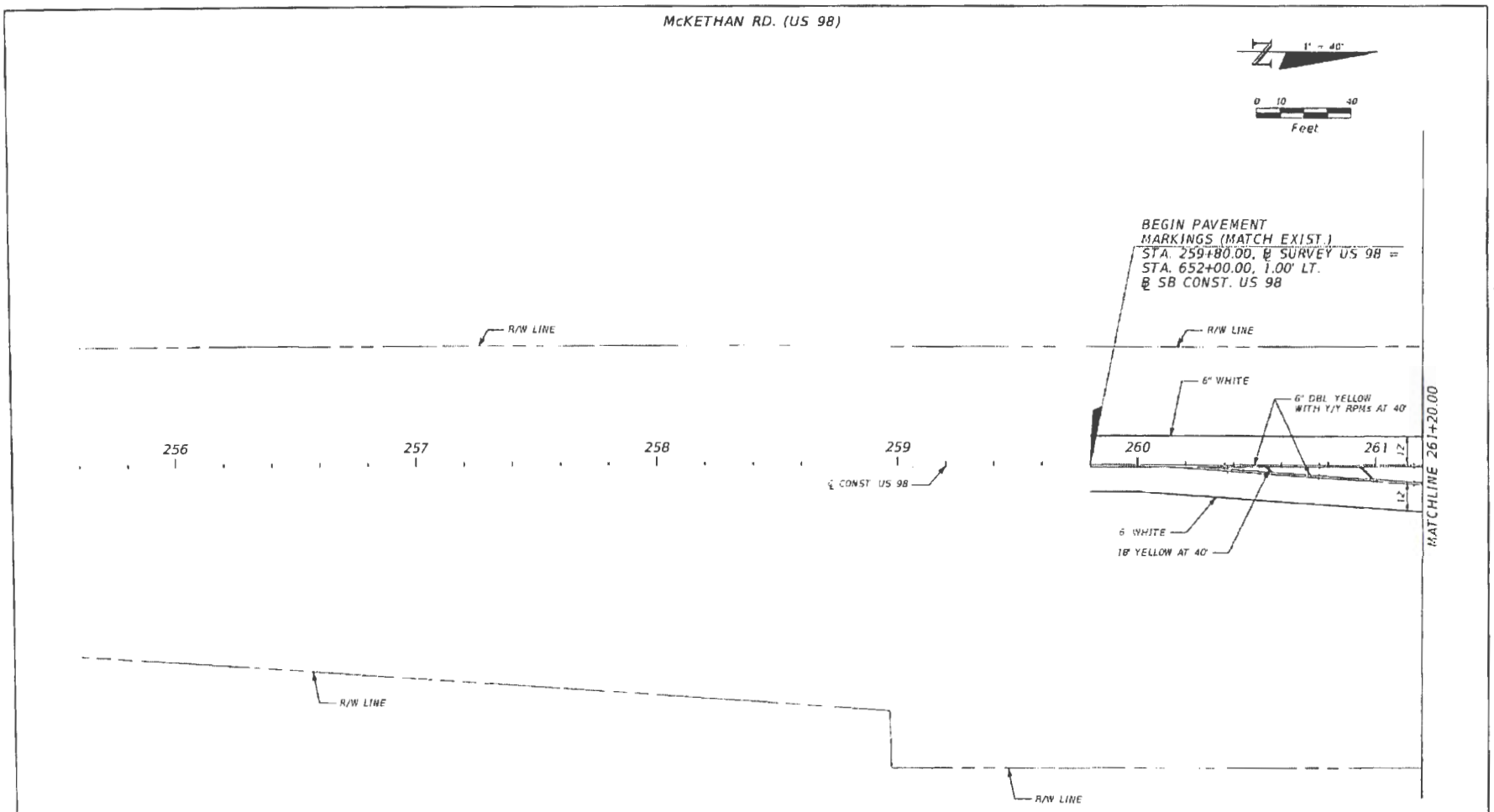
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (29)

SHEET NO
S-42

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

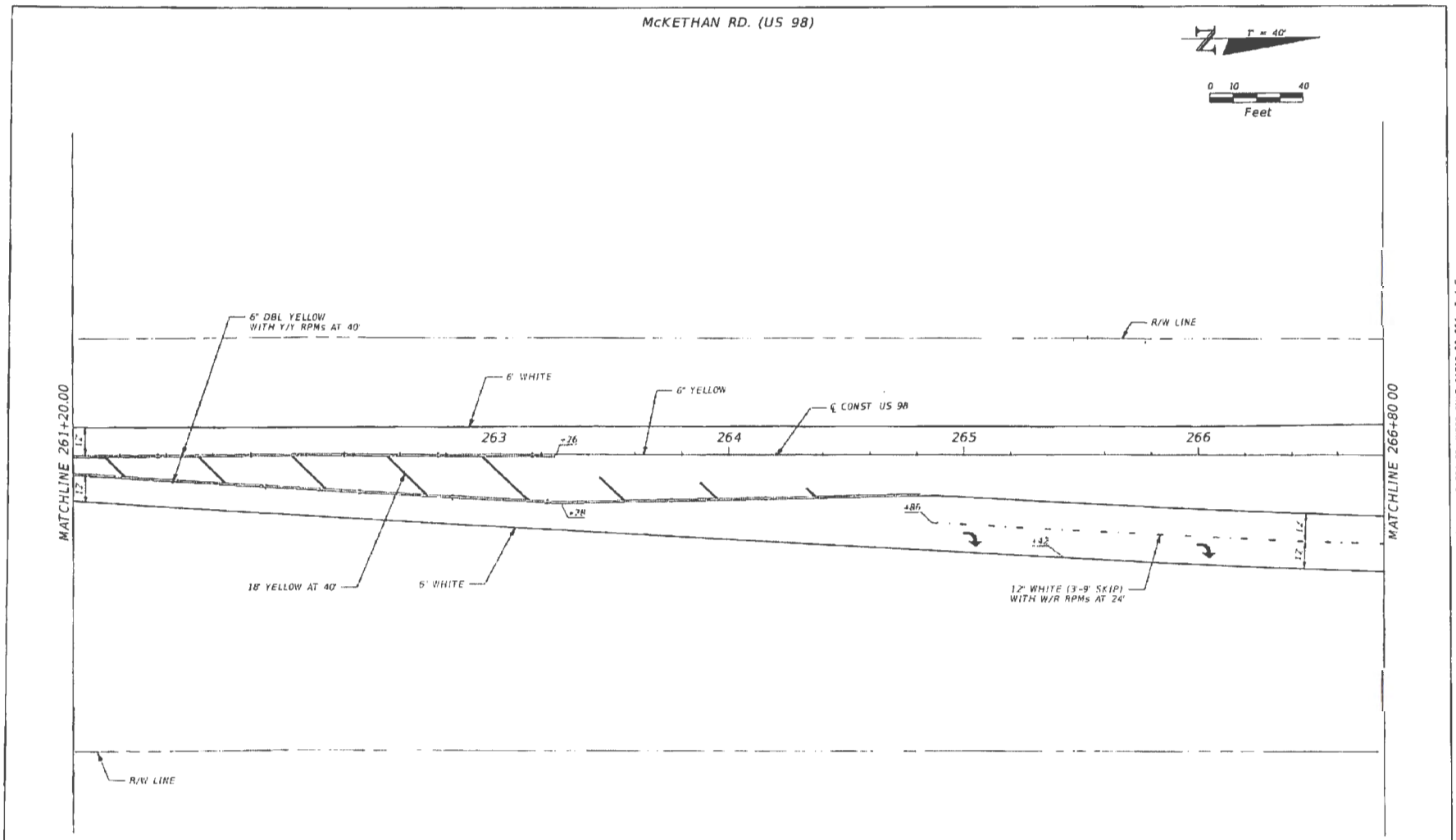
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (30)

SHEET NO. S-43

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. GATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

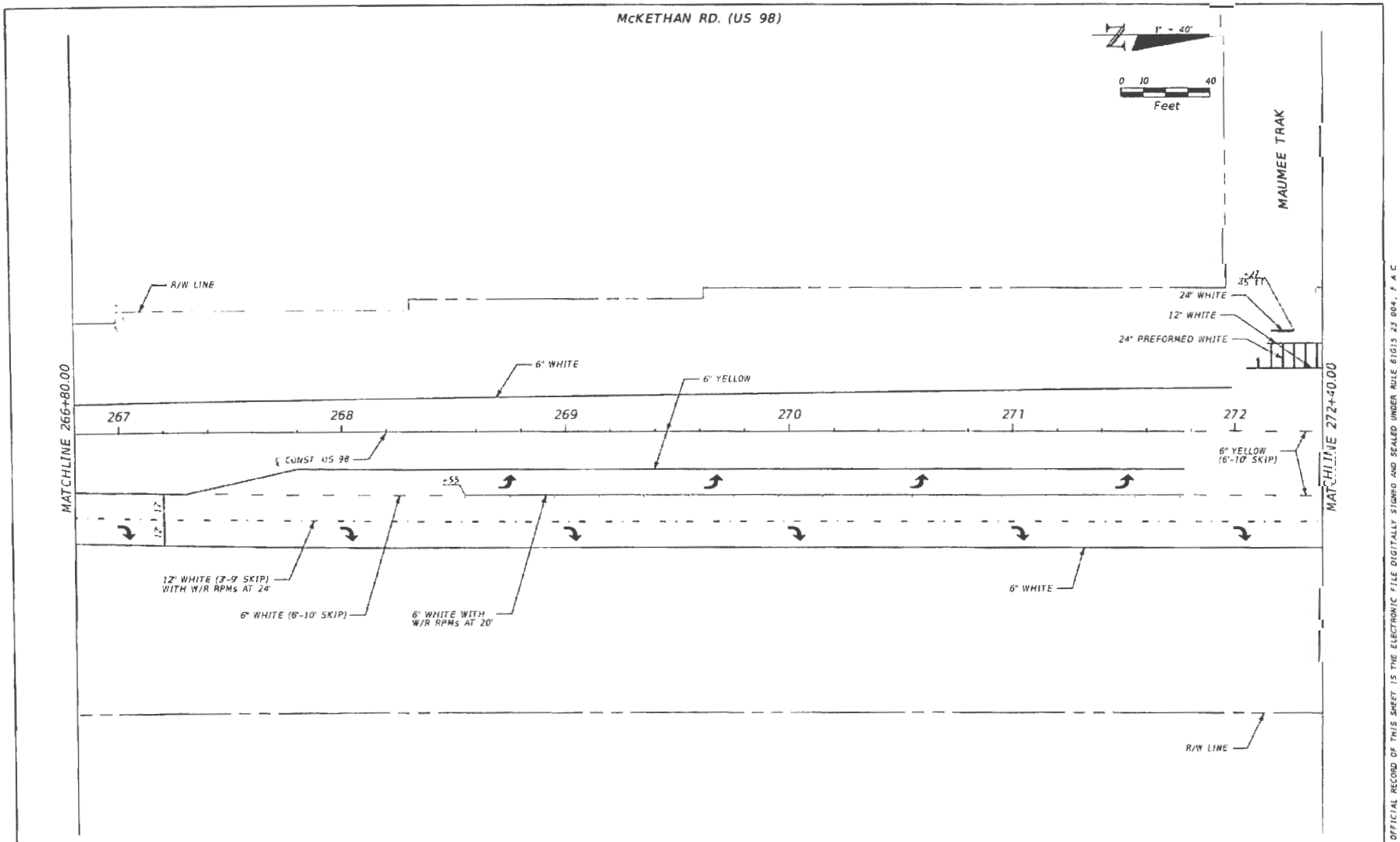
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (31)

SHEET NO. S-44

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL I. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

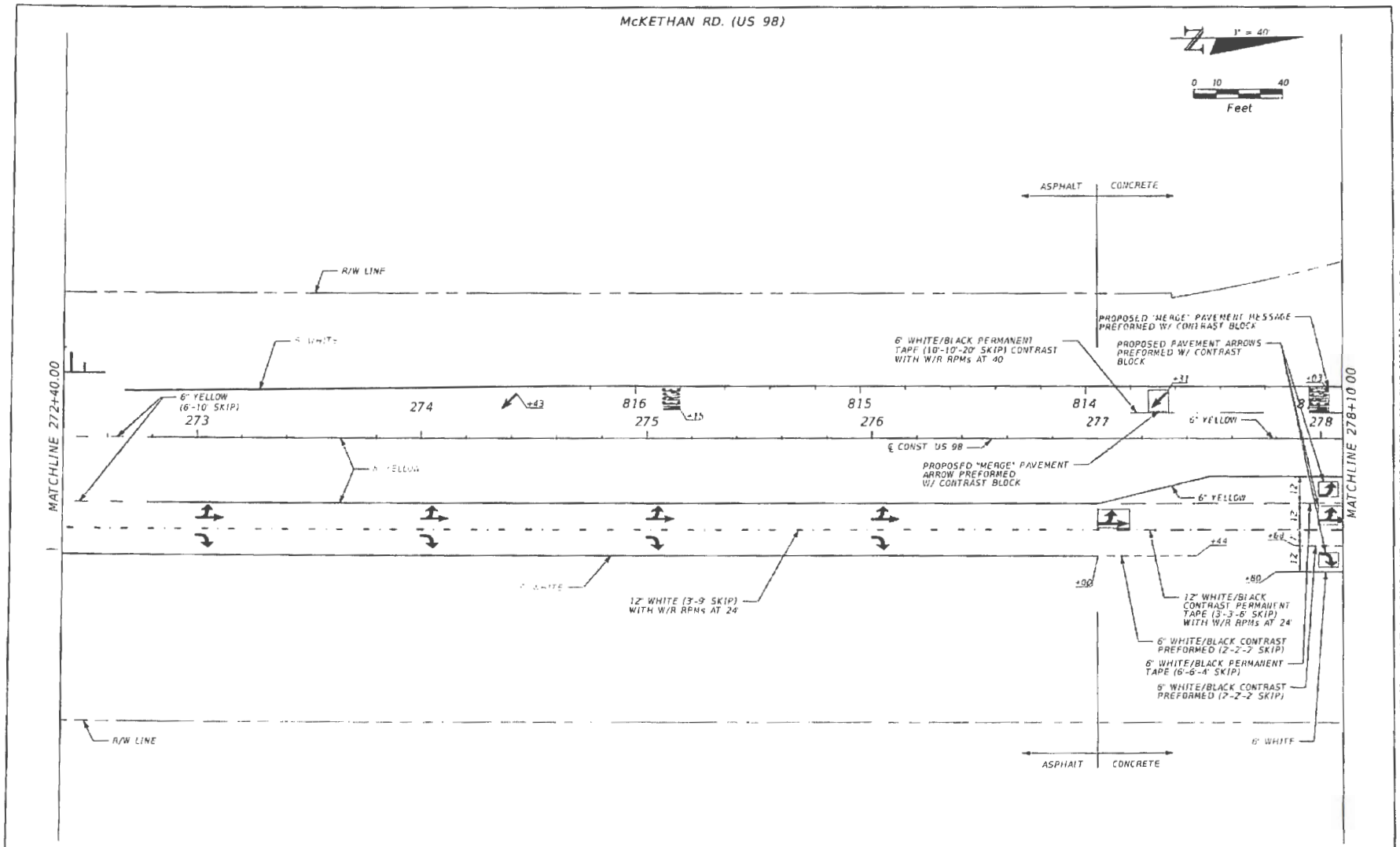
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (32)

SHEET NO. S-45

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



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

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

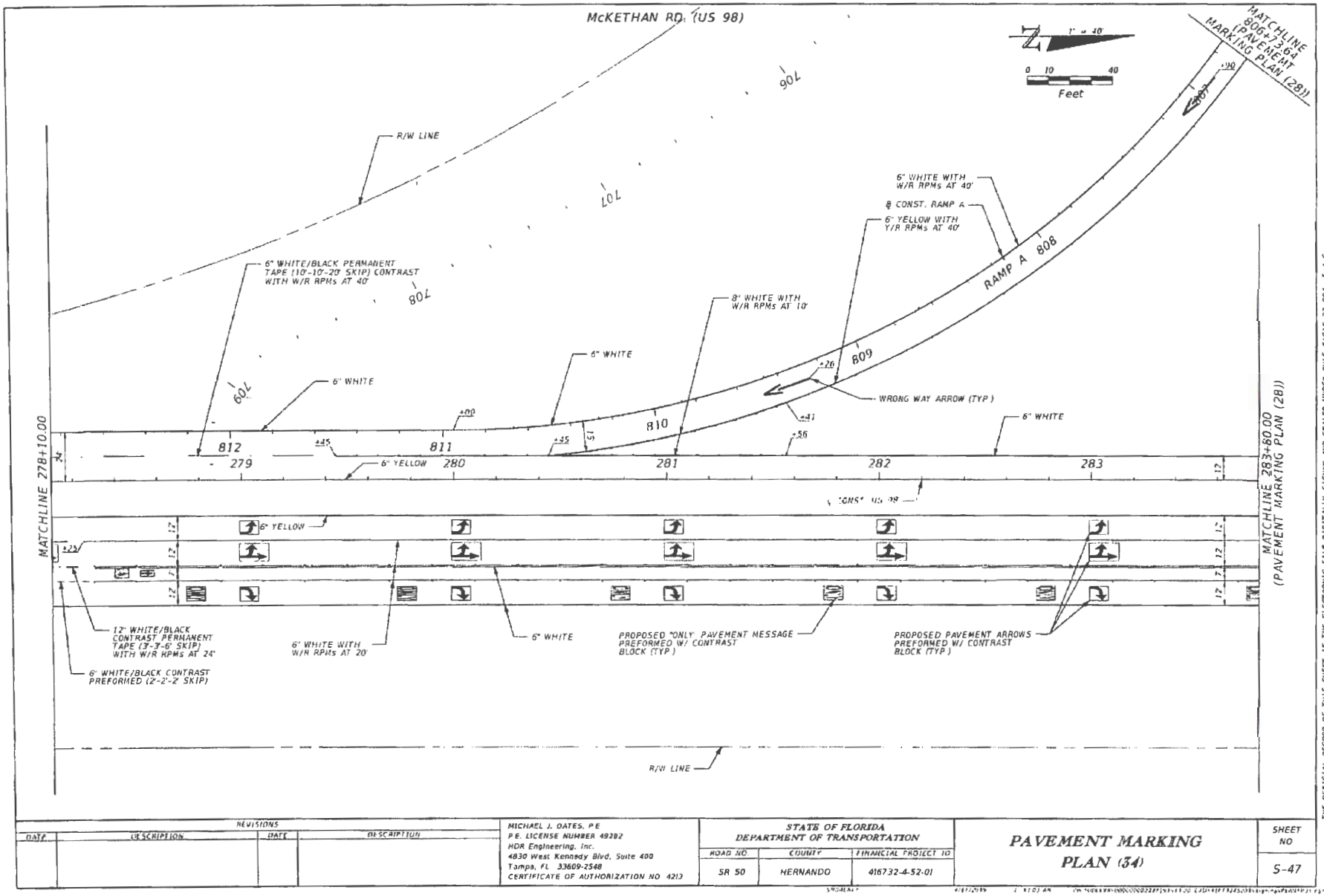
MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4313

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (33)

SHEET NO. S-46



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

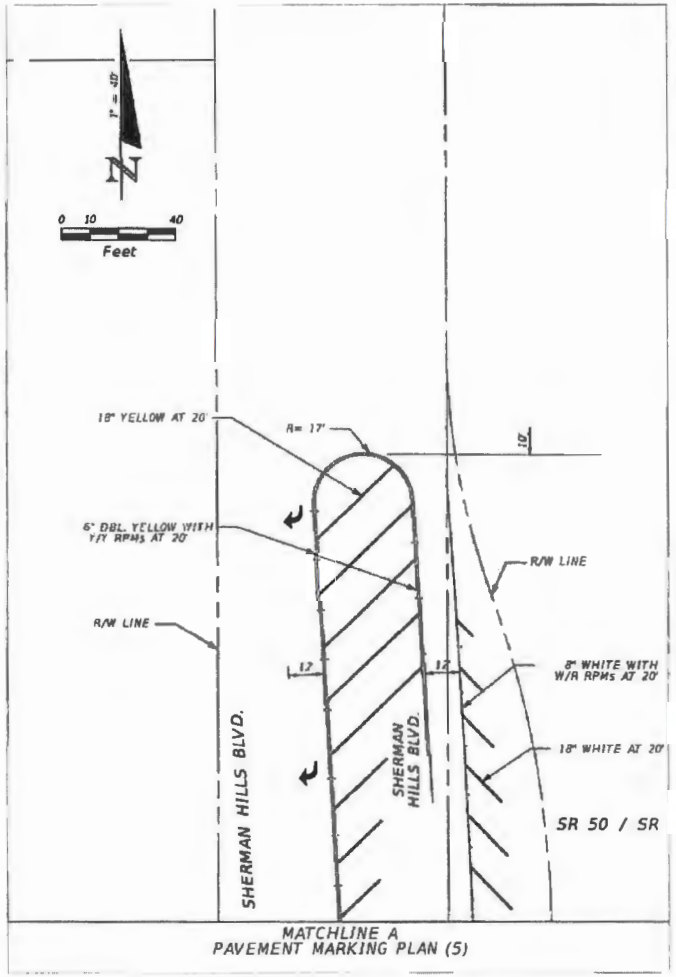
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

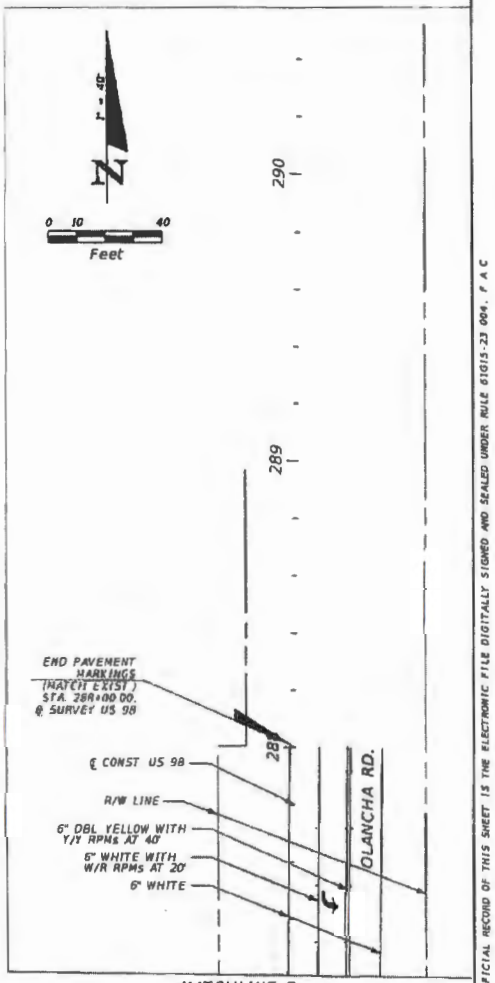
PAVEMENT MARKING PLAN (34)

SHEET NO
S-47

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



MATCHLINE A
PAVEMENT MARKING PLAN (5)



MATCHLINE B
PAVEMENT MARKING PLAN (28)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, P.E.
P.E. LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 West Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-4-52-01

PAVEMENT MARKING PLAN (35)

SHEET NO
S-48

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

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

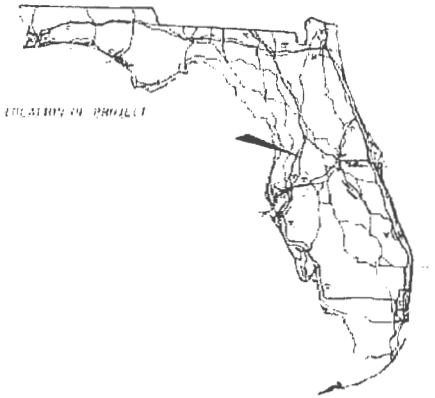
FINANCIAL PROJECT ID 416732-3-52-01
(FEDERAL FUNDS)

HERNANDO COUNTY (08070)

STATE ROAD NO. 50 (CORTEZ BLVD.)

FROM EAST OF US 98/MCKETHAN RD TO EAST OF US 301

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2 THRU 5-2A & 5-2B	SIGNATURE SHEET
5-3 THRU 5-6	TABULATION OF QUANTITIES
5-7	GENERAL NOTES
5-8 THRU 5-31	SIGNING AND PAVEMENT MARKING PLAN
5-32 THRU 5-47	GUIDE SIGN WORKSHEET

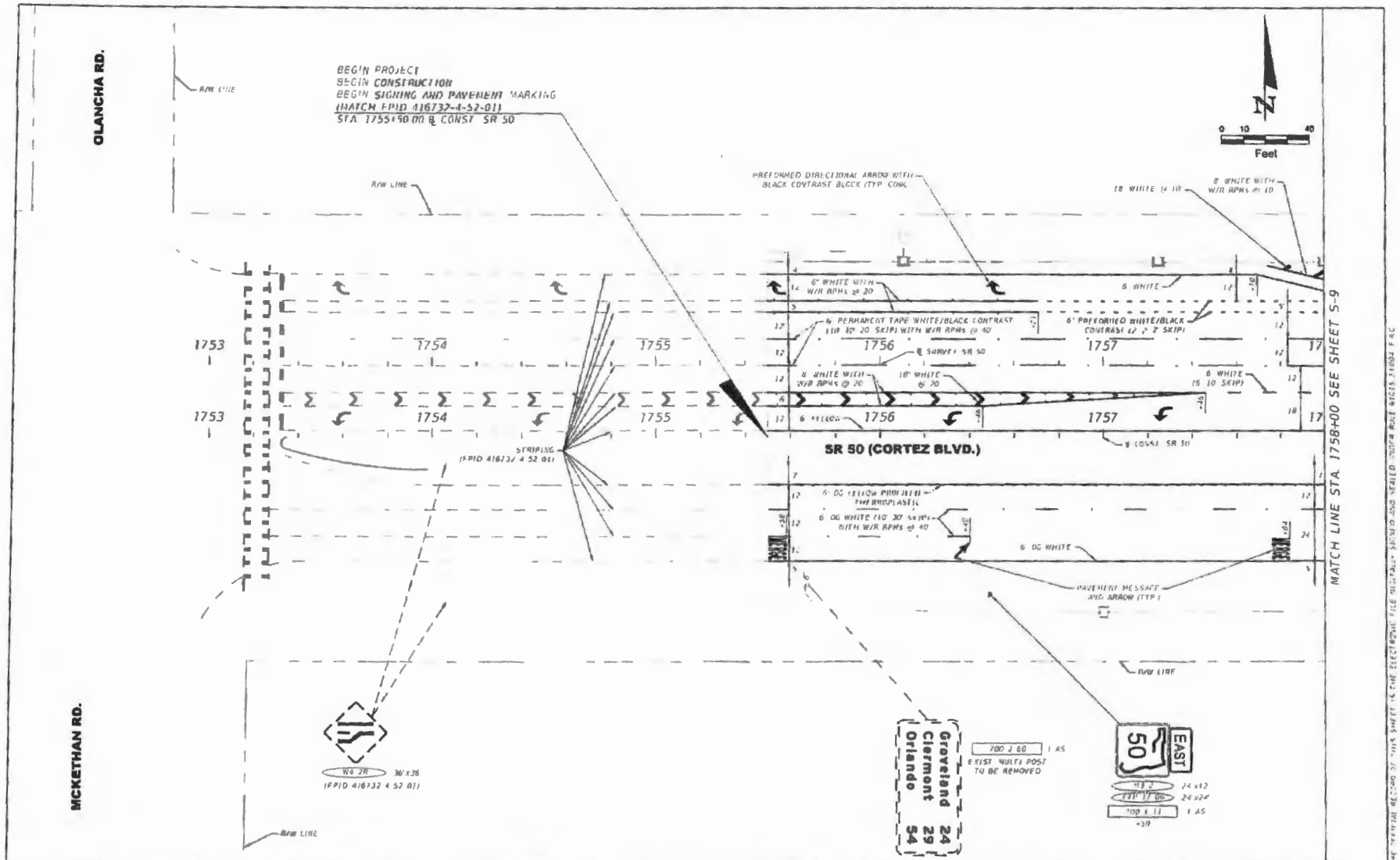
△1 SIGNING AND PAVEMENT MARKING PLANS ENGINEER OF RECORD:
JANEY B. WALLS, P.E.
P.E. NO.: 76169
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CONTRACT NO.: C-9F66
VENDOR NO.: 59-3676100001
CERTIFICATE OF AUTHORIZATION NO.: 9853

KEY SHEET REVISIONS

DATE	DESCRIPTION
06/2020	△1 ADDED SHEET 5-2A AND UPDATED ENGINEER OF RECORD INFORMATION
07/2021	△2 ADDED SHEET 5-2B

FDOT PROJECT MANAGER:
KEVIN LEE

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T7396	20	5-1



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

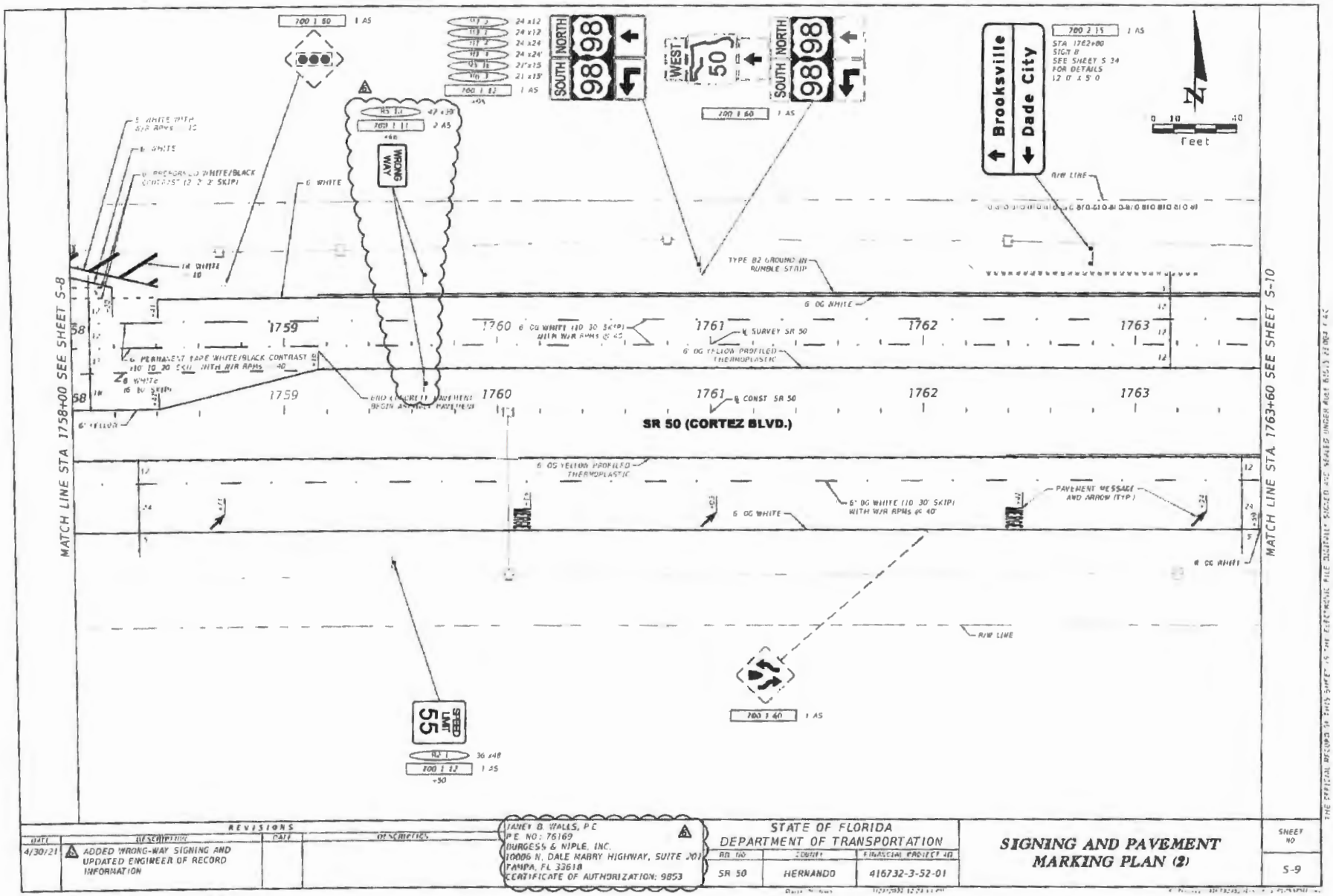
HANEY B. WALLS, P.E.
P.E. NO.: 76169
ICON CONSULTANT GROUP, INC.
10008 N. DALE MABRY HIGHWAY SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 8230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AD NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (1)

SHEET NO.
S-8



REVISIONS				
DATE	DESCRIPTION	DATE	DESCRIPTION	
4/30/21	⚠ ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION			

JANEY B. WALLS, P.E.
P.E. NO.: 76169
BURGESS & NIPLE, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

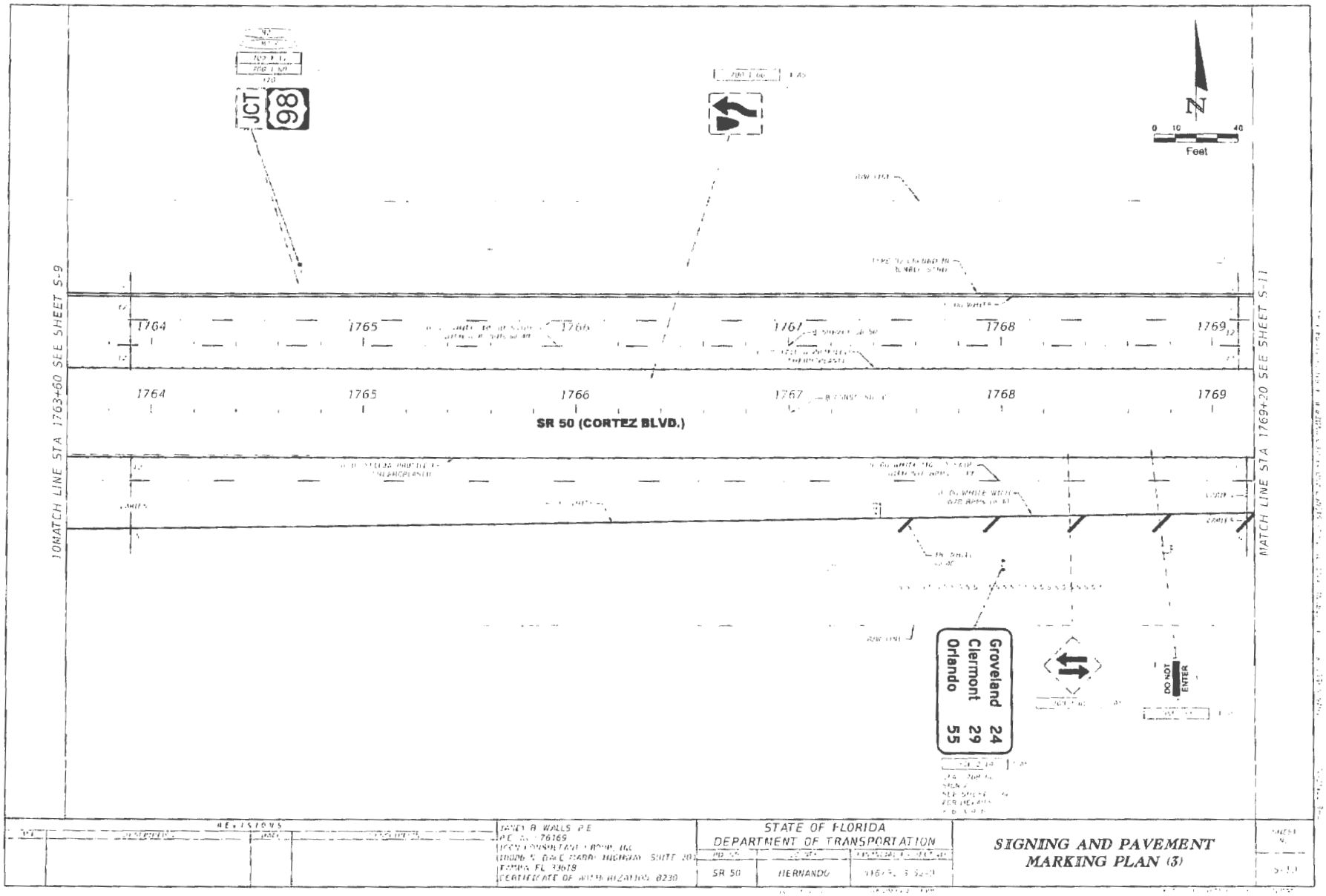
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

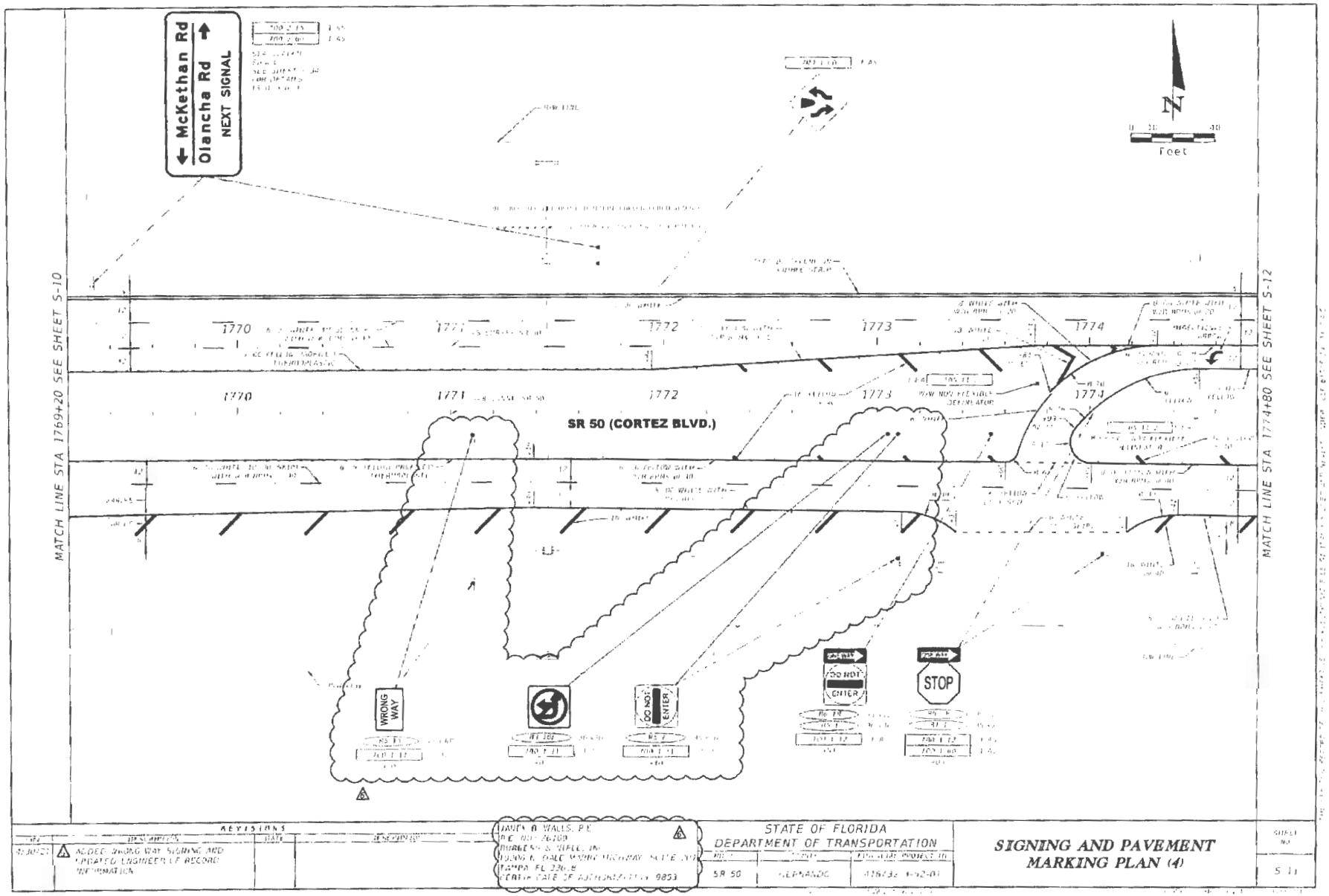
SIGNING AND PAVEMENT MARKING PLAN (2)

SHEET NO. S-9

THE OFFICIAL RECORDS OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.002 F.A.C.



REVISIONS				JAMES B. WALLS P.E.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNING AND PAVEMENT MARKING PLAN (3)	SHEET NO.
				P.E. NO. 76169					
				HDR ENGINEERING, INC.					
				4350 W. CYPRESS STREET, SUITE 200					
				TAMPA, FL 33607					
				CERTIFICATE OF AUTHORIZATION 0230	SR 50	HERNANDO	97675-3520		S-10



REVISIONS

NO.	DESCRIPTION	DATE	REVISED BY
1	ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

JAMES A. WALLS, P.E.
P.E. NO. 56109
BURGESS & NIPPEL, INC.
5309 E. BAY MANOR HIGHWAY, SUITE 200
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION NO. 9853

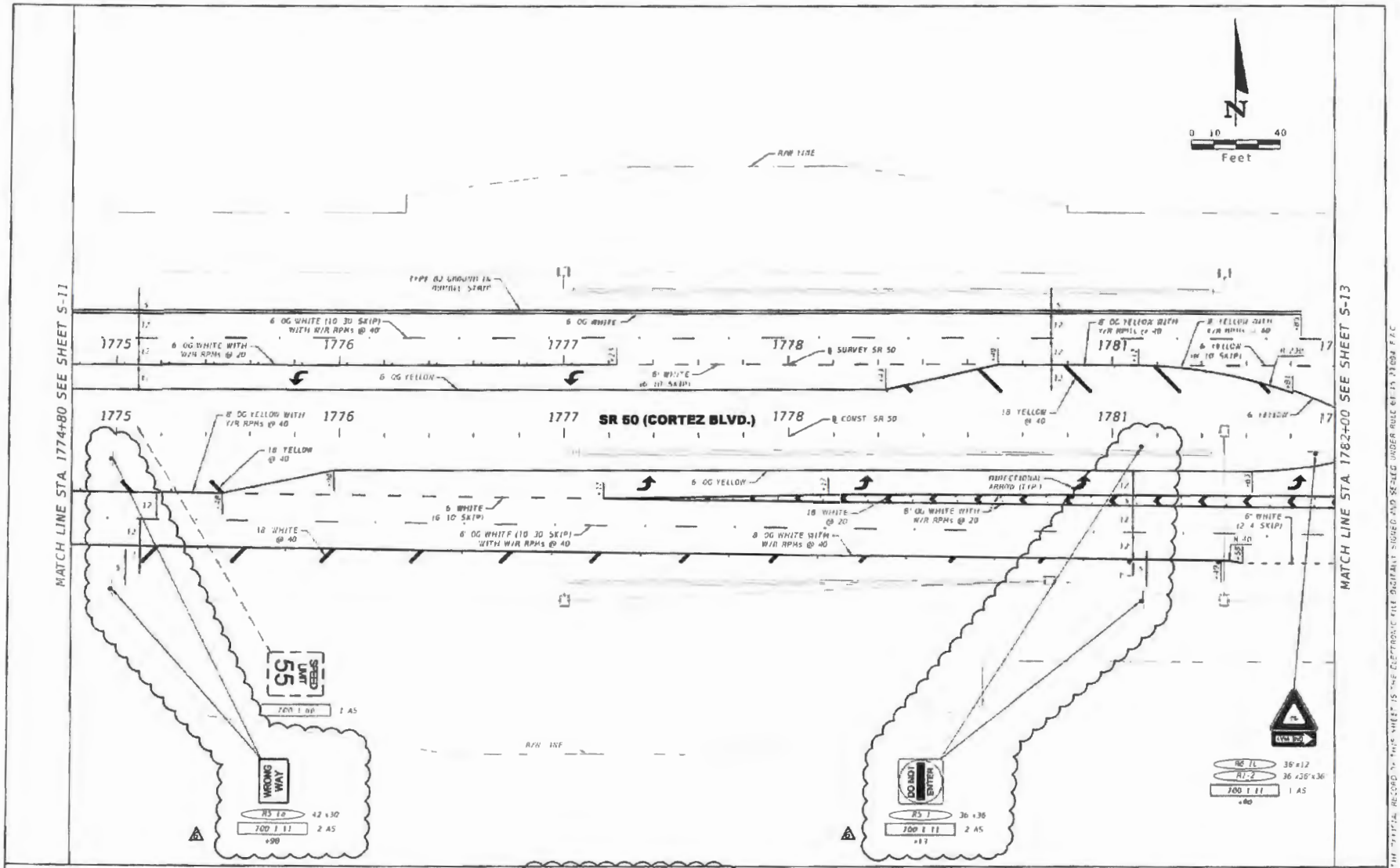
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DISTRICT	COUNTY	FINANCIAL PROJECT ID
7	HERNANDO	43673[illegible] 4-92-01

SR 50

SIGNING AND PAVEMENT MARKING PLAN (4)

SHEET NO. 5 11



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

JANEY B. WALLS, P.E.
P.E. NO. 76169
QUADRESS & NIPLE, INC.
10008 N DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

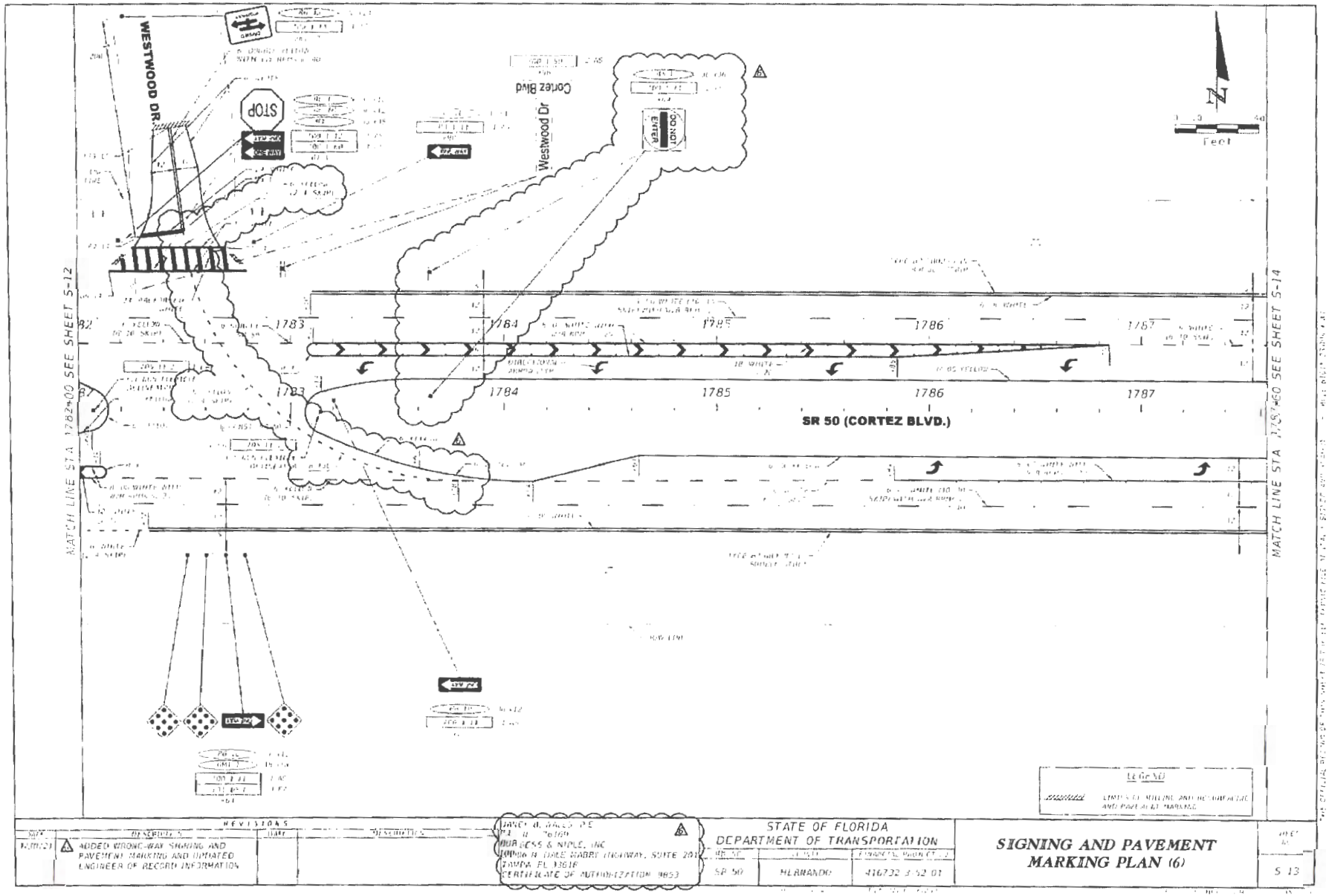
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (6)

SHEET NO. S-12

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



REVISIONS			
NO.	DESCRIPTION	DATE	DESCRIPTION
1	ADDED WRONG-WAY SIGNING AND PAVEMENT MARKING AND UPDATED ENGINEER OF RECORD INFORMATION		

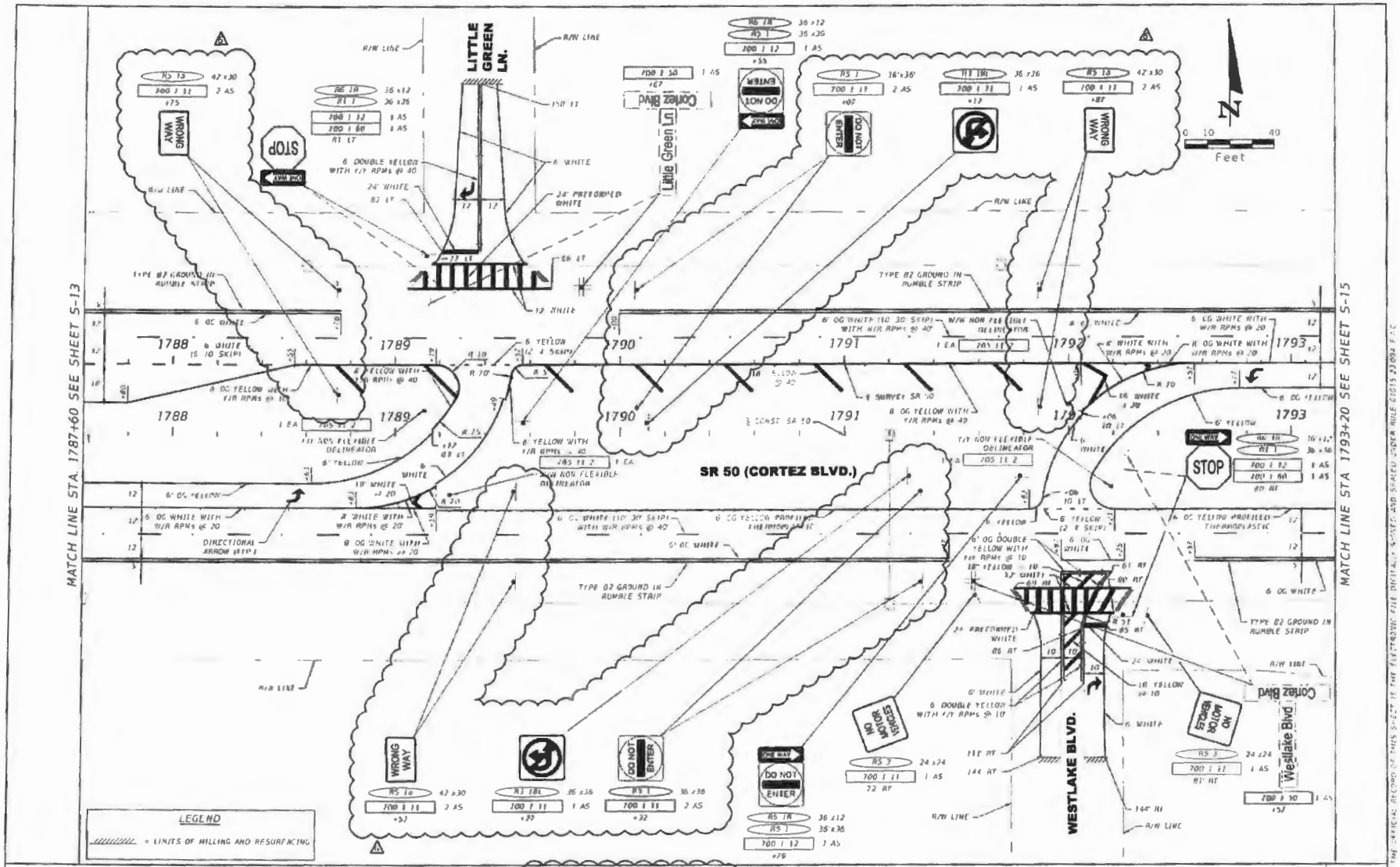
DAVID A. BASS, P.E.
BURGESS & NIPLE, INC
5426 W. CYPRESS (RAILWAY, SUITE 201
TAMPA, FL 33616
CERTIFICATE OF AUTHORIZATION 3853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416722 3 52 01

SIGNING AND PAVEMENT MARKING PLAN (6)

SHEET NO. S-13



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	⚠ ADDED WRONG WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

JANICE B. WALLS, P.E.
P.E. NO.: 76149
BURGESS & NIPLE, INC.
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (7)

SHEET NO. S-14

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

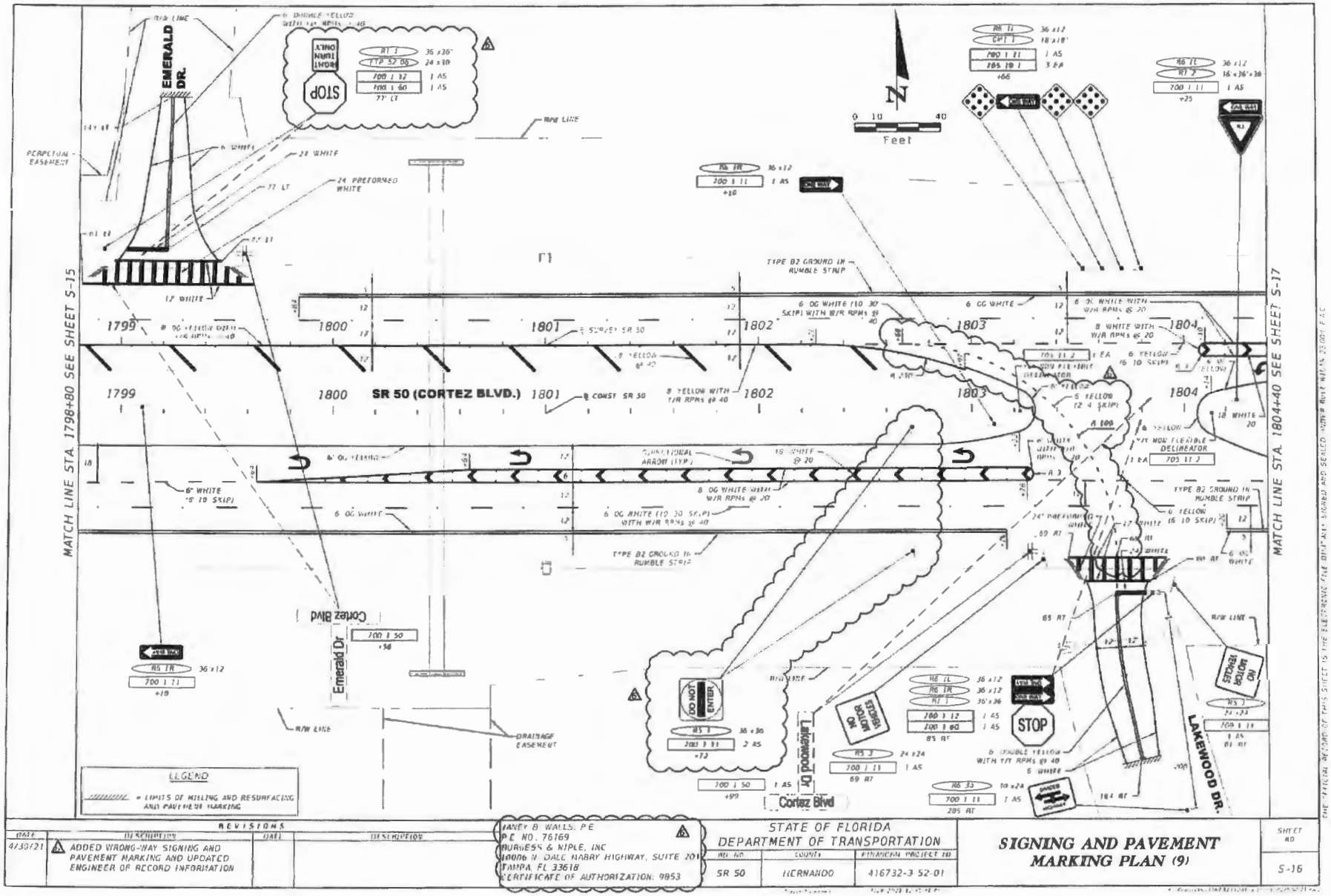
JAMES B. WALLS, P.E.
P.E. # 75161
BURGESS & NIPLE, INC.
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION #6576

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DISTRICT	COUNTY	FPID & FAP NUMBER
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (8)

S-15



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	⚠ ADDED WRONG-WAY SIGNING AND PAVEMENT MARKING AND UPDATED ENGINEER OF RECORD INFORMATION		

⚠
HANEY B. WALLS, P.E.
P.E. NO. 76169
MURGESS & NIPLE, INC
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

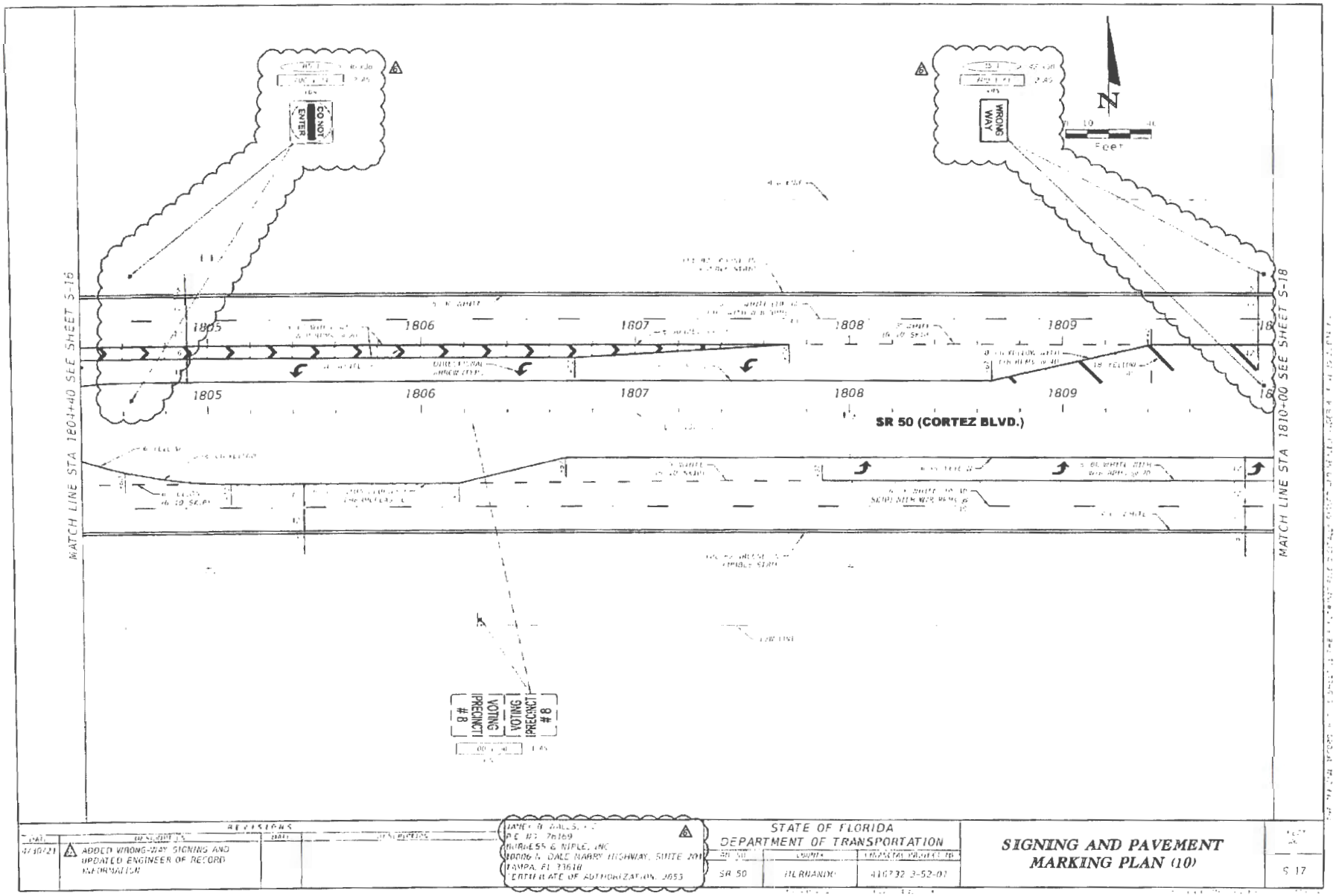
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3 52-01

SIGNING AND PAVEMENT MARKING PLAN (9)

SHEET NO. S-16

THE ORIGINAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED USING A NOT VALID WITHOUT ORIGINAL FILE



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

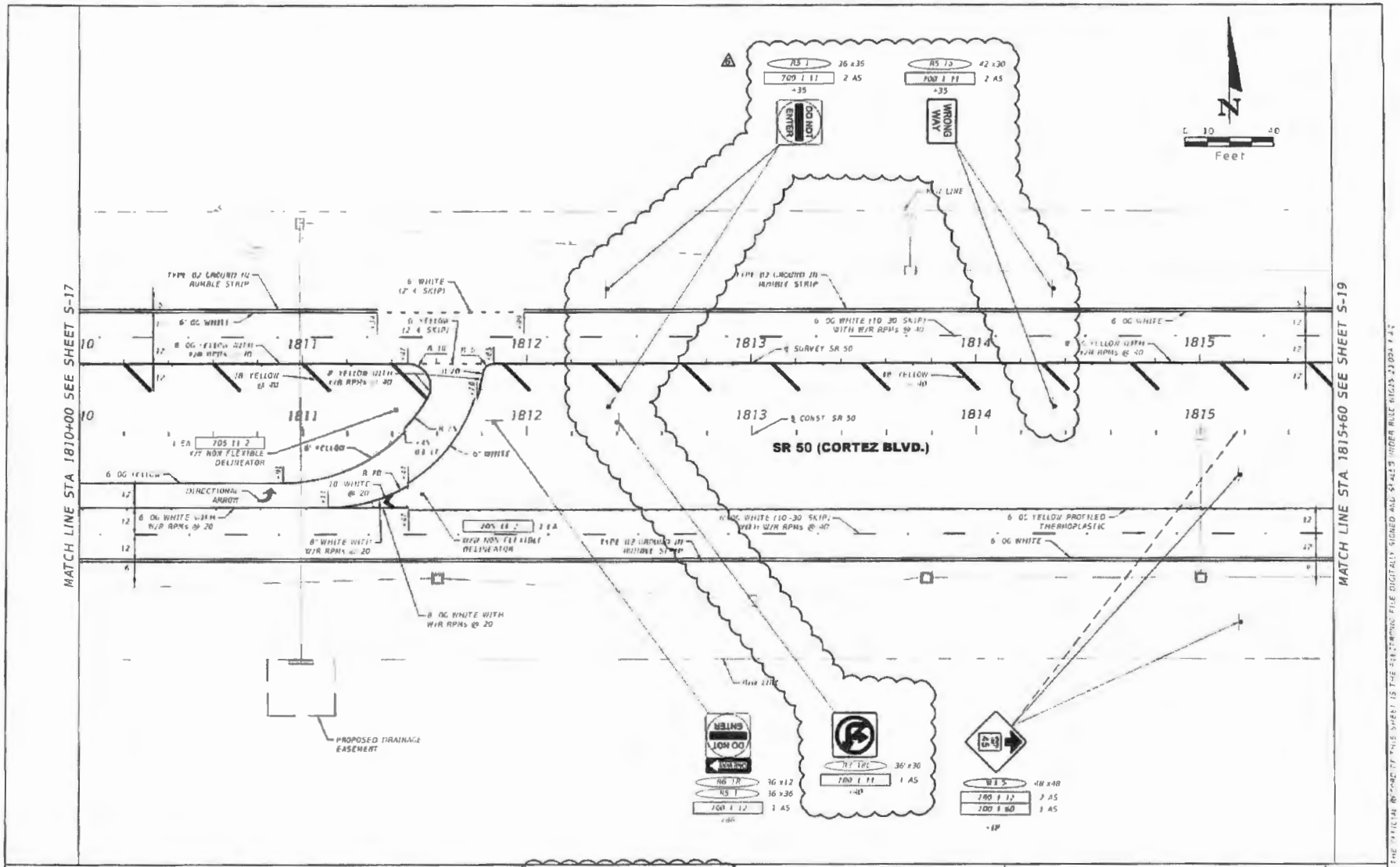
JAMES B. DALLS, P.E. NO. 76169
BURGESS & NIPLE, INC
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION NO. 0653

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

SR NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	410732 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (10)

SHEET NO. S-17



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
12/07/21	⚠ ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

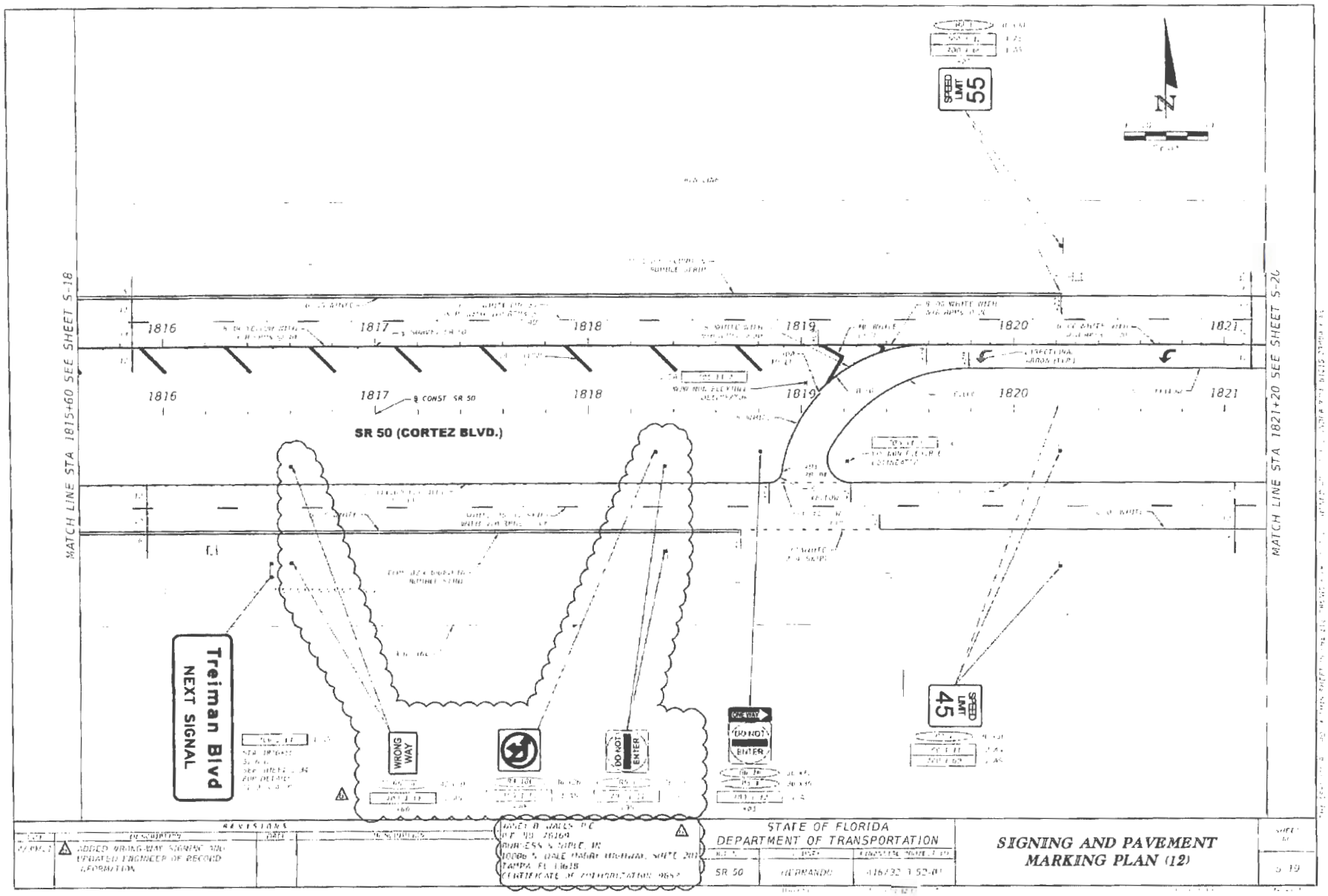
JANET B. WALLS, P.E.
P.E. NO. 76169
BURGESS & NIPLE, INC.
10000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

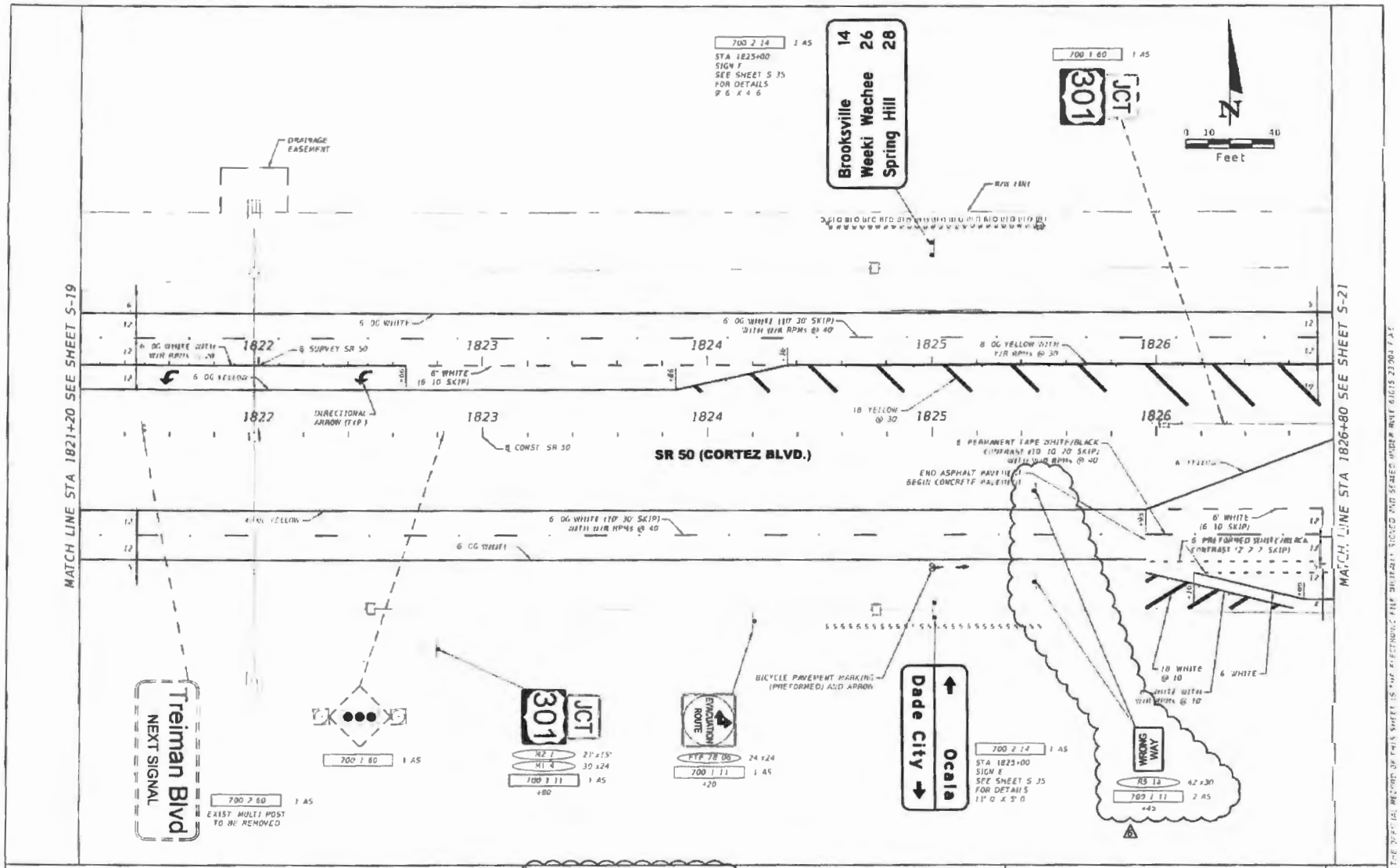
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (11)

SHEET NO. S 18


MATCH LINE STA 1815+60 SEE SHEET S-18
MATCH LINE STA 1821+20 SEE SHEET S-20
1816
1817
1818
1819
1820
1821
SR 50 (CORTEZ BLVD.)
Treiman Blvd
NEXT SIGNAL
WRONG WAY
DO NOT ENTER
SPEED LIMIT 55
SPEED LIMIT 45
REVISIONS
ADDED WRONG-WAY SIGNAGE AND UPDATED ENGINEER OF RECORD INFORMATION
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
SR 50
HERNANDO
SIGNING AND PAVEMENT MARKING PLAN (12)
S-19



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	⚠ ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

JANET B WALLS, P.E.
P.E. NO.: 75169
BURGESS & NIPLE, INC
10006 N DALE MABRY HIGHWAY SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

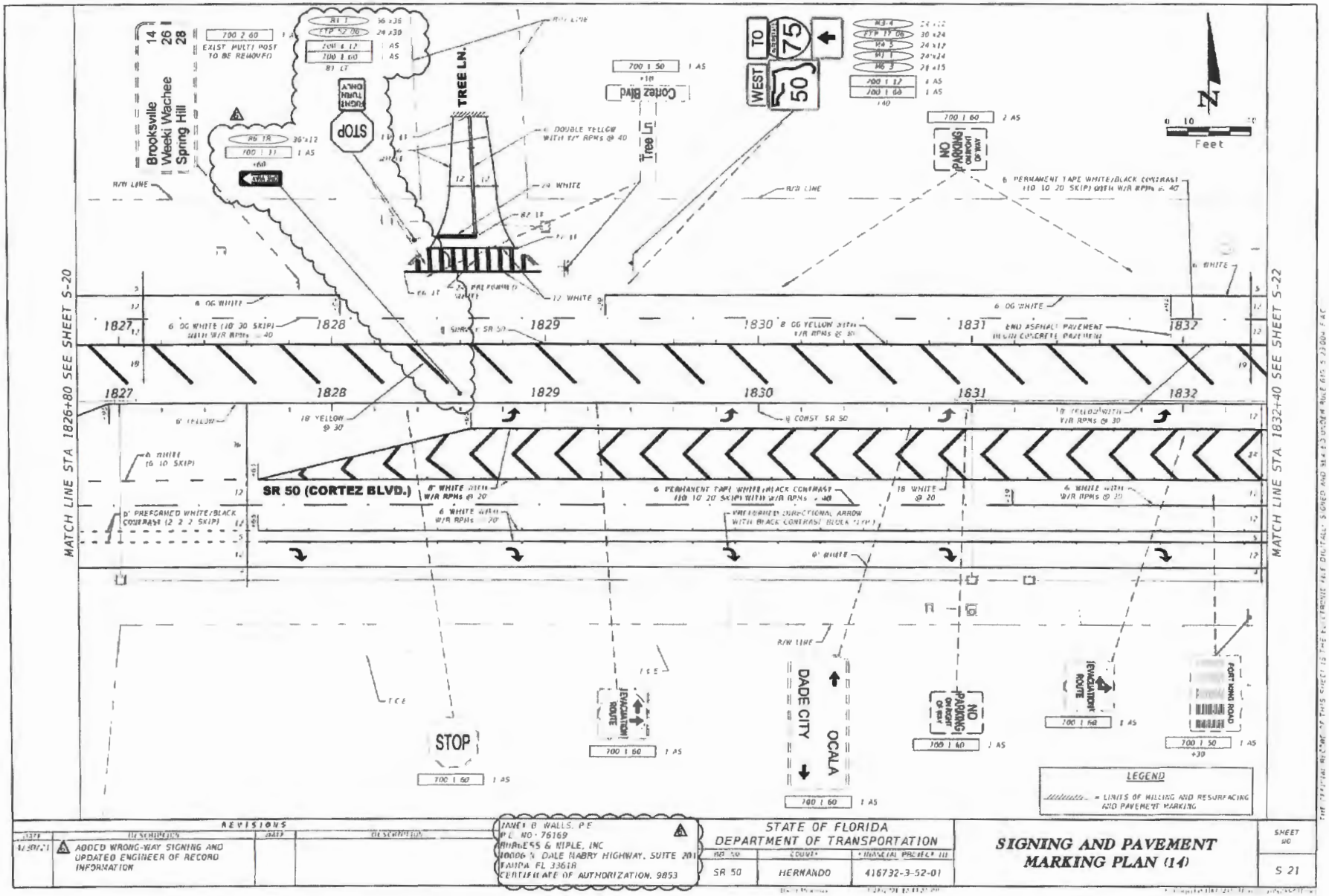
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID.
SR 50	HERNANDO	416732 3-52-01

SIGNING AND PAVEMENT MARKING PLAN (13)

SHEET NO. S-20

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
11/30/21	⚠ ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION		

JAMES B. WALLS, P.E.
P.E. NO. 76169
HARNESS & NIPLE, INC
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION. 9853

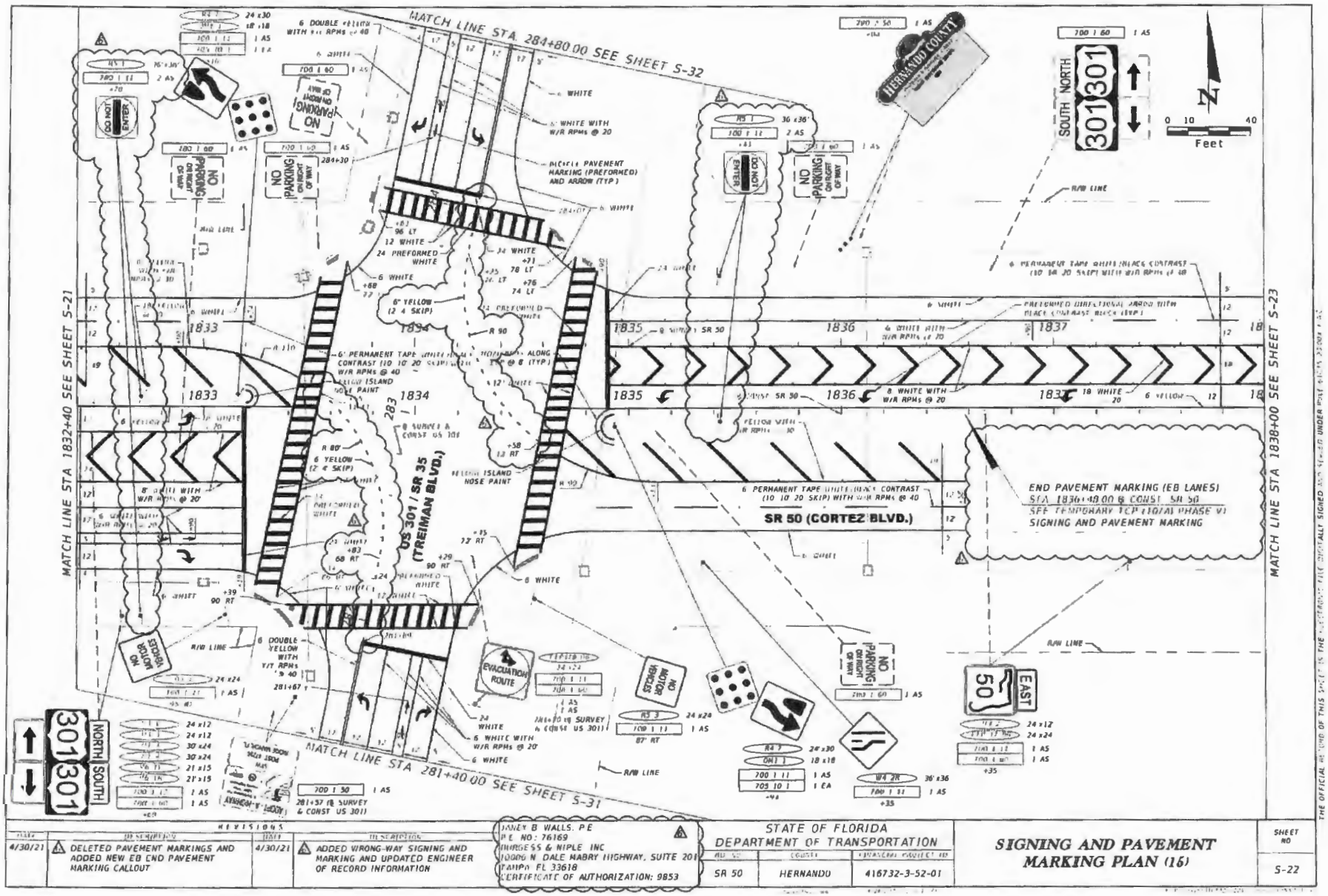
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (14)

SHEET NO. S-21

THE ORIGINAL RELEASE OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004 FAC



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	DELETED PAVEMENT MARKINGS AND ADDED NEW EB END PAVEMENT MARKING CALLOUT	4/30/21	ADDED WRONG-WAY SIGNING AND MARKING AND UPDATED ENGINEER OF RECORD INFORMATION

DANEY B WALLS, P.E.
P.E. NO: 76169
BURGESS & NIPLE INC
10000 N DALE MABRY HIGHWAY, SUITE 201
TAMPA FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

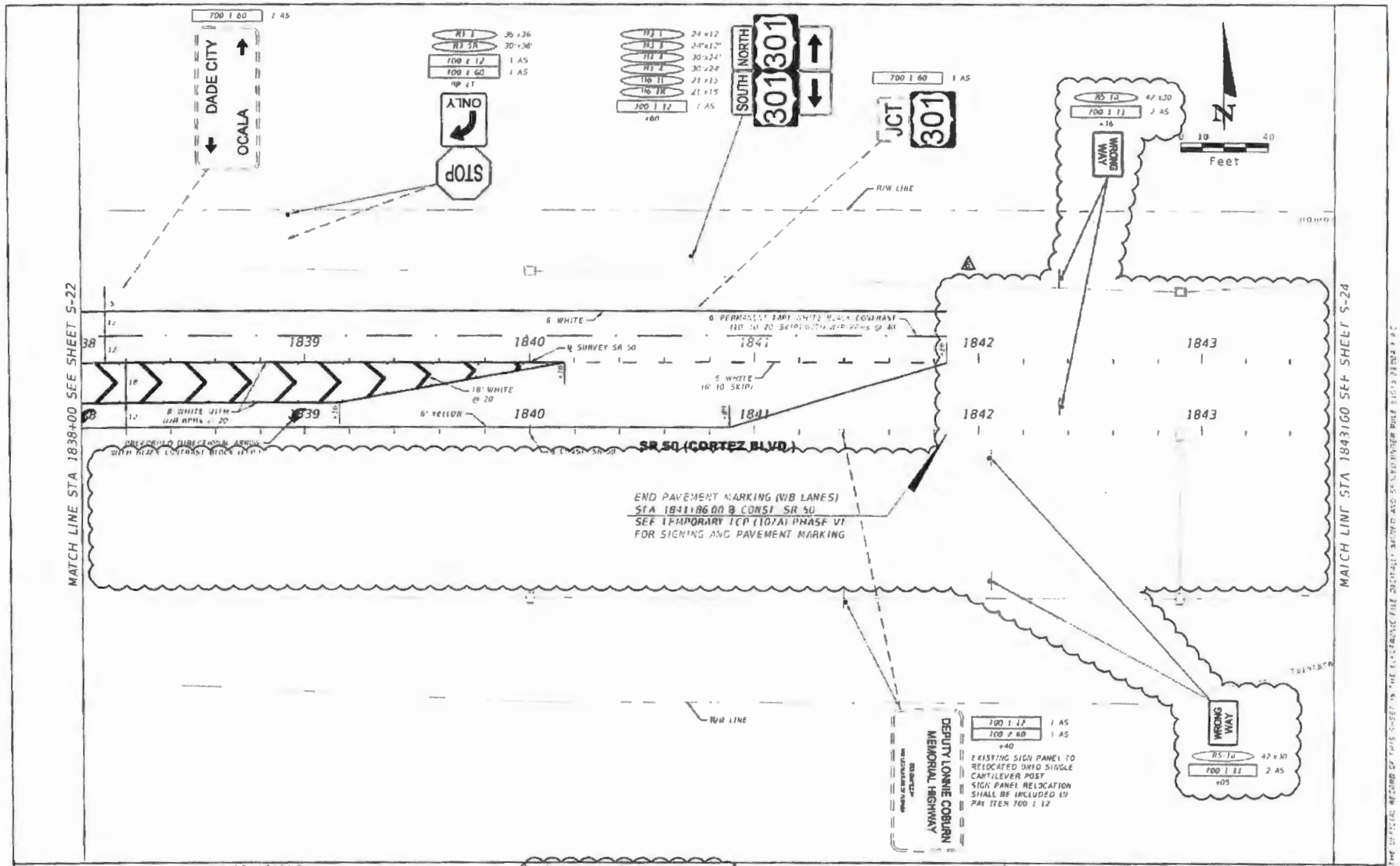
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FED. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (16)

SHEET NO: S-22

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	DELETED PAVEMENT MARKINGS AND ADDED NEW WB END PAVEMENT MARKING CALLOUT	4/30/21	ADDED WRONG-WAY SIGNING AND UPDATED ENGINEER OF RECORD INFORMATION

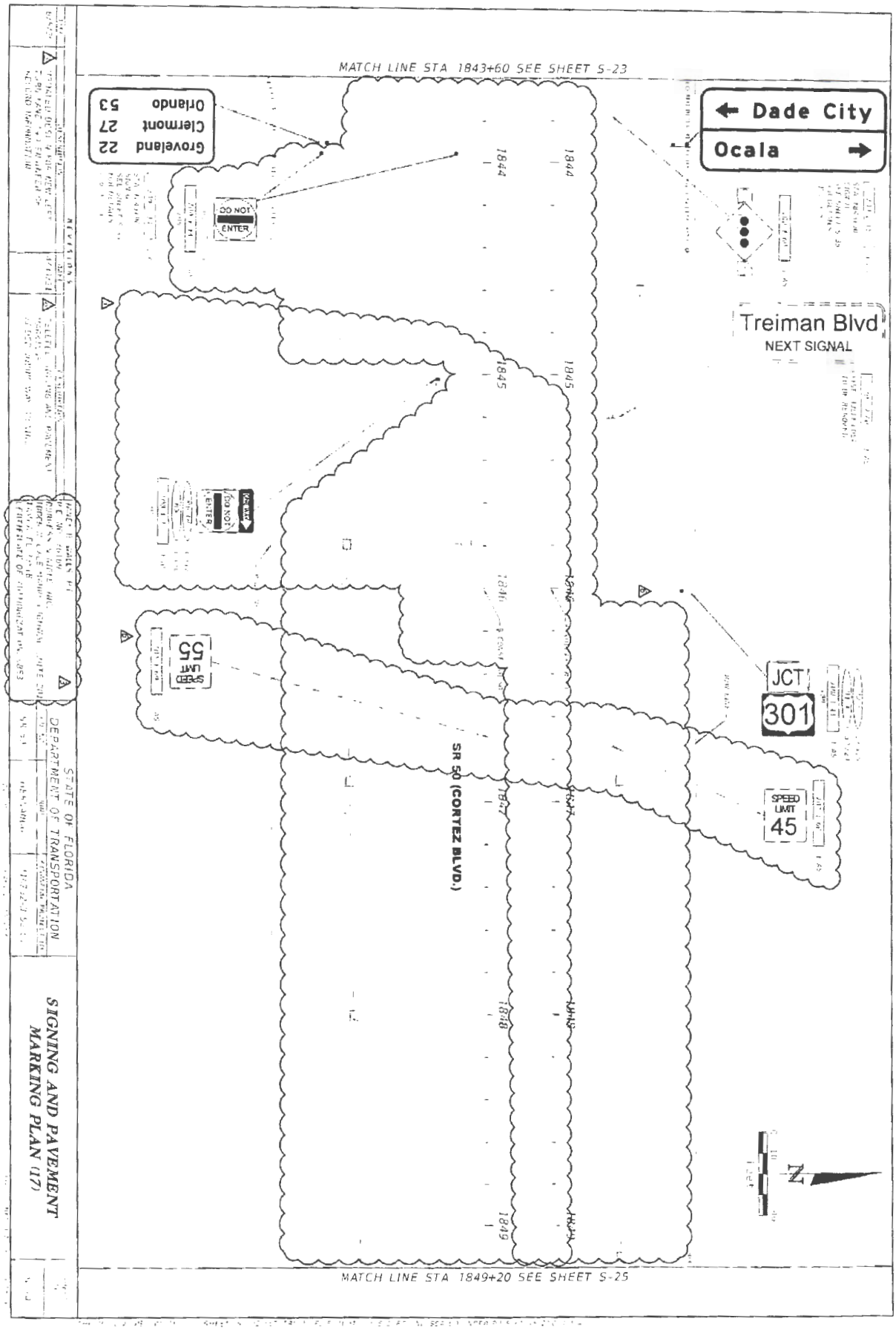
JAMES B. WALLS, P.E.
P.E. NO: 76169
BURGESS & NIPLE, INC
10014 N DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

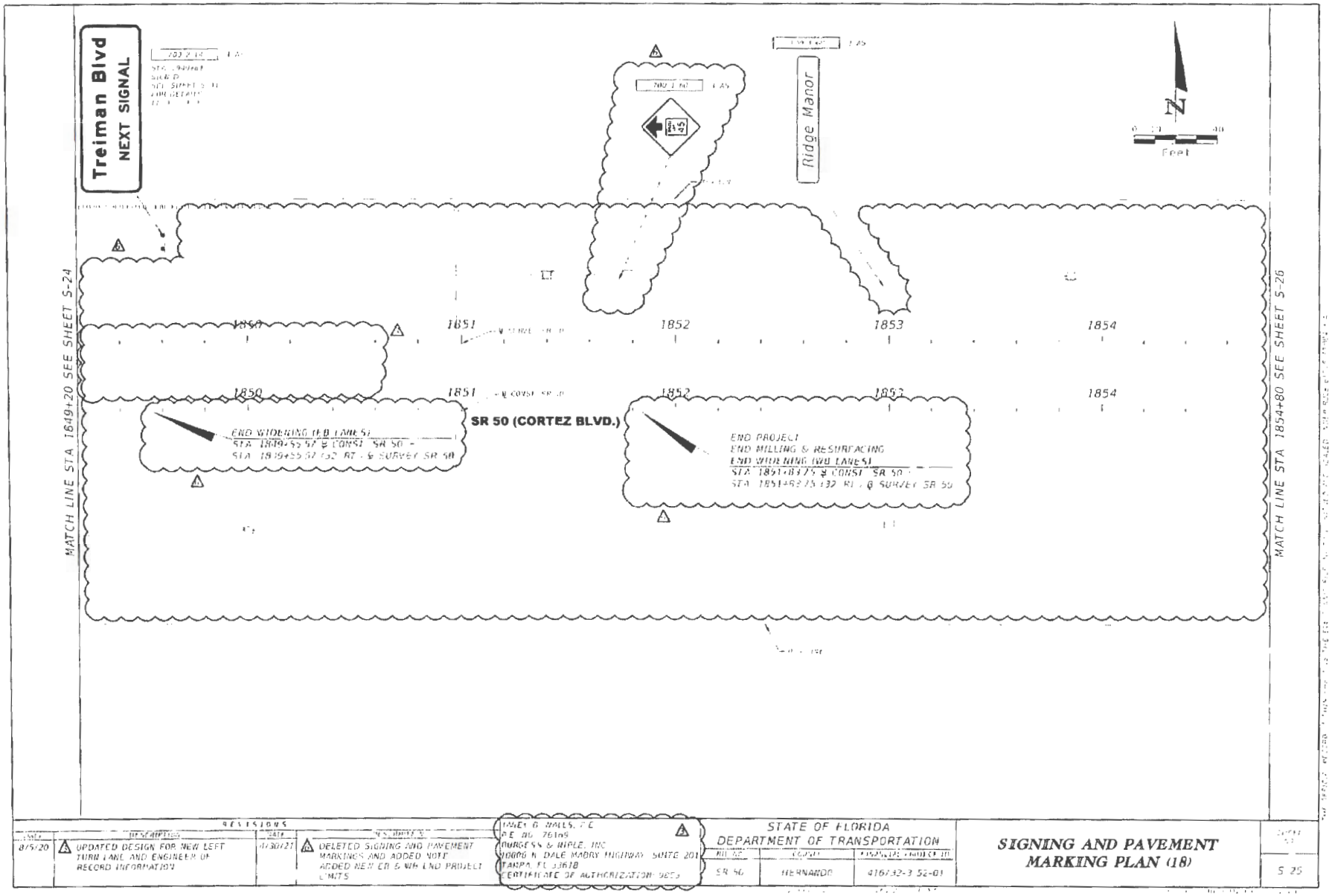
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (16)

SHEET NO. S-23


MATCH LINE STA 1843+60 SEE SHEET S-23
Dade City
Ocala
Orlando 53
Clermont 27
Groveland 22
DO NOT ENTER
Treiman Blvd
NEXT SIGNAL
SPEED LIMIT 55
JCT 301
SR 50 (CORTEZ BLVD.)
SPEED LIMIT 45
1844
1845
1848
1849
MATCH LINE STA 1849+20 SEE SHEET S-25
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
SIGNING AND PAVEMENT MARKING PLAN (17)



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
8/5/20	UPDATED DESIGN FOR NEW LEFT TURN LANE AND ENGINEER OF RECORD INFORMATION	11/30/21	DELETED SIGNING AND PAVEMENT MARKINGS AND ADDED NOTE ADDED NEW EB & WB END PROJECT LIMITS

JAMES G. WALLS, P.E.
P.E. NO. 76109
BURGESS & NIPLE, INC.
10000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 9853

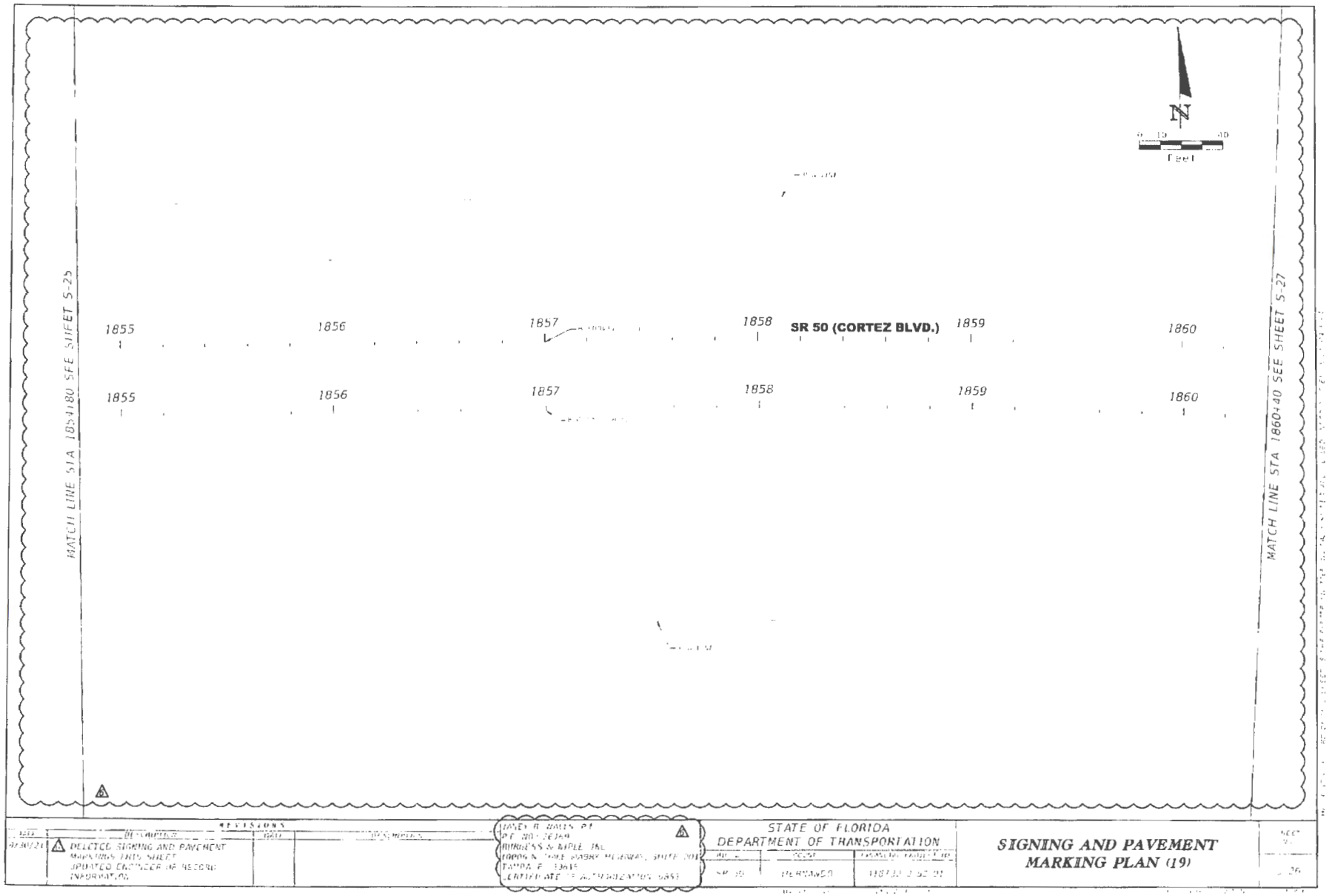
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

DISTRICT	COUNTY	FINANCIAL PROJECT ID
07	HERNANDO	416732-3-52-01

SR 50

SIGNING AND PAVEMENT MARKING PLAN (18)

SHEET NO.
S-25



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
9/30/21	DELETED SIGNING AND PAVEMENT MARKINGS THIS SHEET. UPDATED ENGINEER OF RECORD INFORMATION.		

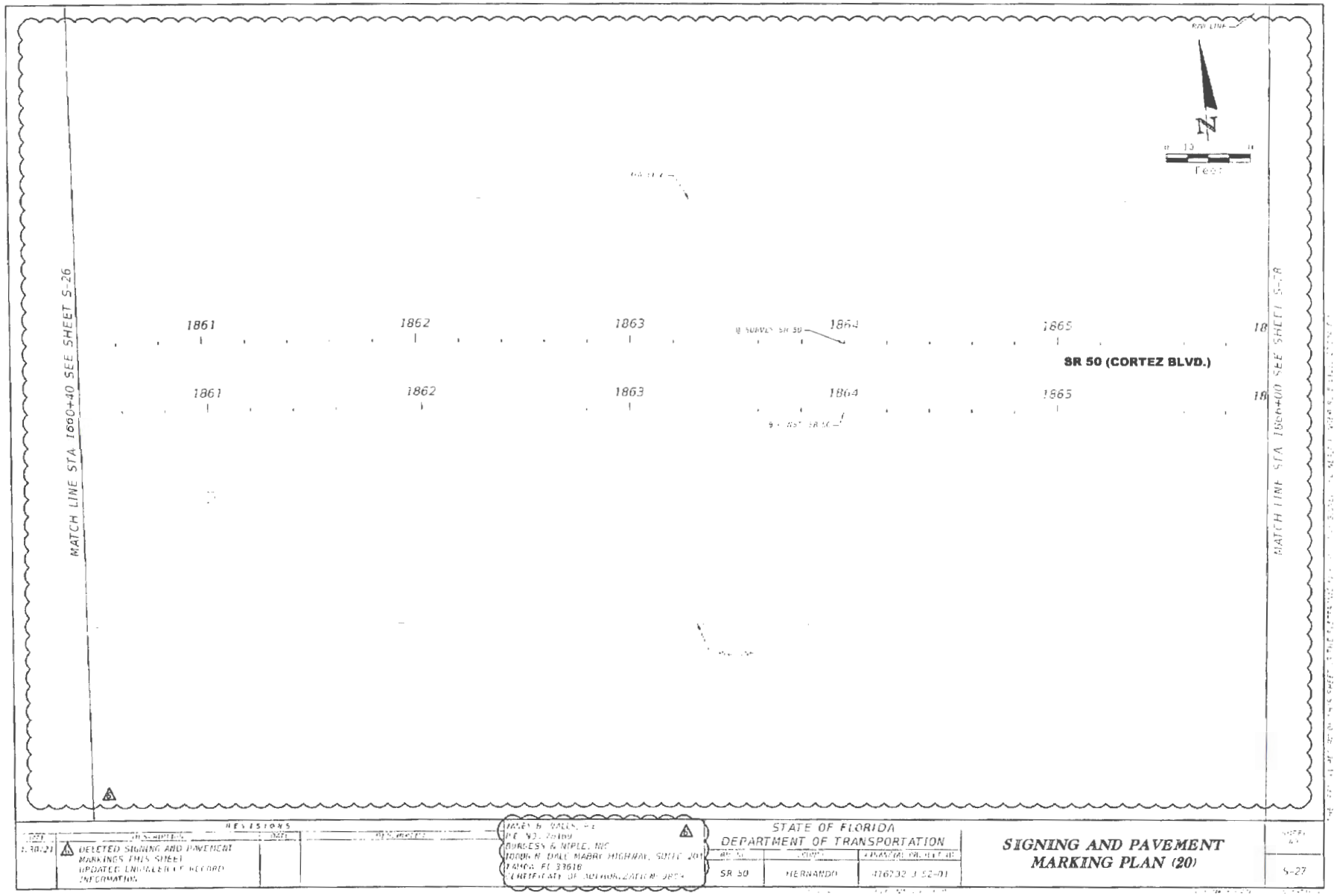
JAMES R. HALES, P.E.
P.E. NO. 56749
HARRIS & HALE, INC.
10000 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, F. 33618
CERTIFICATE OF AUTHORIZATION 6853

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

JOB	ROAD	FINANCIAL PROJECT ID
SR 50	HERNANDO	418733 2 52 01

SIGNING AND PAVEMENT MARKING PLAN (19)

SHEET 26



DATE	DESCRIPTION	DATE	APPROVED
1.30.21	⚠ DELETED SIGNING AND PAVEMENT MARKINGS THIS SHEET UPDATED ENGINEER OF RECORD INFORMATION		

REVISIONS

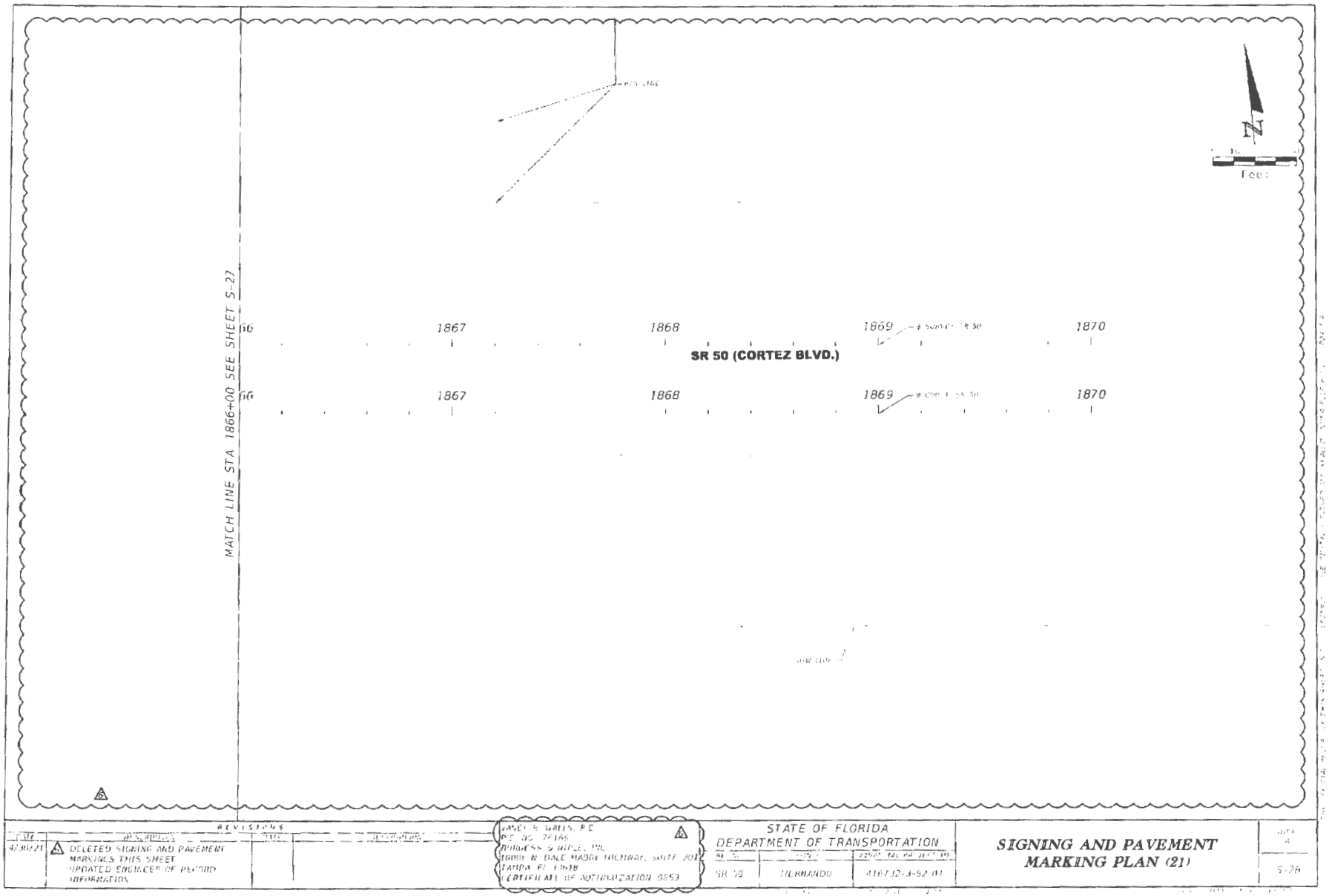
JAMES B. BALES, P.E.
P.E. NO. 79109
BURGESS & NIPLE, INC.
10008 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION #867

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

F.P. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732 1 52-01

SIGNING AND PAVEMENT MARKING PLAN (20)

SHEET NO.
S-27



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/30/21	DELETED SIGNING AND PAVEMENT MARKINGS THIS SHEET. UPDATED ENGINEER OF RECORD INFORMATION.		

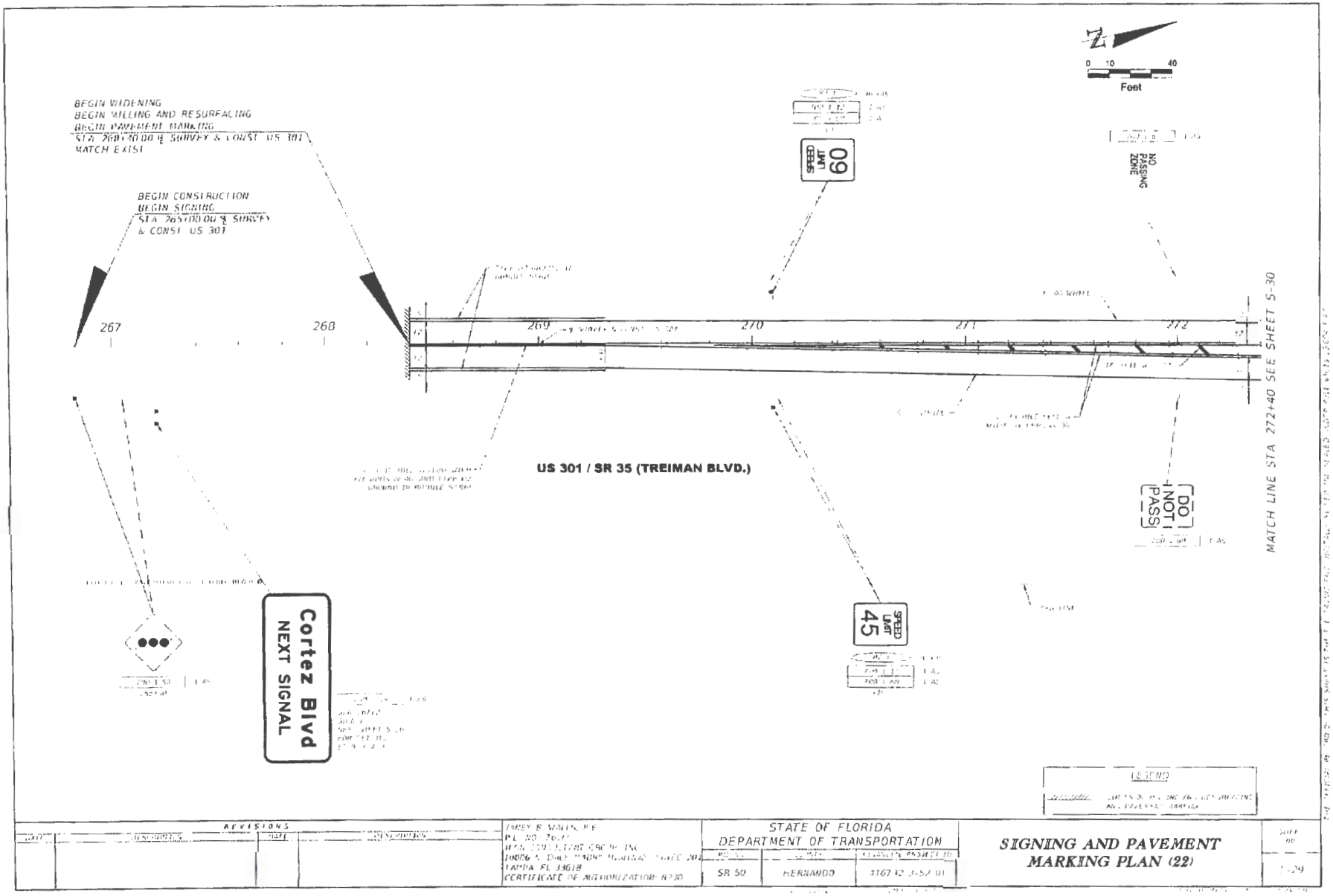
JAMES S. GAILS, P.E.
P.E. NO. 75186
BURGESS & NIPPEL, PA
5808 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 8653

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FM NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (21)

SHEET NO. S-28



REVISIONS					
DATE	DESCRIPTION	DATE	DESCRIPTION		

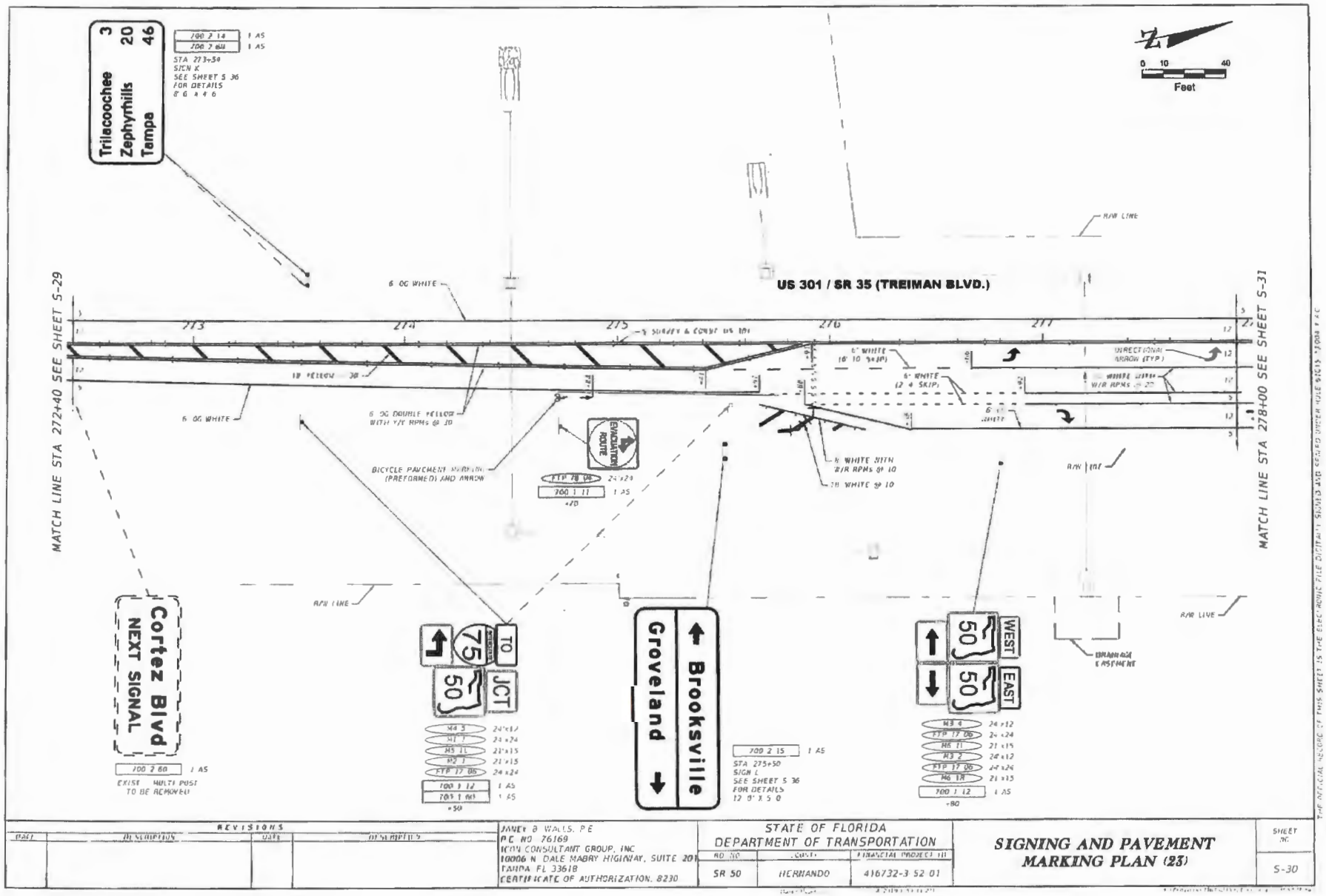
JAMEY B. WALLS, P.E.
P.E. NO. 76647
HDR ENGINEERING, INC. OF THE
10836 N. DALE MABRY HIGHWAY, SUITE 200
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: #630

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

FED. NO.	STATE	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (22)

SHEET NO. S-29



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JANET B. WALLS, P.E.
P.E. NO. 76169
ICON CONSULTANT GROUP, INC.
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 8230

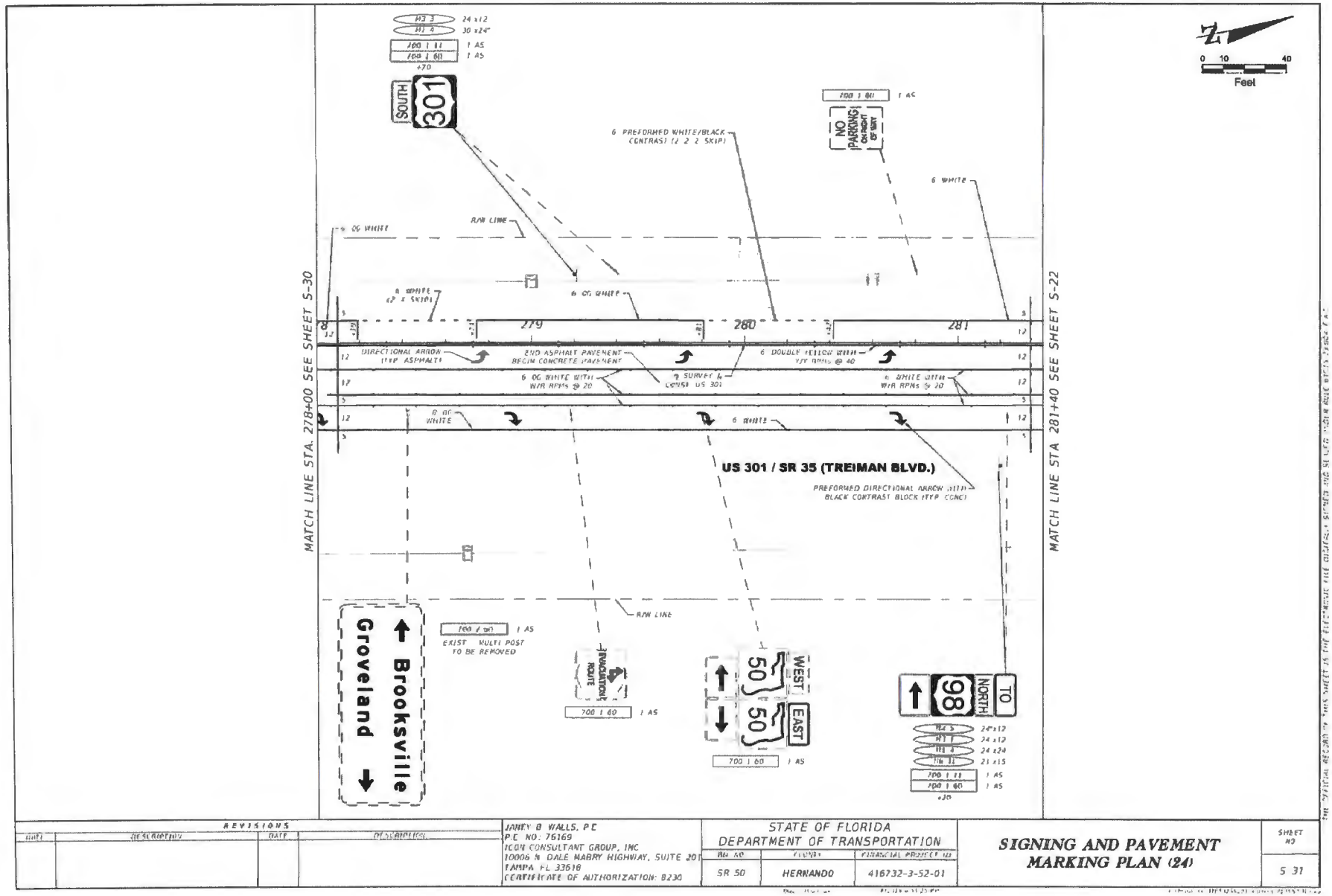
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD. NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3 52 01

SIGNING AND PAVEMENT MARKING PLAN (23)

SHEET NO. S-30

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JANEY B WALLS, P.E
P.E. NO: 76169
ICON CONSULTANT GROUP, INC
10006 N DALE MABRY HIGHWAY, SUITE 201
TAMPA FL 33618
CERTIFICATE OF AUTHORIZATION: 8230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RW NO	COUNTY	FINANCIAL PROJECT NO
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (24)

SHEET NO
S 31

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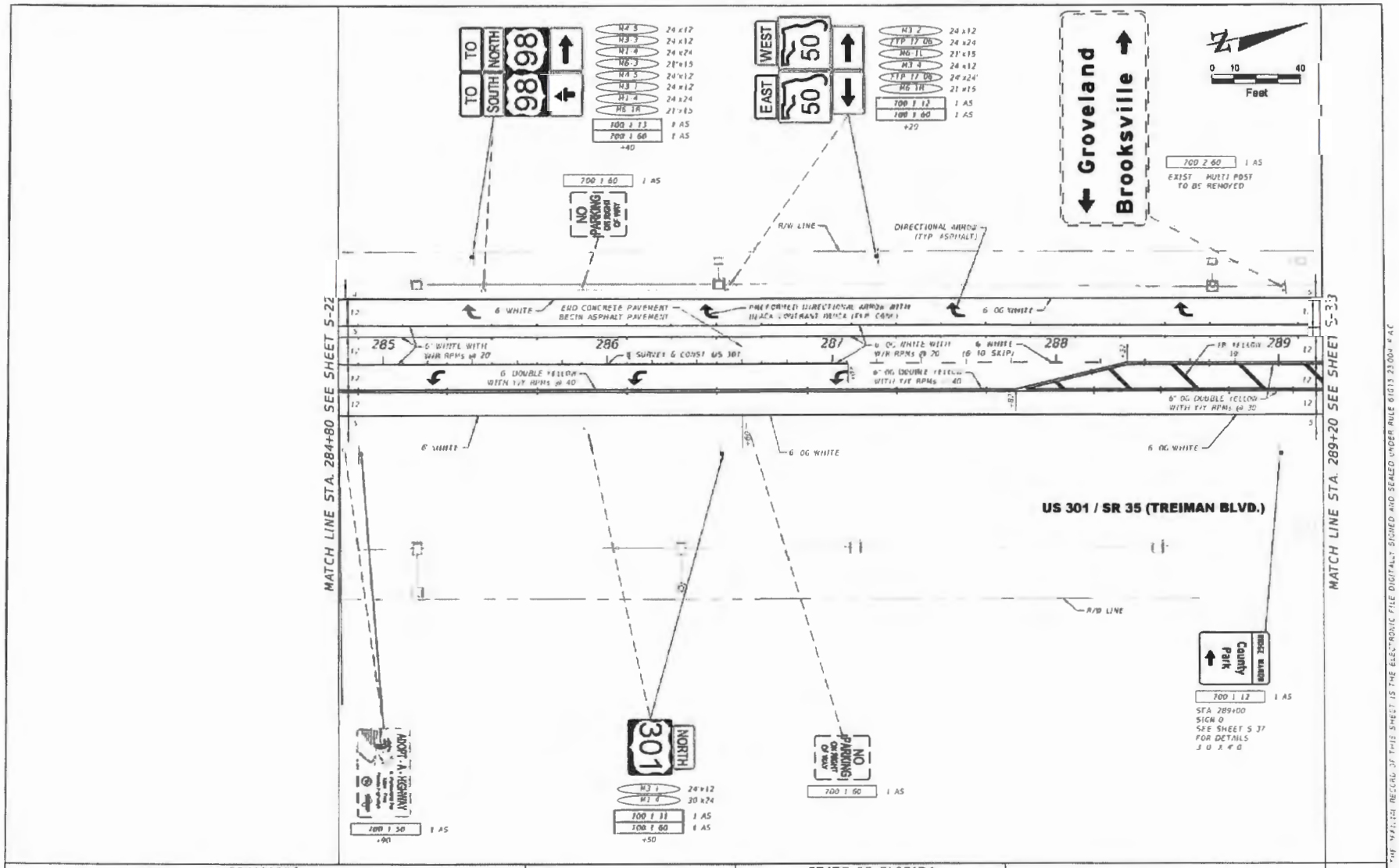


REVISIONS			
NO.	DESCRIPTION	DATE	DESCRIPTION

JANET B WALLS, P.E.
P.E. NO: 76169
ICON CONSULTANT GROUP, INC
10006 N DALE MABRY HIGHWAY SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION: 6230

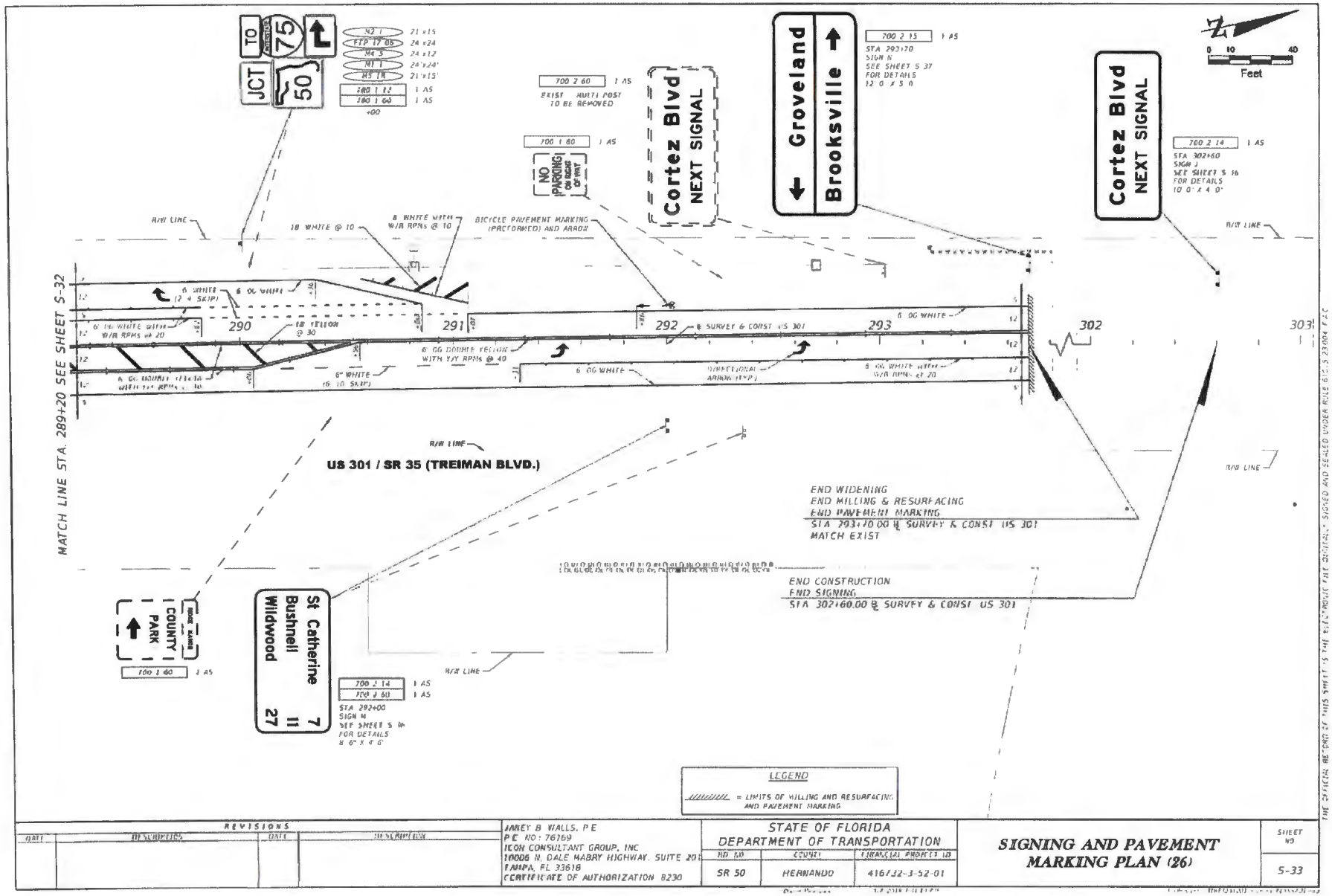
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (26)

SHEET NO. S-32

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



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

JANEY B. WALLS, P.E.
P.E. NO: 76769
ICON CONSULTANT GROUP, INC
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 8230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNING AND PAVEMENT MARKING PLAN (26)

SHEET NO. S-33

THE SPACING SHOWN HEREON IS IN FEET AND DECIMALS THEREOF. SIGNED AND SEALED UNDER RULE 61G15-23.004 F.A.C.

ADDITIONAL BACKGROUND TRAFFIC

TRANSPORTATION ANALYSIS

STATEWIDE LOGISTICS CENTER

Prepared For

CENTRAL FLORIDA DEVELOPMENT

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

FIGURE 3
PROJECT TRAFFIC

TRANSPORTATION ANALYSIS

BENTON HILL ESTATES

Prepared For

MERITAGE HOMES

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

TRANSPORTATION ANALYSIS

BENTON HILLS ESTATES

Prepared For

MERITAGE HOMES

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

January, 2022

Project No. 21130

Steven J. Henry, P.E.
P.E. No. 51555

_____
Date

LINCKS & ASSOCIATES, INC.

TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends In	AM Peak Hour Trip Ends Out	AM Peak Hour Trip Ends Total	PM Peak Hour Trip Ends In	PM Peak Hour Trip Ends Out	PM Peak Hour Trip Ends Total
Single Family	210	660 DU's	5,727	108	307	415	369	217	586

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021

FIGURE 3
PROJECT TRAFFIC

TRANSPORTATION ANALYSIS

KETTERING INDUSTRIAL

Prepared For

JDC PROPERTY GROUP, L.L.C

Prepared By

LINCKS & ASSOCIATES, INC.
Engineers - Planners
Tampa, Florida

TRANSPORTATION ANALYSIS

KETTERING INDUSTRIAL

Prepared For

JDC PROPERTY GROUP, L.L.C

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

January, 2022

Project No. 21241

Steven J. Henry, P.E.
P.E. No. 51555

_____
Date

TABLE 1

ESTIMATED STREET PROJECT TRIP ENDS (1)

Land Use	Size	Daily Trip Ends	AM Peak Hour Trip Ends			PM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total
Warehouse/ Distribution Facility	337,137 SF	3,052	141	195	336	118	116	234

(1) Source: Data provided by End User

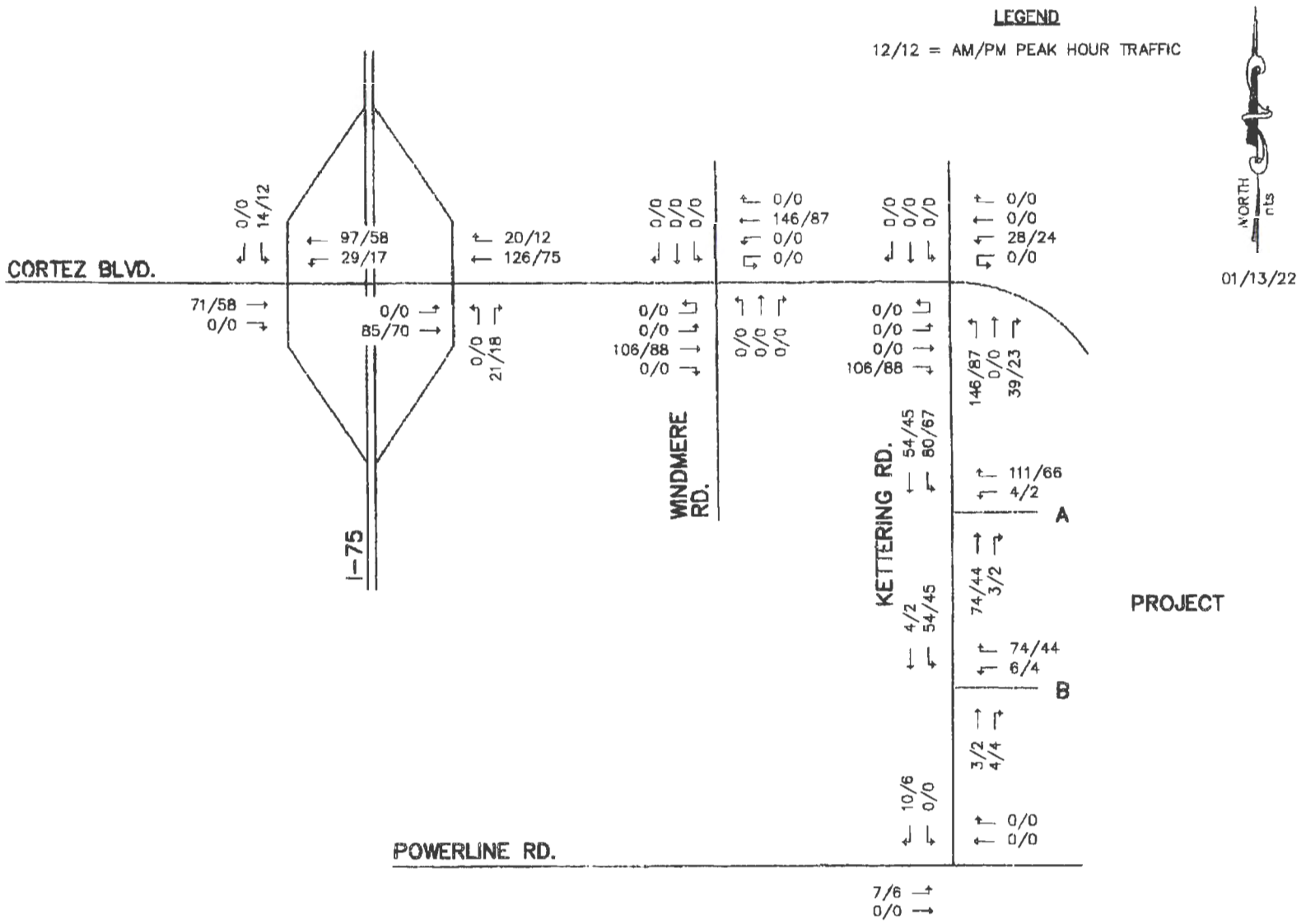


FIGURE 3
PROJECT TRAFFIC

SIGNAL TIMINGS

CONTROLLER OPERATION NOTES

1. MAJOR STREETS ARE
   - SR 50 (CORTEZ BOULEVARD) MOVEMENTS 2 AND 6
2. MINOR STREETS ARE:
   - US 98 (MCKETHAN ROAD), MOVEMENT 8
   - OLANCHA ROAD, MOVEMENT 4
3. PROGRAM SPECIAL SIGNAL OPERATING PLAN WITH THE FOLLOWING:
   - CONCURRENT/ACTUATED PEDESTRIANS FOR MOVEMENTS 2 (P2), 4 (P4), 6 (P6), AND 8 (P8)
   - WHEN THE SIGNAL IS IN FLASHING MODE, MOVEMENTS 2 AND 6 FLASH YELLOW, ALL OTHER MOVEMENTS FLASH RED.
   - WIRE EACH PHASE/MOVEMENT FROM THE SIGNAL DISPLAY TO THE CONTROLLER AS A SEPARATE PHASE/MOVEMENT. THIS INCLUDES LEFT TURN MOVEMENTS. EACH LEFT TURN MOVEMENT SHALL HAVE CONDUCTORS AVAILABLE FOR PROTECTED AND PERMISSIVE OPERATION
4. PROGRAM MOVEMENT 6R AS OVERLAP A TO COME UP WITH MOVEMENT 4 AND MATCH YELLOW AND ALL RED INTERVALS
5. PROGRAM ALL DETECTION ZONES AS 6' X 30' AND LOCATED 2' AHEAD OF THE STOP BAR

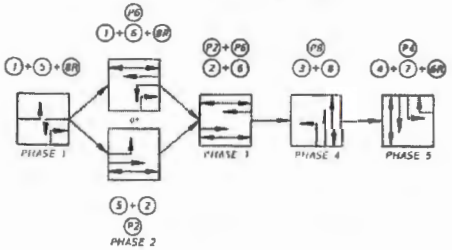
INTERSECTION NOTES:

1. THE POSTED SPEED LIMIT IS AS FOLLOWS:
   - SR 50 (CORTEZ BOULEVARD) = 55 MPH
   - MCKETHAN ROAD = 35 MPH
   - OLANCHA ROAD = 35 MPH
2. STREET LIGHTING LUMINAIRE BRACKET ARMS WILL BE ADDED TO ALL FOUR STEEL SIGNAL STRAIN POLES AT THIS INTERSECTION. SEE THE STRAIN POLE SCHEDULE FOR BRACKET ARM DETAILS. ALSO, SEE THE LIGHTING PLANS FOR THE LUMINAIRES TO BE ATTACHED AND THE ASSOCIATED DETAILS.

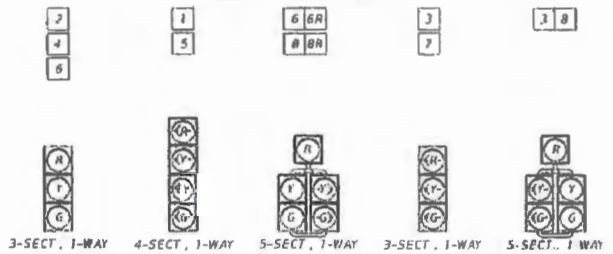
REMOVAL PAY ITEMS

632-7-6	1 PI
641-2-80	2 EA
670-5-600	2 AS

SPECIAL SOP

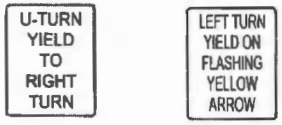


SIGNAL HEAD DETAILS



3-SECT., 1-WAY	4-SECT., 1-WAY	5-SECT., 1-WAY	3-SECT., 1-WAY	5-SECT., 1 WAY
8 AS	2 AS	3 AS	4 AS	1 AS
650-1-14	650-1-16	650-1-19	650-1-14	650-1-19

REGULATORY SIGNS



SIGN (1) R10-16 30" x 36"

SIGN (2) FTP-85-13 30" x 36"

700-3-201 3 AS

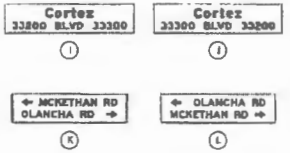
PEDESTRIAN HEAD DETAILS

PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY

8 AS

653-1-11

INTERNALLY ILLUMINATED STREET NAME SIGNS



CONTROLLER TIMINGS

TIMING FUNCTION	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
	MINIMUM GREEN	5	20	10	10	5	20	10	10
	EXTENSION	2.5	6.0	5.0	5.0	2.5	6.0	5.0	5.0
	MAXIMUM GREEN 1	20	50	30	30	20	50	30	30
	MAXIMUM GREEN 2	40	40	40	40	40	40	40	40
	YELLOW CLEARANCE	5.5	5.5	5.5	4.0	5.5	5.5	4.0	5.5
	ALL RED	2.2	2.7	2.2	4.2	2.2	2.2	4.2	2.7
	PEDESTRIAN WALK		7		7		7		7
	PED CLEARANCE		24		37		15		42
	RECALL		MIN				MIN		

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE ENGINEER. INSTALL CONCURRENT TIMING OF INITIAL AND EXTENSION INTERVALS

VIDEO VEHICLE DETECTION ASSIGNMENTS

VIDEO DETECTION	DETECTION ZONE	DELAY (SEC)
V-1	DZ-5	
	DZ-2	
V-2	DZ-7	
	DZ-4	
V-3	DZ-1	
	DZ-6	
	DZ-6R	
V-4	DZ-3	
	DZ-8	
	DZ-8R	

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, PE
PE LICENSE NUMBER 49282
HDR Engineering, Inc
4830 W Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO 4213

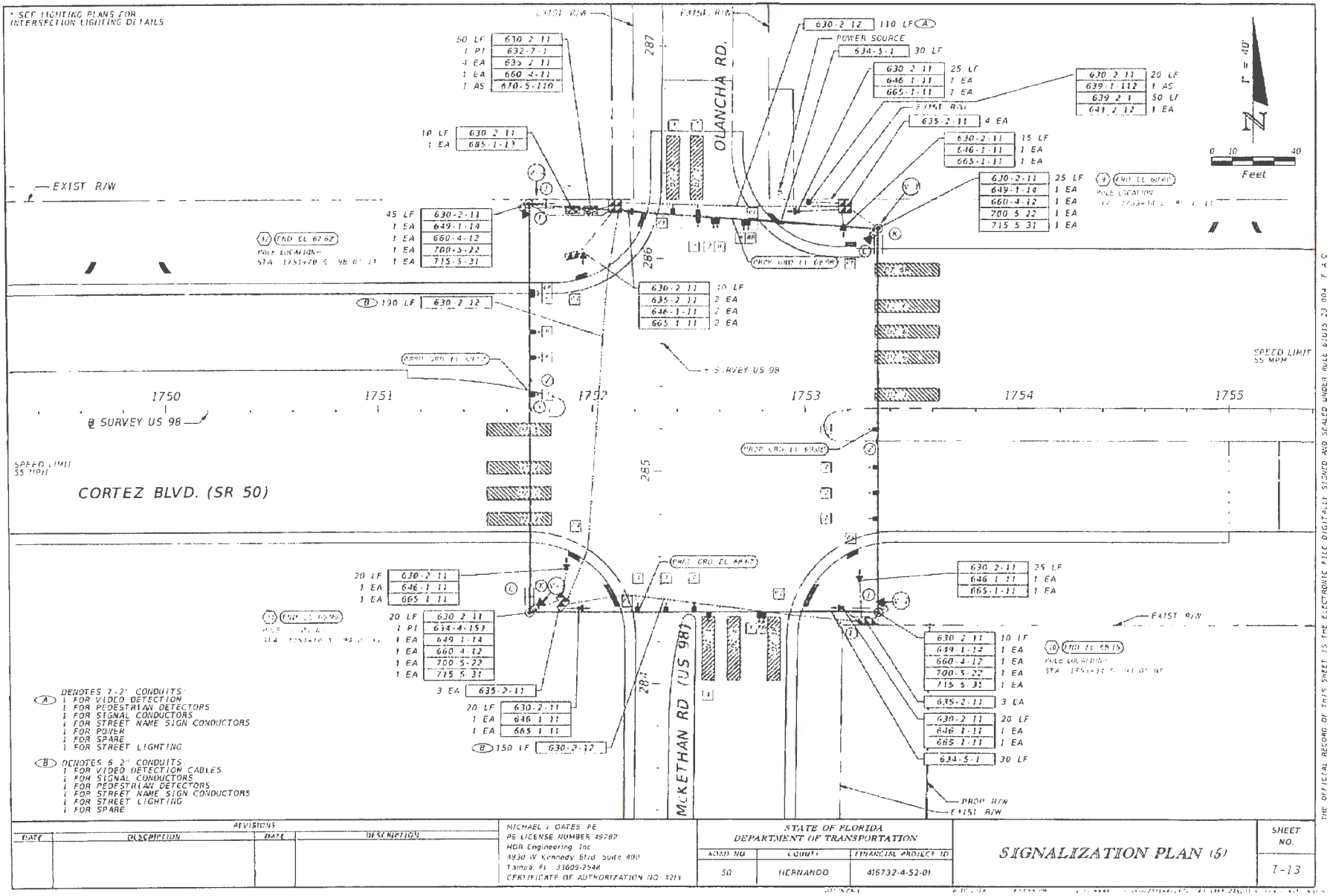
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
50	HERNANDO	415732-4-52-01

SIGNALIZATION PLAN (6)

SHEET NO T-14

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


* SEE LIGHTING PLANS FOR INTERSECTION LIGHTING DETAILS
EXIST R/W
OLANCHA RD.
CORTEZ BLVD. (SR 50)
MCKETHAN RD (US 98)
@ SURVEY US 98
1750
1751
1752
1753
1754
1755
SPEED LIMIT 55 MPH
1" = 40'
0 10 40
Feet
(A) DENOTES 7-2" CONDUITS:
1 FOR VIDEO DETECTION
1 FOR PEDESTRIAN DETECTORS
1 FOR SIGNAL CONDUCTORS
1 FOR STREET NAME SIGN CONDUCTORS
1 FOR POWER
1 FOR SPARE
1 FOR STREET LIGHTING
(B) DENOTES 6-2" CONDUITS:
1 FOR VIDEO DETECTION CABLES
1 FOR SIGNAL CONDUCTORS
1 FOR PEDESTRIAN DETECTORS
1 FOR STREET NAME SIGN CONDUCTORS
1 FOR STREET LIGHTING
1 FOR SPARE
REVISIONS
DATE
DESCRIPTION
DATE
DESCRIPTION
MICHAEL T. OATES, PE
PE LICENSE NUMBER 49282
HDR Engineering, Inc.
4930 W. Kennedy Blvd. Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4215
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO.
COUNTY
FINANCIAL PROJECT ID
50
HERNANDO
416732-4-52-01
SIGNALIZATION PLAN (6)
SHEET NO.
T-13
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004 F.A.C.

Windamer

CONTROLLER OPERATION NOTES:

1 MAJOR STREET IS SR 50 (CORTEZ BOULEVARD). MOVEMENTS 2 AND 6

2 MINOR STREETS ARE
- BRONSON BOULEVARD, MOVEMENT 4
- WINDMERE ROAD, MOVEMENT 8

3 PROGRAM SIGNAL OPERATING PLAN NO. 7 WITH THE FOLLOWING
CONCURRENT/NON-CONFLICTING PEDESTRIANS FOR MOVEMENTS 2 (P2), 4 (P4) AND 6 (P6).
WHEN THE SIGNAL IS IN FLASHING MODE, MOVEMENTS 2 AND 6 FLASH YELLOW, ALL OTHER SIGNALS FLASH RED.
WIRE EACH PHASE/MOVEMENT FROM THE SIGNAL DISPLAY TO THE CONTROLLER AS A SEPARATE PHASE/MOVEMENT. THIS INCLUDES LEFT TURN MOVEMENTS. EACH LEFT TURN MOVEMENT SHALL HAVE CONDUCTORS AVAILABLE FOR PROTECTED AND PERMISSIVE OPERATION.

4 WIRE THE CABINET FOR SOP 10 BUT THE INITIAL OPERATION IS SOP 7

CONSTRUCTION NOTES

1 ALL DETECTION ZONES ARE 6' X 30' AND PLACED 2' AHEAD OF THE STOP BAR

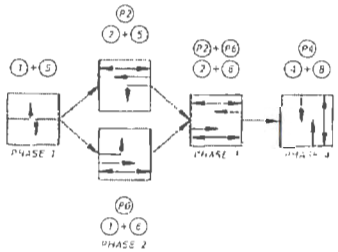
INTERSECTION NOTES:

1 THE POSTED SPEED LIMIT IS AS FOLLOWS.
- SR 50 (CORTEZ BOULEVARD) = 45 MPH
- WINDMERE ROAD = 30 MPH
- BRONSON BOULEVARD = 30 MPH

REMOVAL PAY ITEMS

632 7-6	1 PI
641-2-80	2 EA
646-1-60	2 EA
670 5-600	2 AS

SOP 7



CONTROLLER TIMINGS

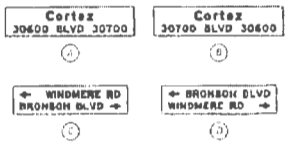
TIMING FUNCTION: MOVEMENT NUMBER	1	2	3	4	5	6	7	8
MINIMUM GREEN	7	20		5	5	20		5
EXTENSION	5.0	4.5		4.5	3.0	4.5		4.5
MAXIMUM GREEN 1	30	50		30	15	50		20
MAXIMUM GREEN 2	40	140		50	40	140		50
YELLOW CLEARANCE	4.6	4.8		3.7	4.6	4.8		3.7
ALL RED	2.6	2.6		3.0	2.5	2.6		5.0
PEDESTRIAN WALK		7		7		7		
PED CLEARANCE		24		50		24		
PEDCALL		MIN				MIN		

TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY THE ENGINEER. INSTALL CONFIRMED TIMING OF INITIAL AND EXTENSION INTERVALS.

VIDEO VEHICLE DETECTION ASSIGNMENTS

VIDEO DETECTION	DETECTION ZONE	DELAY (SEC)
V-1	DZ-1	
	DZ-5	
	DZ-6R	
V-2	DZ-5	
	DZ-2	
V-3	DZ-6	
V-4	DZ-4	

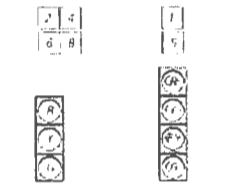
INTERNALLY ILLUMINATED STREET NAME SIGNS



REGULATORY SIGNS

SIGN (3)
FYF-95-13
30" x 36"
700-3-201 3 AS

SIGNAL HEAD DETAILS



PEDESTRIAN HEAD DETAILS

PED SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
6 AS
653-1-71

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

REVISIONS DATE	DESCRIPTION	DATE	DESCRIPTION

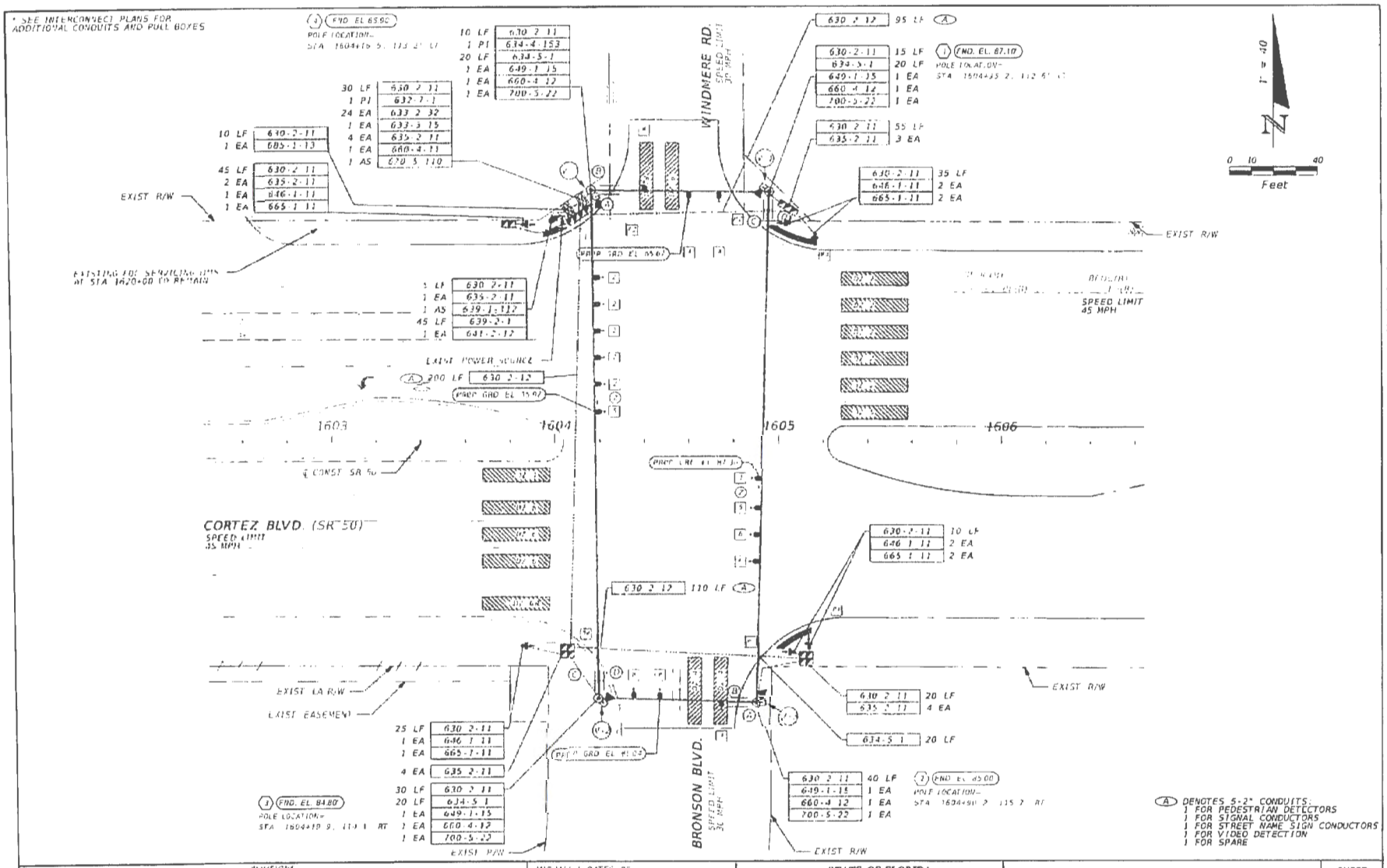
MICHAEL J. GATES, PE
PE LICENSE NUMBER 49282
HDR Engineering, Inc.
4830 W. Kennedy Blvd., Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 1213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
50	HERNANDO	416732-4-52-01

SIGNALIZATION PLAN (2)

SHEET NO. T-10



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

MICHAEL J. OATES, PE
PE LICENSE NUMBER 49282
HDR Engineering, Inc
4830 W. Kennedy Blvd, Suite 400
Tampa, FL 33609-2548
CERTIFICATE OF AUTHORIZATION NO. 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
50	HERNANDO	416732-4-52-01

SIGNALIZATION PLAN (1)

SHEET NO. T-9

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

Hernando County, FL

ECONOLITE

SR 50 - SR 50 @ I 75 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	7	15	0	10	7	15	0	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	7	7	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	32	0	24	0	29	0	22	0	0	11	12	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	0.0	5.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	35	0	25	25	35	0	25	0	0	0	0	0	0	0	0
Max2	25	35	0	25	25	35	0	25	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	X	X	X	X	X	X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

District Seven Traffic Signal Retiming Continuing Contract - Hernando County

FM: 433391-3-32-01

SR 50 (US 98) at Kettering Road/Croom Rital Road [3]				Prepared By:	BMH	Date:	04/30/20
East-West Roadway	SR 50 (US 98)		North-South Roadway	Kettering Road/Croom Rital Road			

PHASE TIMES

PHASE	1	2		4	5	6		8
MOVEMENT	EBL	WB		NB	WBL	EB		SB
LEFT TURN	Prot	Prot		Perm	Prot	Prot		Perm
MIN GRN	5	30		8	5	30		8
GAP EXT	3.0	5.0		4.0	3.0	5.0		4.0
YEL CLR	5.5	5.5		5.5	5.5	5.5		5.5
RED CLR	2.0	2.0		2.6	2.0	2.0		2.6
MAX 1	10	50		25	20	50		25
MAX 2	10	70		20	20	70		20
MAX 3				45				
MAX GREEN EXT				5				
WALK								
PED CLR								

	ACTION PLAN				COORDINATION PATTERN TABLES			
All Week	Plan	Start	End	Action Plan	Cycle Length	Offset	Pattern	Alt Sequence
	FREE	0:00	24:00	100	FREE			

NOTES

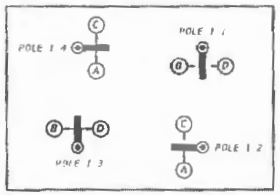
1. Controller Type: Econolite ASC/2S-2100
2. Force-off Mode: Floating
3. Maximum Mode: Inhibit Max

INTERNALLY ILLUMINATED STREET NAME SIGNS

SEE GUIDE SIGN WORK SHEET FOR DETAILS

4 EA 700-5-72 (A)(B)(C)(D)

STREET NAME SIGN ASSEMBLIES SHALL BE INTERNALLY ILLUMINATED AND SHALL BE DOUBLE PANEL TWO WAY

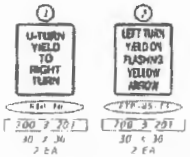


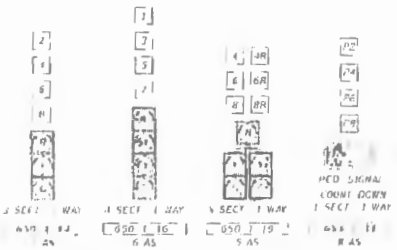
(A) **Cortez**
34900 BLVD 35000

(B) **Treiman**
5225 BLVD 5220

(C) **Cortez**
35000 BLVD 34900

(D) **Treiman**
5220 BLVD 5225

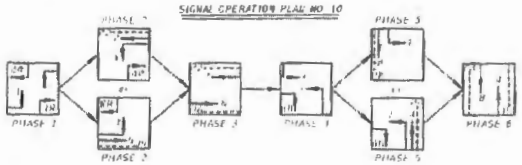




CONTROLLER OPERATIONS

1. THE MAJOR STREET IS SR 50 (CORTEZ BLVD) MOVEMENTS 2 AND 6)
   THE MINOR STREET SR 35 (US 41) MOVEMENTS 4 AND 8)
2. SIGNAL OPERATING PLAN IS SOP 10
4. CONCURRENT ACTUATED PEDESTRIAN TIMING FOR MOVEMENTS 2 (P2) TYP (1 (P6) AND 8 (P8)
5. EACH PHASE MOVEMENT SHALL BE WIRED FROM THE SIGNAL DISPLAY TO THE CONTROLLER AS A SEPARATE MOVEMENT. THIS INCLUDES LEFT TURN MOVEMENTS. EACH LEFT TURN MOVEMENT SHALL HAVE CONFLICTING AVAILABLE FOR PROTECTED AND PERMISSIVE OPERATION
   DURING FLASHING OPERATION, SIGNAL HEADS 2 AND 6 TO FLASH YELLOW AND ALL OTHER MOVEMENTS SHALL FLASH RED

SIGNAL OPERATION PLAN NO. 10



VIDEO VEHICLE DETECTOR ASSIGNMENTS

VIDEO DETECTOR	DETECTION ZONE	CONNECT TO TIMING FUNCTION	DELAY TIME (SECS.)
D1-6	DZ 1		
	DZ 6 AR		
	DZ 6R		5
CD2-5	DZ 2 AR		
	DZ 5		
C1-4-7	DZ 3		
	DZ 4		
	DZ 4R		
D3-8	DZ 7		
	DZ 8		
	DZ 8R		5

CONTROLLER TIMINGS

TIMING FUNCTION	1	2	3	4	5	6	7	8
MINIMUM GREEN	0	15	0	0	0	15	0	0
EXTENSION	0	5	0	3	0	5	0	3
MAXIMUM GREEN 1	0	15	0	35	0	35	0	35
MAXIMUM 2	20	30	20	40	20	40	20	30
YELLOW CHANGE	4	4	4	4	4	4	4	4
ALL RED	2	2	2	2	2	2	2	2
PEDESTRIAN WALK		7		7		7		7
PED CLEARANCE		22		20		15		20
RECALL		MIN				MIN		

EXISTING TO REMAIN

SPECIAL SYMBOLS*

▶Y — VIDEO DETECTOR ON POLE 1

(DZ5) — DETECTION ZONE

REVISIONS			
NO.	DESCRIPTION	DATE	BY

JAMES B. WALLS, P.E.
P.E. NO. 70169
ICON CONSULTANT GROUP, INC
10006 N. DALE MABRY HIGHWAY, SUITE 201
TAMPA, FL 33618
CERTIFICATE OF AUTHORIZATION 8230

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

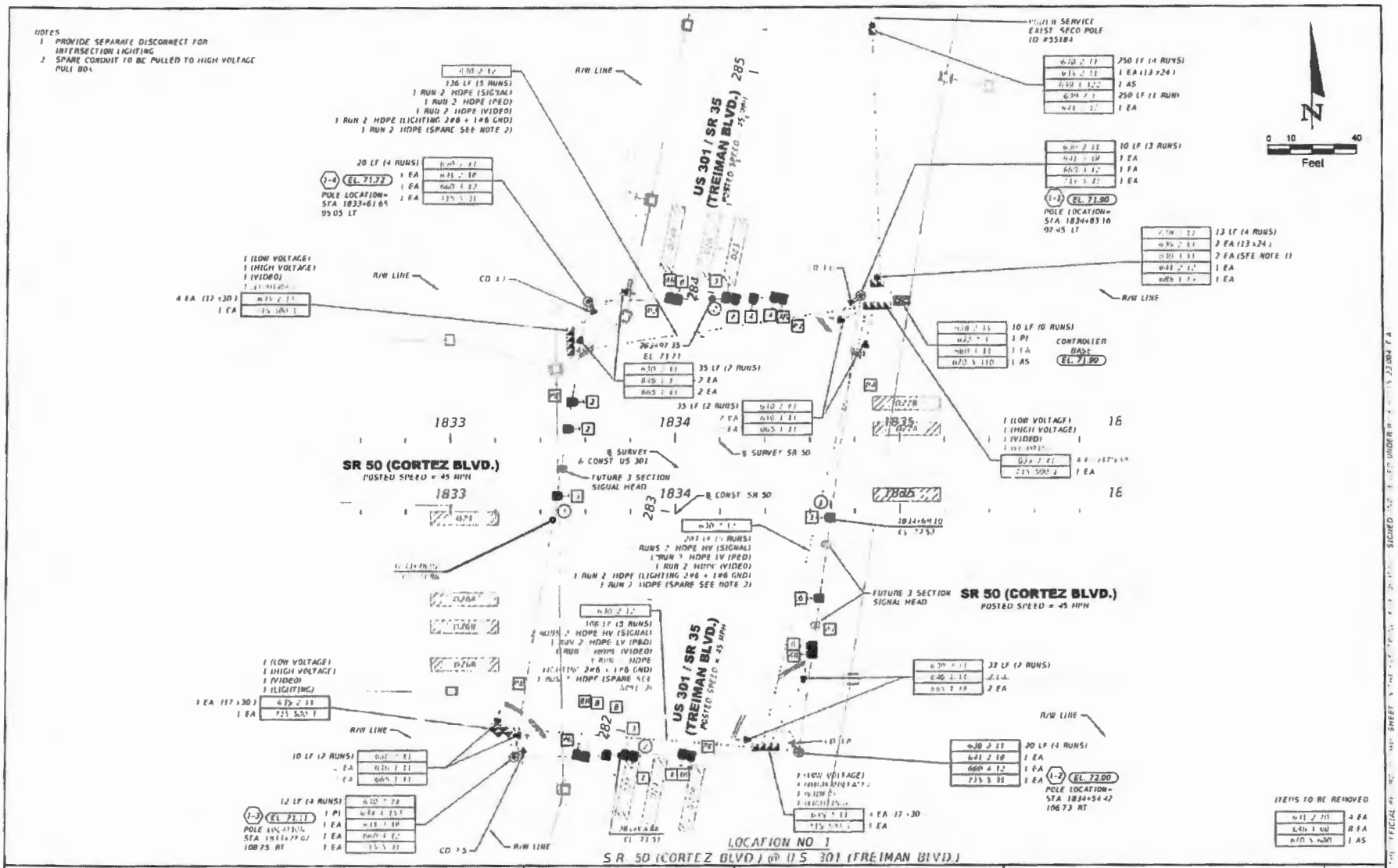
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNALIZATION PLAN (2)

SHEET NO. T-6

THE SPECIAL PROVISIONS, SPECIAL DETAILS AND STANDARD PLANS APPLICABLE TO THIS PROJECT ARE THOSE INCLUDED IN THE PROPOSAL AND CONTRACT FOR CONSTRUCTION OF THIS PROJECT.

VS301



LOCATION NO 1

SR 50 (CORTEZ BLVD.) @ US 301 (TREIMAN BLVD.)

REVISIONS			

RANDY R WALLS, P.E.
P.E. NO. 26789
KIMLEY-HORN AND ASSOCIATES, INC.
1000 N. ASHLEY DRIVE, SUITE 201
TAMPA, FL 33602
CERTIFICATE OF AUTHORIZATION #28

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 50	HERNANDO	416732-3-52-01

SIGNALIZATION PLAN (1)

SHEET NO
T-5

966

Hernando County, FL

ECONOLITE

1-Cortez Blvd @ Jasmine St - 192.168.150.83 - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	2	00:00
2	2	07:00
3	2	07:45
4	2	09:00
5	2	15:00
6	2	15:45
7	2	21:30

Day Plan #2

Event	Action Plan	Start Time
1	99	00:00
2	2	09:00
3	99	18:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No : 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No : 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	73	Offsets In	Seconds
Offset Value	55s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	10	25	0	30	35	25	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	65s	90s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	60	Std (COS)	10	Offsets In	Seconds
Offset Value	45s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	15	20	0	20	20	20	0	20	0	0	0	0	0	0	0	0

Hernando County, FL

ECONOLITE

1-Cortez Blvd @ Jasmine St - 192.168.150.83 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3

Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	25	0	30	35	25	0	30	0	0	0	0	0	0	0	0
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X

Ring	1	2	3	4
Split Sum	70s	90s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	25	0	30	35	25	0	30	0	0	0	0	0	0	0	0
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X

Ring	1	2	3	4
Split Sum	65s	90s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	15	20	0	20	20	20	0	20	0	0	0	0	0	0	0	0
Coord Phase		X			X											
Vehicle Recall																
Pedestrian Recall																
Recall to Max Time																
Omit Phase													X	X	X	X

Hernando County, FL

ECONOLITE

1-Cortez Blvd @ Jasmine St - 192.168.150.83 - Econolite Type - ASC/3

Preempt Plan

Preempt Plan (MM) 4-1

No Enabled Preempts

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5 0	5.0	5 0	5.0	5 0	5.0	5 0	5 0	5.0	5.0	5.0	5 0	5 0	5 0	5.0	5 0
Vehicle Ext 2	0 0	0 0	0.0	0.0	0 0	0 0	0 0	0 0	0 0	0.0	0 0	0 0	0 0	0 0	0.0	0 0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0 0	0 0	0.0	0 0	0.0	0 0	0 0	0 0	0 0	0.0	0.0	0 0	0 0	0.0	0.0
Yellow	3 0	3 0	3 0	3.0	3 0	3 0	3.0	3 0	3 0	3 0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1 0	1 0	1.0	1.0	1 0	1 0	1 0	1 0	1 0	1.0	1 0	1 0	1 0	1 0	1.0	1.0
Red Max	0 0	0 0	0.0	0.0	0 0	0.0	0.0	0 0	0 0	0 0	0 0	0 0	0 0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0 0	0 0	0 0	0 0	0.0	0 0	0.0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0 0	0 0	0 0	0.0	0 0	0.0	0 0	0 0	0 0	0.0	0 0	0.0	0 0	0 0	0 0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0 0	0 0	0 0	0 0	0.0	0 0	0 0	0 0	0 0	0 0	0.0	0.0	0.0	0 0	0.0	0 0

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ECONOLITE

3 - Cortez Blvd @ Main St - 192.168.150.79 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B									
Sequence 1																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	2471
Enable Automatic Backup to Datakey	No

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	90	Std (COS)	73	Offsets In	Seconds
Offset Value	62s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	15	45	0	20	15	45	0	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	60	Std (COS)	10	Offsets In	Seconds
Offset Value	50s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	15	25	0	20	15	25	0	20	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	60s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													X	X	X	X
Special Funciton Outputs																

Hernando County, FL

ECONOLITE

3 - Cortez Blvd @ Main St - 192.168.150.79 - Econolite Type - ASC/3

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	99	00:00
2	3	07:00
3	2	07:45
4	3	09:00
5	2	15:00
6	3	15:45
7	99	21:30

Day Plan #2

Event	Action Plan	Start Time
1	99	06:00
2	2	09:00
3	99	18:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

INTERSECTION ANALYSIS

PEAK SEASON WITH EXISTING/BUDGETED IMPROVEMENTS

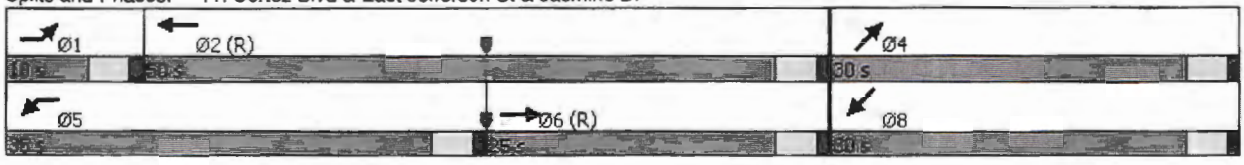
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	354	10	679	404	23	6	140	720	28	104	3
Future Volume (vph)	10	354	10	679	404	23	6	140	720	28	104	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	400		400	400		0	300		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1855	0
Flt Permitted	0.950			0.950			0.625			0.511		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1164	1863	1583	952	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			61			750		2	
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		2005			1665			2021			1421	
Travel Time (s)		30.4			25.2			30.6			32.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	369	10	707	421	24	6	146	750	29	108	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	369	10	707	421	24	6	146	750	29	111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		Free	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0	25.0	35.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	27.8%	27.8%	38.9%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	21.0	21.0	31.0	46.0	46.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	6.1	41.5	41.5	24.1	67.4	67.4	12.4	12.4	90.0	12.4	12.4	
Actuated g/C Ratio	0.07	0.46	0.46	0.27	0.75	0.75	0.14	0.14	1.00	0.14	0.14	
v/c Ratio	0.08	0.23	0.01	0.77	0.16	0.02	0.04	0.57	0.47	0.22	0.43	
Control Delay	40.4	16.8	0.0	36.2	4.4	0.2	31.7	44.4	1.0	37.0	39.2	
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	40.4	16.8	0.0	36.2	4.4	0.2	31.7	44.4	1.0	37.0	39.2	
LOS	D	B	A	D	A	A	C	D	A	D	D	
Approach Delay		17.0			23.8			8.2			38.7	
Approach LOS		B			C			A			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 18.1 Intersection LOS: B
Intersection Capacity Utilization 54.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 11: Cortez Blvd & East Jefferson St & Jasmine Dr



HCS7 Two-Way Stop-Control Report

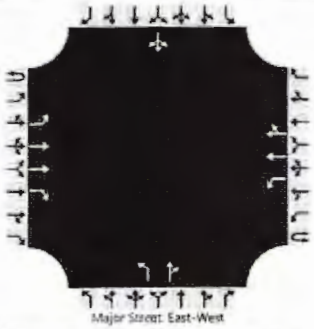
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Lockhart Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		1	1	0		0	1	0
Configuration		L	T	R		L	T	TR		L		TR			LTR	
Volume (veh/h)	1	0	636	20	3	42	783	0		61	0	43		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.16			6.46	4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.23			2.53	2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				47				64		45			0	
Capacity, c (veh/h)		433				855				268		662				
v/c Ratio		0.00				0.05				0.24		0.07				
95% Queue Length, Q_{95} (veh)		0.0				0.2				0.9		0.2				
Control Delay (s/veh)		13.3				9.5				22.6		10.8				
Level of Service (LOS)		B				A				C		B				
Approach Delay (s/veh)		0.0				0.5				17.7						
Approach LOS										C						

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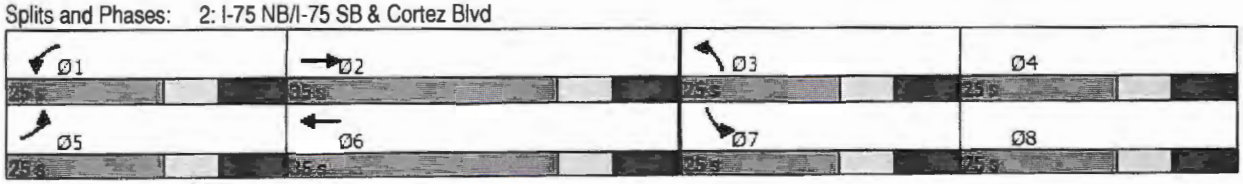
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	489	92	154	497	121	116	0	319	108	0	291
Future Volume (vph)	151	489	92	154	497	121	116	0	319	108	0	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		1	1		1	3		2	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	0.88	0.94	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			295			326			297
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	154	499	94	157	507	123	118	0	326	110	0	297
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	499	94	157	507	123	118	0	326	110	0	297
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3			7		
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3		8	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	10.0		5.0	10.0		10.0
Minimum Split (s)	17.9	28.9	28.9	17.9	28.9	28.9	20.9		25.0	20.9		20.9
Total Split (s)	25.0	35.0	35.0	25.0	35.0	35.0	25.0		25.0	25.0		25.0
Total Split (%)	22.7%	31.8%	31.8%	22.7%	31.8%	31.8%	22.7%		22.7%	22.7%		22.7%
Maximum Green (s)	14.1	24.1	24.1	14.1	24.1	24.1	14.1		14.1	14.1		14.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	Min	Min	None	Min	Min	None		None	None		None
Act Effct Green (s)	9.4	16.1	16.1	9.5	16.2	16.2	10.0		10.1	10.0		10.1
Actuated g/C Ratio	0.11	0.18	0.18	0.11	0.18	0.18	0.11		0.11	0.11		0.11
v/c Ratio	0.43	0.55	0.18	0.43	0.55	0.23	0.21		0.54	0.20		0.51
Control Delay	41.5	36.0	0.7	41.5	36.0	1.0	38.1		8.3	38.0		8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	41.5	36.0	0.7	41.5	36.0	1.0	38.1		8.3	38.0		8.3
LOS	D	D	A	D	D	A	D		A	D		A
Approach Delay		32.7			31.6			16.2			16.3	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 89.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 48.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	555	175	78	587	15	149	45	78	38	12	37
Future Volume (vph)	182	555	175	78	587	15	149	45	78	38	12	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	350		0	105		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.996			0.905			0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	7514	0	1770	1686	0	1770	1652	0
Flt Permitted	0.299			0.421			0.723			0.674		
Satd. Flow (perm)	557	5085	1583	784	7514	0	1347	1686	0	1255	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184		6			72			39	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		840			700			700			800	
Travel Time (s)		12.7			10.6			15.9			18.2	
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
Adj. Flow (vph)	192	584	184	82	618	16	157	47	82	40	13	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	584	184	82	634	0	157	129	0	40	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0		17.4	17.4		17.4	17.4	
Total Split (s)	30.0	50.0	50.0	30.0	50.0		30.0	30.0		30.0	30.0	
Total Split (%)	27.3%	45.5%	45.5%	27.3%	45.5%		27.3%	27.3%		27.3%	27.3%	
Maximum Green (s)	23.0	43.0	43.0	23.0	43.0		22.6	22.6		22.6	22.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		3.7	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.4	7.4		7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)	28.8	20.6	20.6	22.6	15.1		12.6	12.6		12.6	12.6	
Actuated g/C Ratio	0.49	0.35	0.35	0.38	0.26		0.21	0.21		0.21	0.21	
v/c Ratio	0.40	0.33	0.27	0.19	0.33		0.55	0.31		0.15	0.14	
Control Delay	10.4	16.6	4.6	9.3	19.1		29.0	12.4		20.7	10.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.4	16.6	4.6	9.3	19.1		29.0	12.4		20.7	10.2	
LOS	B	B	A	A	B		C	B		C	B	
Approach Delay		13.1			18.0			21.5			14.8	
Approach LOS		B			B			C			B	

Intersection Summary

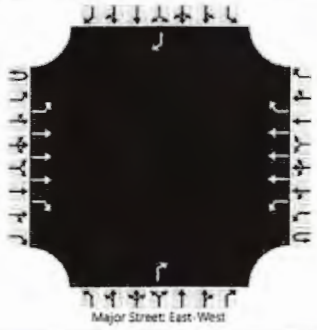
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 59.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 16.0 Intersection LOS: B
Intersection Capacity Utilization 63.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Bronson Blvd./Windmere Rd. & Cortez Blvd

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Cortez Blvd
Analysis Year	2022	North/South Street	Parkland Ave
Time Analyzed	PM Peak	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Peakseason Traffic and Existing/Budgeted Geometry		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	0	1	3	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	6	12	653	37	35	58	597	38				28				20
Percent Heavy Vehicles (%)	3	3			3	3						3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3						7.1				7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36						7.16				7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1						3.9				3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13						3.93				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		19				99						30				21
Capacity, c (veh/h)		625				594						552				576
v/c Ratio		0.03				0.17						0.05				0.04
95% Queue Length, Q_{95} (veh)		0.1				0.6						0.2				0.1
Control Delay (s/veh)		10.9				12.3						11.9				11.5
Level of Service (LOS)		B				B						B				B
Approach Delay (s/veh)		0.3				1.6				11.9				11.5		
Approach LOS										B				B		

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Lanes, Volumes, Timings
1: Kettering Rd./Croom Rital Rd. & Cortez Blvd 10/28/2022

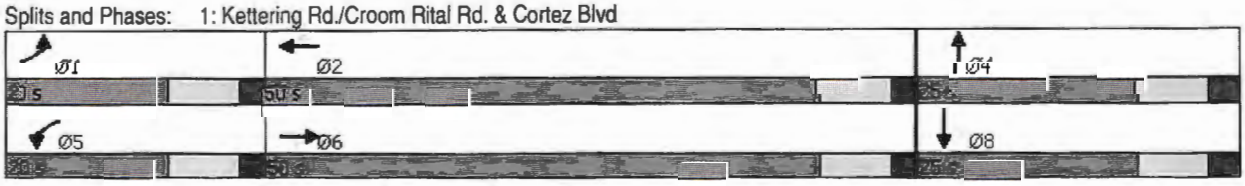
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	648	44	28	571	14	59	2	45	7	2	5
Future Volume (vph)	31	648	44	28	571	14	59	2	45	7	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.952	
Flt Protected	0.950			0.950				0.954			0.976	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1777	1583	0	1731	0
Flt Permitted	0.950			0.950				0.723			0.809	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	0	1347	1583	0	1435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			145			138		5	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2695			10277			1000			500	
Travel Time (s)		40.8			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	32	675	46	29	595	15	61	2	47	7	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	675	46	29	595	15	0	63	47	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	16.1	16.1	16.1	16.1	16.1	
Total Split (s)	20.0	50.0	50.0	20.0	50.0	50.0	25.0	25.0	25.0	25.0	25.0	
Total Split (%)	21.1%	52.6%	52.6%	21.1%	52.6%	52.6%	26.3%	26.3%	26.3%	26.3%	26.3%	
Maximum Green (s)	12.5	42.5	42.5	12.5	42.5	42.5	16.9	16.9	16.9	16.9	16.9	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5		8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	6.8	36.0	36.0	6.7	35.9	35.9		9.3	9.3		9.3	
Actuated g/C Ratio	0.11	0.59	0.59	0.11	0.59	0.59		0.15	0.15		0.15	
v/c Ratio	0.16	0.22	0.05	0.15	0.20	0.02		0.31	0.13		0.06	
Control Delay	29.6	9.9	0.1	29.6	9.8	0.0		29.8	0.8		21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	29.6	9.9	0.1	29.6	9.8	0.0		29.8	0.8		21.9	
LOS	C	A	A	C	A	A		C	A		C	
Approach Delay		10.1			10.5			17.4			21.9	
Approach LOS		B			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 60.9
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 58.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

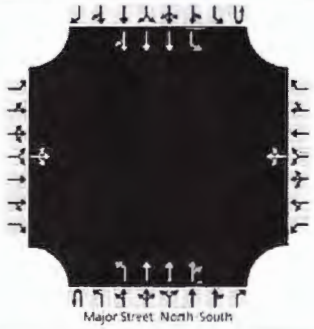
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Ridge Manor Blvd
North/South Street	Cortez Blvd
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		3	2	4		3	0	58	0	2	567	6	0	116	556	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9				63			2				120		
Capacity, c (veh/h)			281				561			622				610		
v/c Ratio			0.03				0.11			0.00				0.20		
95% Queue Length, Q_{95} (veh)			0.1				0.4			0.0				0.7		
Control Delay (s/veh)			18.2				12.2			10.8				12.3		
Level of Service (LOS)			C				B			B				B		
Approach Delay (s/veh)		18.2				12.2				0.0				2.1		
Approach LOS		C				B										

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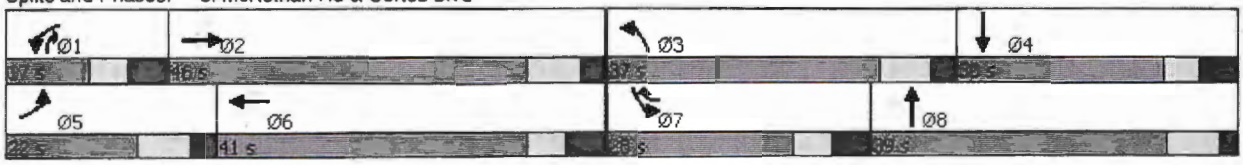
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	317	219	22	303	6	282	39	8	4	13	5
Future Volume (vph)	18	317	219	22	303	6	282	39	8	4	13	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		800	500		400	400		200	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.961	
Flt Protected	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1706	1583	1770	1790	0
Flt Permitted	0.450			0.545			0.545	0.561		0.950		
Satd. Flow (perm)	838	5085	1583	1015	5085	1583	964	993	1583	1770	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250			181			112		5	
Link Speed (mph)		45			30			30			30	
Link Distance (ft)		10277			1013			1273			1001	
Travel Time (s)		155.7			23.0			28.9			22.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	330	228	23	316	6	294	41	8	4	14	5
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	19	330	228	23	316	6	168	167	8	4	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	20.0	27.7	27.7	13.2	26.2	26.2	27.7	25.7	13.2	26.2	26.2	
Total Split (s)	22.0	46.0	46.0	17.0	41.0	28.0	37.0	39.0	17.0	28.0	30.0	
Total Split (%)	16.9%	35.4%	35.4%	13.1%	31.5%	21.5%	28.5%	30.0%	13.1%	21.5%	23.1%	
Maximum Green (s)	13.8	37.8	37.8	8.8	32.8	19.8	28.8	31.3	8.8	19.8	21.8	
Yellow Time (s)	5.5	5.5	5.5	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	
All-Red Time (s)	2.7	2.7	2.7	4.2	4.2	4.2	2.7	2.2	4.2	4.2	4.2	
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)	8.2	8.2	8.2	8.2	8.2	8.2	8.2	7.7	8.2	8.2	8.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	Max	None	None	Max	Max	
Act Effct Green (s)	53.9	45.6	45.6	39.3	32.8	60.8	58.8	59.3	45.5	19.8	21.8	
Actuated g/C Ratio	0.41	0.35	0.35	0.30	0.25	0.47	0.45	0.46	0.35	0.15	0.17	
v/c Ratio	0.04	0.18	0.32	0.07	0.25	0.01	0.28	0.27	0.01	0.01	0.06	
Control Delay	22.4	31.1	4.1	23.5	39.4	0.0	23.2	22.7	0.0	47.2	37.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.4	31.1	4.1	23.5	39.4	0.0	23.2	22.7	0.0	47.2	37.5	
LOS	C	C	A	C	D	A	C	C	A	D	D	
Approach Delay		20.1			37.6			22.4			39.2	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 45.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: McKethan Rd & Cortez Blvd



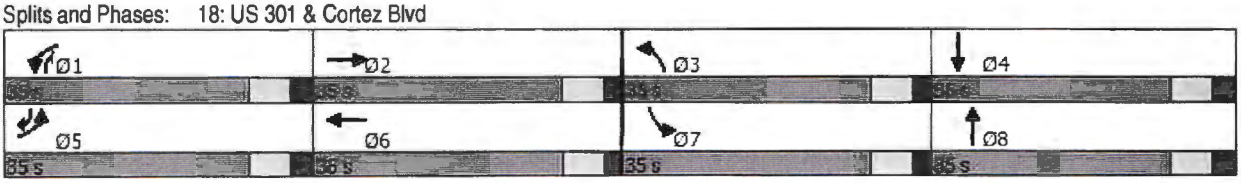
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	204	46	62	228	16	44	214	42	11	152	45
Future Volume (vph)	50	204	46	62	228	16	44	214	42	11	152	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	300		0	200		300	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.583			0.603			0.549			0.610		
Satd. Flow (perm)	1086	3539	1583	1123	3504	0	1023	1863	1583	1136	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		5				83			83
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		6987			1760			1365			907	
Travel Time (s)		105.9			26.7			20.7			13.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	56	229	52	70	256	18	49	240	47	12	171	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	229	52	70	274	0	49	240	47	12	171	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.3	24.8	24.8	12.3	24.8		11.8	25.7	12.3	11.8	25.7	12.3
Total Split (s)	35.0	35.0	35.0	35.0	35.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	27.7	28.2	28.2	27.7	28.2		28.2	27.3	27.7	28.2	27.3	27.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		2.0	2.9	2.5	2.0	2.9	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)	7.3	6.8	6.8	7.3	6.8		6.8	7.7	7.3	6.8	7.7	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	34.6	29.6	29.6	35.2	29.9		21.8	19.5	35.1	18.2	14.0	29.3
Actuated g/C Ratio	0.44	0.38	0.38	0.45	0.38		0.28	0.25	0.45	0.23	0.18	0.38
v/c Ratio	0.10	0.17	0.08	0.12	0.20		0.14	0.52	0.06	0.04	0.51	0.08
Control Delay	12.9	20.8	0.2	12.9	20.3		20.5	30.7	1.4	19.3	37.5	1.9
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	12.9	20.8	0.2	12.9	20.3		20.5	30.7	1.4	19.3	37.5	1.9
LOS	B	C	A	B	C		C	C	A	B	D	A
Approach Delay		16.3			18.8			25.1			28.8	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 77.8
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: US 301 & Cortez Blvd



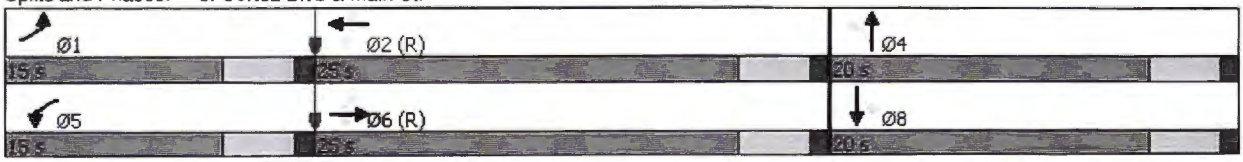
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	934	12	3	899	9	15	1	2	12	2	100
Future Volume (vph)	76	934	12	3	899	9	15	1	2	12	2	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		0	300		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.900			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1676	0	1770	1589	0
Flt Permitted	0.247			0.285			0.702			0.756		
Satd. Flow (perm)	460	3539	1583	531	3539	1583	1308	1676	0	1408	1589	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		2			105	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		862			2594			709			741	
Travel Time (s)		13.1			39.3			16.1			16.8	
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
Adj. Flow (vph)	80	983	13	3	946	9	16	1	2	13	2	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	983	13	3	946	9	16	3	0	13	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	20.0	20.0		20.0	20.0	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	20.0	20.0		20.0	20.0	
Total Split (%)	25.0%	41.7%	41.7%	25.0%	41.7%	41.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5	20.5	15.5	15.5		15.5	15.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.7	45.1	45.1	42.8	40.4	40.4	6.8	6.8		6.8	6.8	
Actuated g/C Ratio	0.76	0.75	0.75	0.71	0.67	0.67	0.11	0.11		0.11	0.11	
v/c Ratio	0.16	0.37	0.01	0.01	0.40	0.01	0.11	0.02		0.08	0.39	
Control Delay	3.3	4.9	0.0	3.0	7.6	0.0	24.5	18.3		23.9	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.3	4.9	0.0	3.0	7.6	0.0	24.5	18.3		23.9	10.8	
LOS	A	A	A	A	A	A	C	B		C	B	
Approach Delay		4.7			7.5			23.6			12.2	
Approach LOS		A			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 6.5 Intersection LOS: A
Intersection Capacity Utilization 48.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: Cortez Blvd & Main Str



HCS7 Two-Way Stop-Control Report

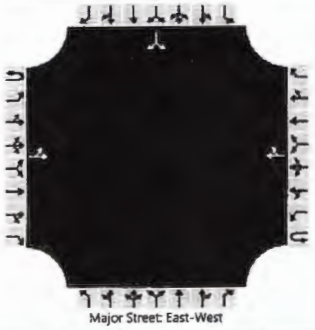
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Kettering Rd
Peak Hour Factor	0.50
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		27	4				2	3						2		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		54													28	
Capacity, c (veh/h)		1603													1032	
v/c Ratio		0.03													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
Control Delay (s/veh)		7.3													8.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	6.4												8.6			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2022
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Peakseason Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Lockhart Rd
Peak Hour Factor	0.48
Analysis Time Period (hrs)	0.25

Lanes

Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						12		72			7	4		6	9	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							175							13		
Capacity, c (veh/h)							1037							1586		
v/c Ratio							0.17							0.01		
95% Queue Length, Q_{95} (veh)							0.6							0.0		
Control Delay (s/veh)							9.2							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.2								3.0			
Approach LOS					A											

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BACKGROUND WITH EXISTING/BUDGETED IMPROVEMENTS

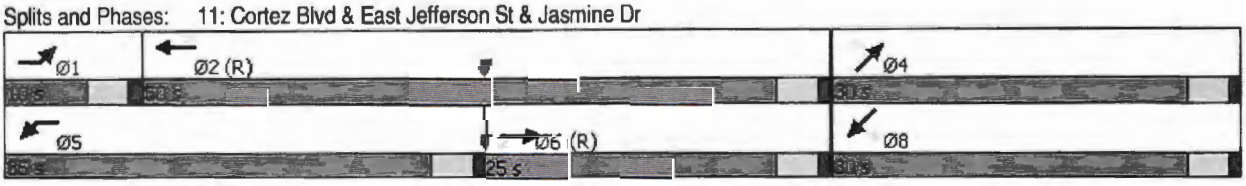
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	446	13	758	451	26	7	176	907	35	131	4
Future Volume (vph)	13	446	13	758	451	26	7	176	907	35	131	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	400		400	400		0	300		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1855	0
Flt Permitted	0.950			0.950			0.554			0.433		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1032	1863	1583	807	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			61			747		2	
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		2005			1665			2021			1421	
Travel Time (s)		30.4			25.2			30.6			32.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	14	465	14	790	470	27	7	183	945	36	136	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	465	14	790	470	27	7	183	945	36	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		Free	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0	25.0	35.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	27.8%	27.8%	38.9%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	21.0	21.0	31.0	46.0	46.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	6.3	37.6	37.6	26.2	65.5	65.5	14.1	14.1	90.0	14.1	14.1	
Actuated g/C Ratio	0.07	0.42	0.42	0.29	0.73	0.73	0.16	0.16	1.00	0.16	0.16	
v/c Ratio	0.11	0.31	0.02	0.79	0.18	0.02	0.04	0.63	0.60	0.29	0.48	
Control Delay	40.8	20.2	0.1	35.3	5.2	0.5	30.1	44.5	1.7	37.7	38.6	
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	40.8	20.2	0.1	35.3	5.2	0.5	30.1	44.5	1.7	37.7	38.6	
LOS	D	C	A	D	A	A	C	D	A	D	D	
Approach Delay		20.2			23.6			8.7			38.4	
Approach LOS		C			C			A			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 11: Cortez Blvd & East Jefferson St & Jasmine Dr



HCS7 Two-Way Stop-Control Report

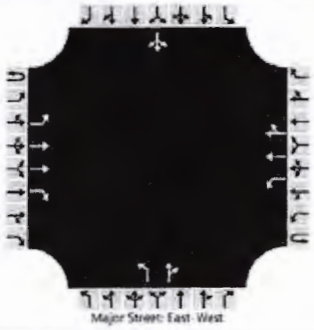
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Lockhart Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		1	1	0		0	1	0
Configuration		L	T	R		L	T	TR		L		TR			LTR	
Volume (veh/h)	1	0	710	22	4	50	942	0		77	0	54		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.16			6.46	4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.23			2.53	2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				56				80		56			0	
Capacity, c (veh/h)		339				786				226		624				
v/c Ratio		0.00				0.07				0.36		0.09				
95% Queue Length, Q_{95} (veh)		0.0				0.2				1.5		0.3				
Control Delay (s/veh)		15.7				9.9				29.5		11.3				
Level of Service (LOS)		C				A				D		B				
Approach Delay (s/veh)		0.0				0.5				22.0						
Approach LOS										C						

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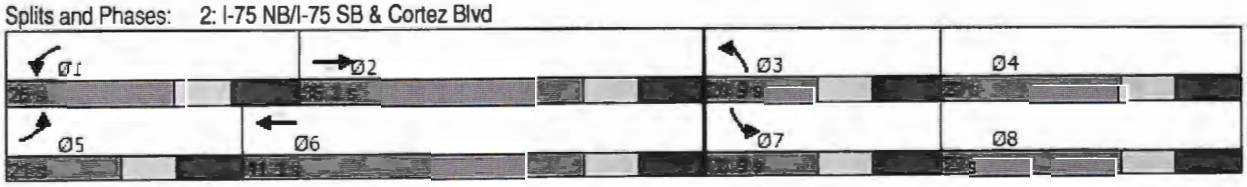
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	777	111	305	918	205	147	0	546	191	0	362
Future Volume (vph)	182	777	111	305	918	205	147	0	546	191	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		1	1		1	3		2	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	0.88	0.94	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			295			461			369
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	793	113	311	937	209	150	0	557	195	0	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	793	113	311	937	209	150	0	557	195	0	369
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3			7		
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3		8	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	10.0		5.0	10.0		10.0
Minimum Split (s)	17.9	28.9	28.9	17.9	28.9	28.9	20.9		25.0	20.9		20.9
Total Split (s)	21.0	36.1	36.1	26.0	41.1	41.1	20.9		27.0	20.9		27.0
Total Split (%)	19.1%	32.8%	32.8%	23.6%	37.4%	37.4%	19.0%		24.5%	19.0%		24.5%
Maximum Green (s)	10.1	25.2	25.2	15.1	30.2	30.2	10.0		16.1	10.0		16.1
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	Min	Min	None	Min	Min	None		None	None		None
Act Effct Green (s)	9.5	22.0	22.0	13.4	25.9	25.9	10.0		11.7	10.0		11.7
Actuated g/C Ratio	0.09	0.22	0.22	0.13	0.26	0.26	0.10		0.12	0.10		0.12
v/c Ratio	0.58	0.72	0.20	0.68	0.72	0.33	0.30		0.76	0.39		0.57
Control Delay	52.7	41.0	0.8	50.7	37.8	2.0	45.6		16.3	46.6		8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	52.7	41.0	0.8	50.7	37.8	2.0	45.6		16.3	46.6		8.2
LOS	D	D	A	D	D	A	D		B	D		A
Approach Delay		38.8			35.4			22.5			21.5	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 101
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd



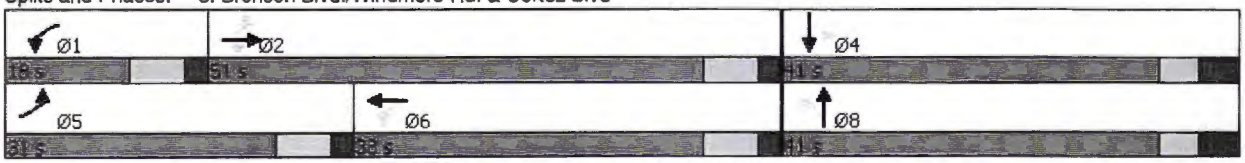
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	227	1081	219	98	1114	19	186	56	98	48	15	46
Future Volume (vph)	227	1081	219	98	1114	19	186	56	98	48	15	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	350		0	105		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.905			0.887	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	7521	0	1770	1686	0	1770	1652	0
Flt Permitted	0.130			0.238			0.715			0.654		
Satd. Flow (perm)	242	5085	1583	443	7521	0	1332	1686	0	1218	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			231		3			82			48	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		840			700			700			800	
Travel Time (s)		12.7			10.6			15.9			18.2	
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
Adj. Flow (vph)	239	1138	231	103	1173	20	196	59	103	51	16	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	1138	231	103	1193	0	196	162	0	51	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0		17.4	17.4		17.4	17.4	
Total Split (s)	31.0	51.0	51.0	18.0	38.0		41.0	41.0		41.0	41.0	
Total Split (%)	28.2%	46.4%	46.4%	16.4%	34.5%		37.3%	37.3%		37.3%	37.3%	
Maximum Green (s)	24.0	44.0	44.0	11.0	31.0		33.6	33.6		33.6	33.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		3.7	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.4	7.4		7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)	41.2	30.8	30.8	30.1	21.9		17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.55	0.41	0.41	0.40	0.29		0.23	0.23		0.23	0.23	
v/c Ratio	0.59	0.54	0.29	0.32	0.54		0.64	0.36		0.18	0.15	
Control Delay	19.2	19.5	3.8	12.8	23.9		37.8	16.1		26.7	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.2	19.5	3.8	12.8	23.9		37.8	16.1		26.7	11.9	
LOS	B	B	A	B	C		D	B		C	B	
Approach Delay		17.2			23.0			28.0			18.4	
Approach LOS		B			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 74.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 69.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Bronson Blvd./Windmere Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

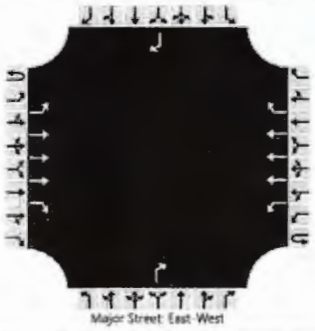
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Parkland Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	0	1	3	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	8	15	1204	46	44	73	1127	48				35				25
Percent Heavy Vehicles (%)	3	3			3	3						3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3						7.1				7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36						7.16				7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1						3.9				3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13						3.93				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				124						37				27
Capacity, c (veh/h)		338				311						356				379
v/c Ratio		0.07				0.40						0.10				0.07
95% Queue Length, Q_{95} (veh)		0.2				1.9						0.3				0.2
Control Delay (s/veh)		16.5				24.1						16.3				15.2
Level of Service (LOS)		C				C						C				C
Approach Delay (s/veh)		0.3				2.2				16.3				15.2		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

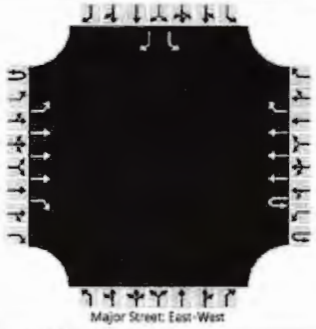
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Shman Hills Realigment
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	1	0	3	1		0	0	0		1	0	1
Configuration		L	T	R	U		T	R						L		R
Volume (veh/h)	0	170	1291	0	0		1161	37						72		2
Percent Heavy Vehicles (%)	3	3			3									3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized		No				No								No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		5.3			5.6									6.4		7.1
Critical Headway (sec)		5.36			5.66									6.46		7.16
Base Follow-Up Headway (sec)		3.1			2.3									3.8		3.9
Follow-Up Headway (sec)		3.13			2.33									3.83		3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		179			0									76		2
Capacity, c (veh/h)		290			440									66		372
v/c Ratio		0.62			0.00									1.16		0.01
95% Queue Length, Q_{95} (veh)		3.8			0.0									6.0		0.0
Control Delay (s/veh)		35.6			13.2									267.4		14.7
Level of Service (LOS)		E			B									F		B
Approach Delay (s/veh)		4.1				0.0								260.6		
Approach LOS														F		

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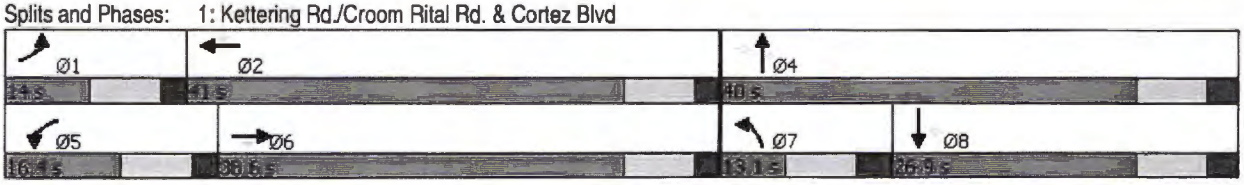
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Future Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.952	
Flt Protected	0.950			0.950				0.953			0.974	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	0	1775	1583	0	1727	0
Flt Permitted	0.950			0.950				0.715			0.763	
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	0	1332	1583	0	1353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			460			238			171		6	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2060			10277			1000			500	
Travel Time (s)		31.2			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	844	460	154	744	19	473	2	171	9	2	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	844	460	154	744	19	0	475	171	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2	4		4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	13.1	16.1	16.1	16.1	16.1	
Total Split (s)	14.0	38.6	38.6	16.4	41.0	41.0	13.1	40.0	40.0	26.9	26.9	
Total Split (%)	14.7%	40.6%	40.6%	17.3%	43.2%	43.2%	13.8%	42.1%	42.1%	28.3%	28.3%	
Maximum Green (s)	6.5	31.1	31.1	8.9	33.5	33.5	5.0	31.9	31.9	18.8	18.8	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5		8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	6.3	30.2	30.2	8.9	38.2	38.2		31.9	31.9		31.9	
Actuated g/C Ratio	0.07	0.32	0.32	0.09	0.41	0.41		0.34	0.34		0.34	
v/c Ratio	0.35	0.52	0.56	0.92	0.36	0.02		1.05	0.26		0.04	
Control Delay	50.4	27.4	5.3	96.9	21.2	0.1		89.5	4.8		16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	50.4	27.4	5.3	96.9	21.2	0.1		89.5	4.8		16.8	
LOS	D	C	A	F	C	A		F	A		B	
Approach Delay		20.5			33.5			67.0			16.8	
Approach LOS		C			C			E			B	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 94.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15

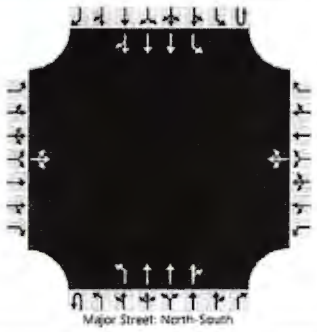
Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Ridge Manor Blvd
Analysis Year	2035	North/South Street	Cortez Blvd
Time Analyzed	PM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background Traffic and Existing/Budgeted Geometry		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	2	5		4	0	70	0	2	703	7	0	145	696	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				76			2				149		
Capacity, c (veh/h)			196				489			531				523		
v/c Ratio			0.06				0.16			0.00				0.29		
95% Queue Length, Q_{95} (veh)			0.2				0.5			0.0				1.2		
Control Delay (s/veh)			24.5				13.7			11.8				14.6		
Level of Service (LOS)			C				B			B				B		
Approach Delay (s/veh)		24.5				13.7				0.0				2.5		
Approach LOS		C				B										

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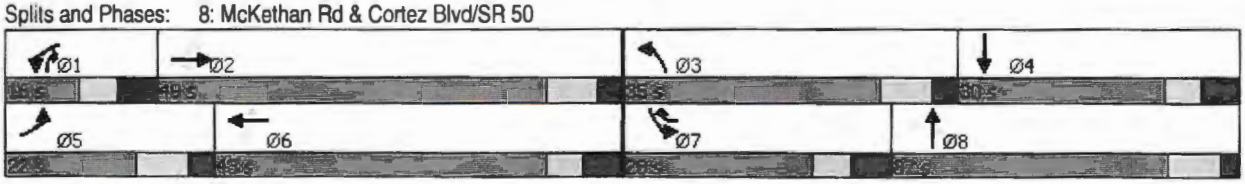
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑			↑			↑	
Traffic Volume (vph)	22	393	271	27	372	7	332	46	9	5	15	6
Future Volume (vph)	22	393	271	27	372	7	332	46	9	5	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		800	500		400	400		200	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.959	
Flt Protected	0.950			0.950			0.950	0.964		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1706	1583	1770	1786	0
Flt Permitted	0.423			0.503			0.565	0.582		0.950		
Satd. Flow (perm)	788	5085	1583	937	5085	1583	1000	1030	1583	1770	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			282			112			112		6	
Link Speed (mph)		45			30			30			30	
Link Distance (ft)		10277			1013			1273			1001	
Travel Time (s)		155.7			23.0			28.9			22.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	409	282	28	388	7	346	48	9	5	16	6
Shared Lane Traffic (%)							43%					
Lane Group Flow (vph)	23	409	282	28	388	7	197	197	9	5	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	20.0	27.7	27.7	13.2	26.2	26.2	27.7	25.7	13.2	26.2	26.2	
Total Split (s)	22.0	49.0	49.0	16.0	43.0	28.0	35.0	37.0	16.0	28.0	30.0	
Total Split (%)	16.9%	37.7%	37.7%	12.3%	33.1%	21.5%	26.9%	28.5%	12.3%	21.5%	23.1%	
Maximum Green (s)	13.8	40.8	40.8	7.8	34.8	19.8	26.8	29.3	7.8	19.8	21.8	
Yellow Time (s)	5.5	5.5	5.5	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	
All-Red Time (s)	2.7	2.7	2.7	4.2	4.2	4.2	2.7	2.2	4.2	4.2	4.2	
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)	8.2	8.2	8.2	8.2	8.2	8.2	8.2	7.7	8.2	8.2	8.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	Max	None	None	Max	Max	
Act Effct Green (s)	55.8	47.5	47.5	41.4	34.8	62.8	55.6	56.6	43.6	19.8	21.8	
Actuated g/C Ratio	0.43	0.37	0.37	0.32	0.27	0.48	0.43	0.44	0.34	0.15	0.17	
v/c Ratio	0.05	0.22	0.37	0.08	0.29	0.01	0.35	0.33	0.01	0.02	0.07	
Control Delay	21.3	30.2	5.1	22.5	38.4	0.0	25.4	24.9	0.0	47.2	37.2	
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	21.3	30.2	5.1	22.5	38.4	0.0	25.4	24.9	0.0	47.2	37.2	
LOS	C	C	A	C	D	A	C	C	A	D	D	
Approach Delay		20.0			36.7			24.6			39.0	
Approach LOS		B			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 26.0 Intersection LOS: C
Intersection Capacity Utilization 48.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 8: McKethan Rd & Cortez Blvd/SR 50



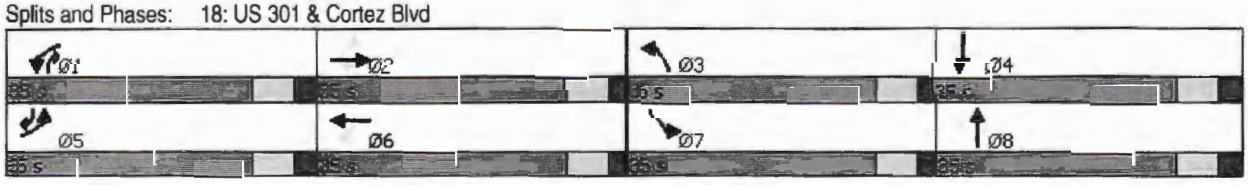
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	251	56	72	266	19	55	263	53	14	184	54
Future Volume (vph)	61	251	56	72	266	19	55	263	53	14	184	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	300		0	200		300	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.558			0.573			0.495			0.527		
Satd. Flow (perm)	1039	3539	1583	1067	3504	0	922	1863	1583	982	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		5				83			83
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		6987			1760			1365			907	
Travel Time (s)		105.9			26.7			20.7			13.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	69	282	63	81	299	21	62	296	60	16	207	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	282	63	81	320	0	62	296	60	16	207	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.3	24.8	24.8	12.3	24.8		11.8	25.7	12.3	11.8	25.7	12.3
Total Split (s)	35.0	35.0	35.0	35.0	35.0		35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	27.7	28.2	28.2	27.7	28.2		28.2	27.3	27.7	28.2	27.3	27.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		2.0	2.9	2.5	2.0	2.9	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)	7.3	6.8	6.8	7.3	6.8		6.8	7.7	7.3	6.8	7.7	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	35.0	29.5	29.5	35.5	29.8		27.7	23.7	39.8	23.0	17.4	33.3
Actuated g/C Ratio	0.41	0.35	0.35	0.42	0.35		0.33	0.28	0.47	0.27	0.21	0.39
v/c Ratio	0.14	0.23	0.10	0.16	0.26		0.16	0.57	0.08	0.05	0.54	0.09
Control Delay	15.4	24.2	0.3	15.4	23.8		19.9	33.1	2.2	18.8	38.2	2.7
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	15.4	24.2	0.3	15.4	23.8		19.9	33.1	2.2	18.8	38.2	2.7
LOS	B	C	A	B	C		B	C	A	B	D	A
Approach Delay		19.1			22.1			26.7			29.4	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 84.7
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 23.9 Intersection LOS: C
Intersection Capacity Utilization 54.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 18: US 301 & Cortez Blvd



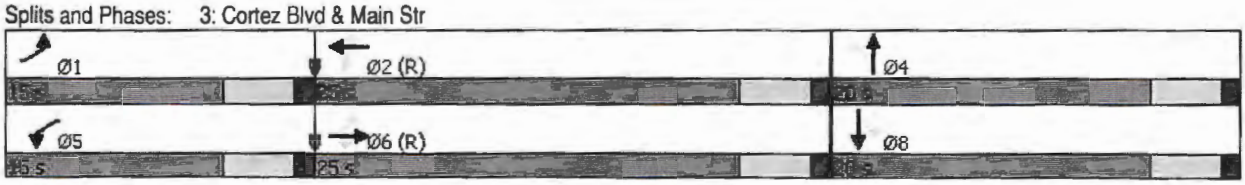
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1177	15	3	1133	11	19	1	2	15	2	126
Future Volume (vph)	95	1177	15	3	1133	11	19	1	2	15	2	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		0	300		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.900			0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1676	0	1770	1587	0
Flt Permitted	0.158			0.207			0.678			0.756		
Satd. Flow (perm)	294	3539	1583	386	3539	1583	1263	1676	0	1408	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		2			133	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		862			2594			709			741	
Travel Time (s)		13.1			39.3			16.1			16.8	
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
Adj. Flow (vph)	100	1239	16	3	1193	12	20	1	2	16	2	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1239	16	3	1193	12	20	3	0	16	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	20.0	20.0		20.0	20.0	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	20.0	20.0		20.0	20.0	
Total Split (%)	25.0%	41.7%	41.7%	25.0%	41.7%	41.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5	20.5	15.5	15.5		15.5	15.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.6	44.9	44.9	41.4	37.9	37.9	7.0	7.0		7.0	7.0	
Actuated g/C Ratio	0.76	0.75	0.75	0.69	0.63	0.63	0.12	0.12		0.12	0.12	
v/c Ratio	0.26	0.47	0.01	0.01	0.53	0.01	0.14	0.02		0.10	0.45	
Control Delay	4.4	5.8	0.0	3.0	10.0	0.0	24.8	18.0		23.8	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.4	5.8	0.0	3.0	10.0	0.0	24.8	18.0		23.8	10.4	
LOS	A	A	A	A	B	A	C	B		C	B	
Approach Delay		5.6			9.9			23.9			11.9	
Approach LOS		A			A			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: Cortez Blvd & Main Str



HCS7 Two-Way Stop-Control Report

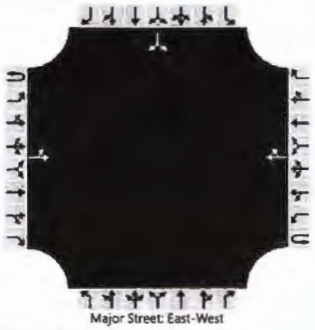
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Kettering Rd
Peak Hour Factor	0.50
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		81	5				2	4						2		90
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		162													184	
Capacity, c (veh/h)		1600													1052	
v/c Ratio		0.10													0.17	
95% Queue Length, Q_{95} (veh)		0.3													0.6	
Control Delay (s/veh)		7.5													9.1	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	7.1												9.1			
Approach LOS													A			

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HCS7 Two-Way Stop-Control Report

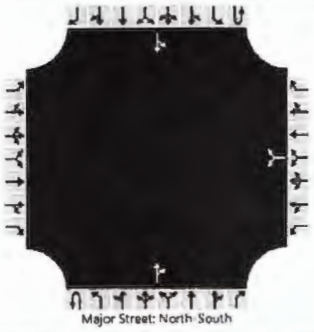
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Background Traffic and Existing/Budgeted Geometry

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Lockhart Rd
Peak Hour Factor	0.48
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						15		91			9	5		8	11	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							221							17		
Capacity, c (veh/h)							1027							1577		
v/c Ratio							0.21							0.01		
95% Queue Length, Q_{95} (veh)							0.8							0.0		
Control Delay (s/veh)							9.5							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)						9.5								3.1		
Approach LOS						A										

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BACKGROUND WITH REQUIRED IMPROVEMENTS

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	170	1291	0	0	0	1161	37	0	0	0	72	0
Future Volume (vph)	170	1291	0	0	0	1161	37	0	0	0	72	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		300		600		485	0		0	0	
Storage Lanes	1		1		1		1	0		0	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt							0.850					
Flt Protected	0.950										0.950	
Satd. Flow (prot)	1770	5085	1863	1863	0	5085	1583	0	0	0	1770	0
Flt Permitted	0.950										0.950	
Satd. Flow (perm)	1770	5085	1863	1863	0	5085	1583	0	0	0	1770	0
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)							96					
Link Speed (mph)		45				45			30			30
Link Distance (ft)		635				2060			109			832
Travel Time (s)		9.6				31.2			2.5			18.9
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
Adj. Flow (vph)	179	1359	0	0	0	1222	39	0	0	0	76	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	1359	0	0	0	1222	39	0	0	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1		2	1				1	
Detector Template	Left	Thru	Right	Left		Thru	Right				Left	
Leading Detector (ft)	20	100	20	20		100	20				20	
Trailing Detector (ft)	0	0	0	0		0	0				0	
Detector 1 Position(ft)	0	0	0	0		0	0				0	
Detector 1 Size(ft)	20	6	20	20		6	20				20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Detector 2 Position(ft)		94				94						
Detector 2 Size(ft)		6				6						
Detector 2 Type		Cl+Ex				Cl+Ex						
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0						
Turn Type	Prot	NA	Perm	Perm		NA	Perm				Prot	
Protected Phases	7	4				8					6	
Permitted Phases			4	8			8					

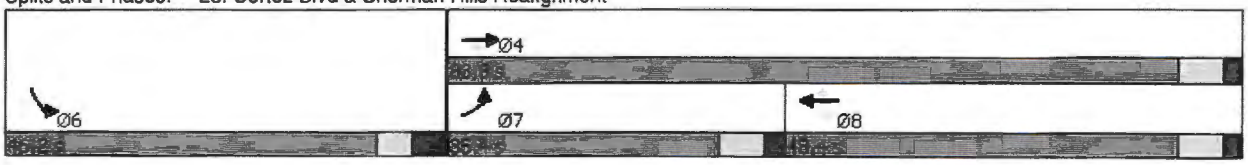
Lane Group	SBR
Lane Configurations	↱
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	92
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	2
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	7	4	4	8		8	8				6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0	5.0				5.0	
Minimum Split (s)	12.0	25.0	25.0	25.0		25.0	25.0				25.4	
Total Split (s)	35.4	83.8	83.8	48.4		48.4	48.4				46.2	
Total Split (%)	27.2%	64.5%	64.5%	37.2%		37.2%	37.2%				35.5%	
Maximum Green (s)	28.4	76.8	76.8	41.4		41.4	41.4				38.8	
Yellow Time (s)	4.9	4.9	4.9	4.9		4.9	4.9				3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1		2.1	2.1				3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0				0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0		7.0	7.0				7.4	
Lead/Lag	Lead			Lag		Lag	Lag					
Lead-Lag Optimize?	Yes			Yes		Yes	Yes					
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0				3.0	
Recall Mode	None	None	None	None		None	None				Min	
Walk Time (s)		7.0	7.0	7.0		7.0	7.0				7.0	
Flash Dont Walk (s)		11.0	11.0	11.0		11.0	11.0				11.0	
Pedestrian Calls (#/hr)		0	0	0		0	0				0	
Act Effct Green (s)	13.6	47.8				26.9	26.9				9.1	
Actuated g/C Ratio	0.19	0.67				0.37	0.37				0.13	
v/c Ratio	0.53	0.40				0.64	0.06				0.34	
Control Delay	34.5	5.8				20.4	0.2				36.2	
Queue Delay	0.0	0.0				0.0	0.0				0.0	
Total Delay	34.5	5.8				20.4	0.2				36.2	
LOS	C	A				C	A				D	
Approach Delay		9.1				19.8						35.3
Approach LOS		A				B						D

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 71.8
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 50.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 23: Cortez Blvd & Sherman Hills Realignment



Lane Group	SBR
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	25.4
Total Split (s)	46.2
Total Split (%)	35.5%
Maximum Green (s)	38.8
Yellow Time (s)	3.7
All-Red Time (s)	3.7
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.4
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	9.1
Actuated g/C Ratio	0.13
v/c Ratio	0.01
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	

Intersection Summary

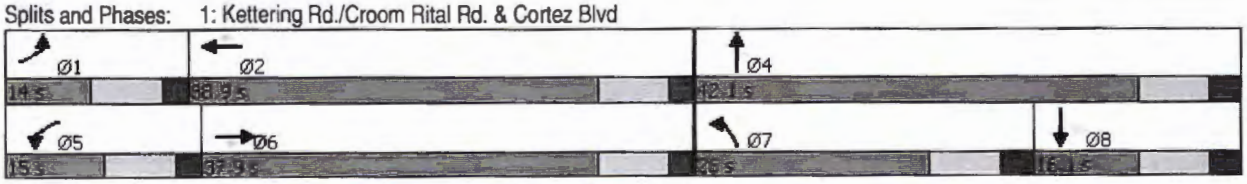
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Future Volume (vph)	39	810	442	148	714	18	454	2	164	9	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	2		1	2		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.952	
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1727	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1773	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			460			238			171		6	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2060			10277			1000			500	
Travel Time (s)		31.2			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	41	844	460	154	744	19	473	2	171	9	2	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	844	460	154	744	19	473	2	171	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2			4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	13.1	16.1	16.1	16.1	16.1	
Total Split (s)	14.0	37.9	37.9	15.0	38.9	38.9	26.0	42.1	42.1	16.1	16.1	
Total Split (%)	14.7%	39.9%	39.9%	15.8%	40.9%	40.9%	27.4%	44.3%	44.3%	16.9%	16.9%	
Maximum Green (s)	6.5	30.4	30.4	7.5	31.4	31.4	17.9	34.0	34.0	8.0	8.0	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	8.1	8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	6.3	30.5	30.5	7.4	37.7	37.7	15.3	20.9	20.9		8.1	
Actuated g/C Ratio	0.08	0.37	0.37	0.09	0.46	0.46	0.19	0.25	0.25		0.10	
v/c Ratio	0.30	0.45	0.53	0.50	0.32	0.02	0.74	0.00	0.32		0.09	
Control Delay	45.7	22.0	4.9	44.0	18.1	0.1	40.5	20.0	5.2		32.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	45.7	22.0	4.9	44.0	18.1	0.1	40.5	20.0	5.2		32.3	
LOS	D	C	A	D	B	A	D	B	A		C	
Approach Delay		16.9			22.1			31.1			32.3	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 82.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



BACKGROUND PLUS PROJECT WITH REQUIRED IMPROVEMENTS FOR BACKGROUND

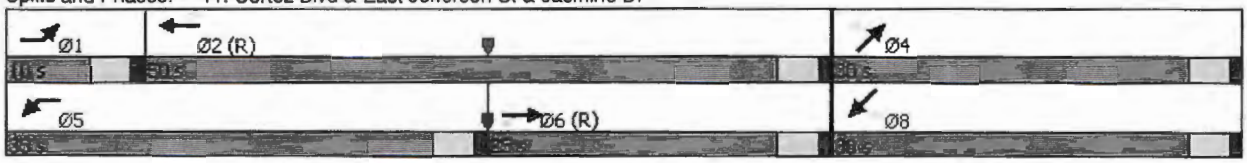
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	504	13	826	490	30	7	176	1009	41	131	4
Future Volume (vph)	13	504	13	826	490	30	7	176	1009	41	131	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	400		400	400		0	300		0
Storage Lanes	1		1	2		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1863	1583	1770	1855	0
Flt Permitted	0.950			0.950			0.554			0.433		
Satd. Flow (perm)	1770	3539	1583	3433	3539	1583	1032	1863	1583	807	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			61			730		2	
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		2005			1665			2021			1421	
Travel Time (s)		30.4			25.2			30.6			32.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	14	525	14	860	510	31	7	183	1051	43	136	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	525	14	860	510	31	7	183	1051	43	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Free	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		Free	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	10.0	25.0	25.0	35.0	50.0	50.0	30.0	30.0		30.0	30.0	
Total Split (%)	11.1%	27.8%	27.8%	38.9%	55.6%	55.6%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	6.0	21.0	21.0	31.0	46.0	46.0	26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	6.3	35.8	35.8	28.1	65.5	65.5	14.1	14.1	90.0	14.1	14.1	
Actuated g/C Ratio	0.07	0.40	0.40	0.31	0.73	0.73	0.16	0.16	1.00	0.16	0.16	
v/c Ratio	0.11	0.37	0.02	0.80	0.20	0.03	0.04	0.63	0.66	0.34	0.48	
Control Delay	40.8	22.1	0.1	34.5	5.2	0.8	30.1	44.5	2.2	39.8	38.6	
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	40.8	22.1	0.1	34.5	5.2	0.8	30.1	44.5	2.2	39.8	38.6	
LOS	D	C	A	C	A	A	C	D	A	D	D	
Approach Delay		22.0			23.1			8.6			38.9	
Approach LOS		C			C			A			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 55 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 11: Cortez Blvd & East Jefferson St & Jasmine Dr



HCS7 Two-Way Stop-Control Report

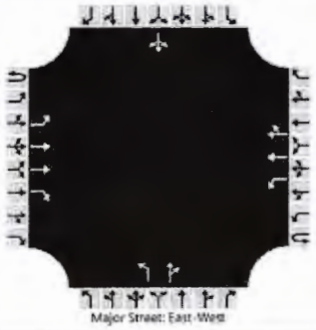
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Bck +Prj and req bck Impr

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Lockhart Rd
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	0		1	1	0		0	1	0
Configuration		L	T	R		L	T	TR		L		TR			LTR	
Volume (veh/h)	1	0	1117	22	4	102	1217	0		77	0	130		0	0	0
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4	4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.16			6.46	4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)	2.5	2.2			2.5	2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.23			2.53	2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				110				80		135			0	
Capacity, c (veh/h)		221				534				115		454				
v/c Ratio		0.00				0.21				0.70		0.30				
95% Queue Length, Q_{95} (veh)		0.0				0.8				3.7		1.2				
Control Delay (s/veh)		21.4				13.5				88.0		16.3				
Level of Service (LOS)		C				B				F		C				
Approach Delay (s/veh)		0.0				1.1				43.0						
Approach LOS										E						

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Future Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		1	1		1	3		2	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.94	1.00	0.88	0.94	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	4990	0	2787	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			295			295			305			354
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1		1	1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left		Right	Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20		20	20		20
Trailing Detector (ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0		0	0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3			7		
Permitted Phases			2			6			8			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3		8	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	10.0		5.0	10.0		10.0
Minimum Split (s)	17.9	28.9	28.9	17.9	28.9	28.9	20.9		25.0	20.9		20.9
Total Split (s)	17.9	38.0	38.0	21.0	41.1	41.1	20.9		30.0	21.0		30.1
Total Split (%)	16.3%	34.5%	34.5%	19.1%	37.4%	37.4%	19.0%		27.3%	19.1%		27.4%
Maximum Green (s)	7.0	27.1	27.1	10.1	30.2	30.2	10.0		19.1	10.1		19.2
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9	10.9	10.9	10.9	10.9	10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead		Lag	Lead		Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	Min	Min	None	Min	Min	None		None	None		None
Act Effct Green (s)	7.0	27.1	27.1	10.1	30.2	30.2	10.0		19.1	10.1		19.2
Actuated g/C Ratio	0.06	0.25	0.25	0.09	0.27	0.27	0.09		0.17	0.09		0.17
v/c Ratio	0.85	1.13	0.18	1.46	1.14	0.48	0.33		1.33	1.08		0.47
Control Delay	84.0	107.2	0.7	259.0	110.4	7.2	49.0		184.8	111.5		7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	84.0	107.2	0.7	259.0	110.4	7.2	49.0		184.8	111.5		7.3
LOS	F	F	A	F	F	A	D		F	F		A
Approach Delay		97.6			125.7			166.8			66.9	
Approach LOS		F			F			F			E	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.46
Intersection Signal Delay: 117.1 Intersection LOS: F
Intersection Capacity Utilization 91.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd

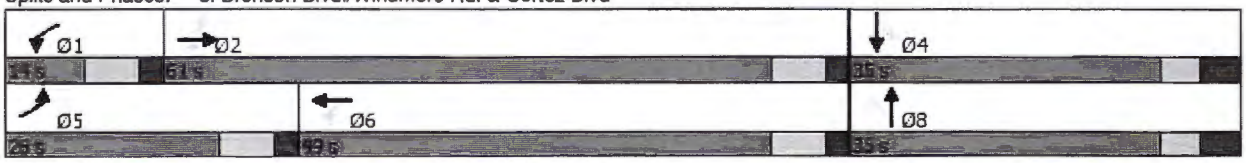
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	2323	312	131	1893	19	300	94	131	76	43	46
Future Volume (vph)	219	2323	312	131	1893	19	300	94	131	76	43	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	350		0	105		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.913			0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	7537	0	1770	1701	0	1770	1719	0
Flt Permitted	0.075			0.086			0.697			0.498		
Satd. Flow (perm)	140	5085	1583	160	7537	0	1298	1701	0	928	1719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			259		2			61			47	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		840			700			700			800	
Travel Time (s)		12.7			10.6			15.9			18.2	
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
Adj. Flow (vph)	231	2445	328	138	1993	20	316	99	138	80	45	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	231	2445	328	138	2013	0	316	237	0	80	93	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0		17.4	17.4		17.4	17.4	
Total Split (s)	26.0	61.0	61.0	14.0	49.0		35.0	35.0		35.0	35.0	
Total Split (%)	23.6%	55.5%	55.5%	12.7%	44.5%		31.8%	31.8%		31.8%	31.8%	
Maximum Green (s)	19.0	54.0	54.0	7.0	42.0		27.6	27.6		27.6	27.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1		3.7	3.7		3.7	3.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		7.4	7.4		7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Min	Min	None	Min		None	None		None	None	
Walk Time (s)		7.0	7.0		7.0							
Flash Dont Walk (s)		11.0	11.0		11.0							
Pedestrian Calls (#/hr)		0	0		0							
Act Effct Green (s)	66.5	54.0	54.0	53.6	46.6		27.6	27.6		27.6	27.6	
Actuated g/C Ratio	0.60	0.49	0.49	0.49	0.42		0.25	0.25		0.25	0.25	
v/c Ratio	0.78	0.98	0.36	0.77	0.63		0.97	0.50		0.34	0.20	
Control Delay	42.5	41.7	5.1	50.3	26.5		85.4	30.1		38.9	18.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.5	41.7	5.1	50.3	26.5		85.4	30.1		38.9	18.8	
LOS	D	D	A	D	C		F	C		D	B	
Approach Delay		37.8			28.0			61.7			28.1	
Approach LOS		D			C			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 101.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Bronson Blvd./Windmere Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

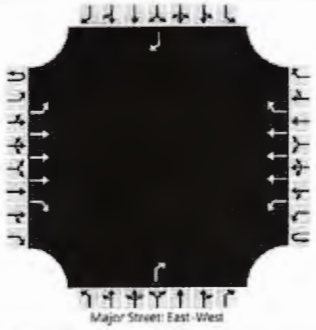
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Bck+Prj and Req Bck Impr

Site Information

Intersection	
Jurisdiction	
East/West Street	Cortez Blvd
North/South Street	Parkland Ave
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	3	1	0	1	3	1		0	0	1		0	0	1
Configuration		L	T	R		L	T	R				R				R
Volume (veh/h)	8	15	2369	127	44	140	1938	48				160				25
Percent Heavy Vehicles (%)	3	3			3	3						3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	5.6	5.3			5.6	5.3						7.1				7.1
Critical Headway (sec)	5.66	5.36			5.66	5.36						7.16				7.16
Base Follow-Up Headway (sec)	2.3	3.1			2.3	3.1						3.9				3.9
Follow-Up Headway (sec)	2.33	3.13			2.33	3.13						3.93				3.93

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				196						170		-		27
Capacity, c (veh/h)		128										138				196
v/c Ratio		0.19										1.24				0.14
95% Queue Length, Q_{95} (veh)		0.7										10.3				0.5
Control Delay (s/veh)		39.6										216.6				26.2
Level of Service (LOS)		E										F				D
Approach Delay (s/veh)		0.4								216.6				26.2		
Approach LOS										F				D		

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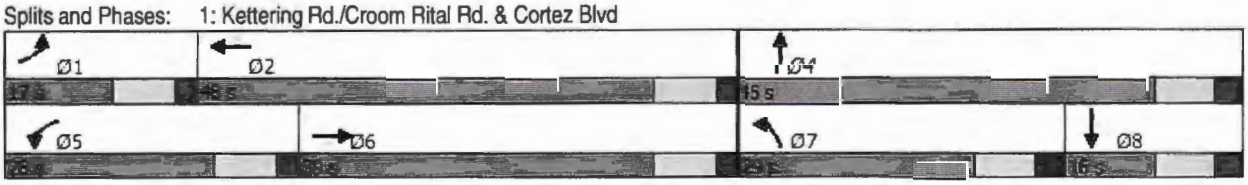
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	1135	553	437	1036	18	517	2	260	9	34	6
Future Volume (vph)	61	1135	553	437	1036	18	517	2	260	9	34	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		1000	540		440	0		470	0		0
Storage Lanes	1		1	2		1	2		1	0		0
Taper Length (ft)	100			100			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.984	
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1816	0
Flt Permitted	0.950			0.950			0.950				0.936	
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1863	1583	0	1716	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			576			205			271		5	
Link Speed (mph)		45			45			55			35	
Link Distance (ft)		2060			10277			1000			500	
Travel Time (s)		31.2			155.7			12.4			9.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	64	1182	576	455	1079	19	539	2	271	9	35	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1182	576	455	1079	19	539	2	271	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases			6			2			4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	8.0	8.0	7.9	7.9	
Minimum Split (s)	12.5	37.5	37.5	12.5	37.5	37.5	13.1	16.1	16.1	16.0	16.0	
Total Split (s)	17.0	39.0	39.0	26.0	48.0	48.0	29.0	45.0	45.0	16.0	16.0	
Total Split (%)	15.5%	35.5%	35.5%	23.6%	43.6%	43.6%	26.4%	40.9%	40.9%	14.5%	14.5%	
Maximum Green (s)	9.5	31.5	31.5	18.5	40.5	40.5	20.9	36.9	36.9	7.9	7.9	
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	8.1	8.1	8.1		8.1	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0						
Flash Dont Walk (s)		11.0	11.0		11.0	11.0						
Pedestrian Calls (#/hr)		0	0		0	0						
Act Effct Green (s)	8.3	31.6	31.6	17.2	43.9	43.9	19.5	31.6	31.6		8.0	
Actuated g/C Ratio	0.08	0.30	0.30	0.17	0.42	0.42	0.19	0.30	0.30		0.08	
v/c Ratio	0.45	0.76	0.65	0.80	0.50	0.02	0.84	0.00	0.40		0.36	
Control Delay	58.8	38.0	6.6	54.5	25.7	0.1	54.4	24.5	5.2		52.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Total Delay	58.8	38.0	6.6	54.5	25.7	0.1	54.4	24.5	5.2		52.9	
LOS	E	D	A	D	C	A	D	C	A		D	
Approach Delay		28.8			33.8			37.9			52.9	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 103.8
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 78.1% ICU Level of Service D
Analysis Period (min) 15

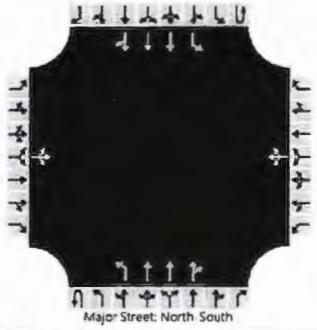
Splits and Phases: 1: Kettering Rd./Croom Rital Rd. & Cortez Blvd



HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Ridge Manor Blvd
Analysis Year	2035	North/South Street	Cortez Blvd
Time Analyzed	PM Peak	Peak Hour Factor	0.97
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Bck +Proj and req Bck Impr		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	3	0	0	1	3	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		4	2	5		4	0	85	0	2	1297	7	0	155	1100	0
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.46	6.56	7.16		6.46	6.56	7.16		5.36				5.36		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.83	4.03	3.93		3.83	4.03	3.93		3.13				3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			11				92			2				160		
Capacity, c (veh/h)			56				285			334				264		
v/c Ratio			0.20				0.32			0.01				0.61		
95% Queue Length, Q_{95} (veh)			0.7				1.3			0.0				3.6		
Control Delay (s/veh)			84.8				23.5			15.8				37.7		
Level of Service (LOS)			F				C			C				E		
Approach Delay (s/veh)		84.8				23.5				0.0				4.7		
Approach LOS		F				C										

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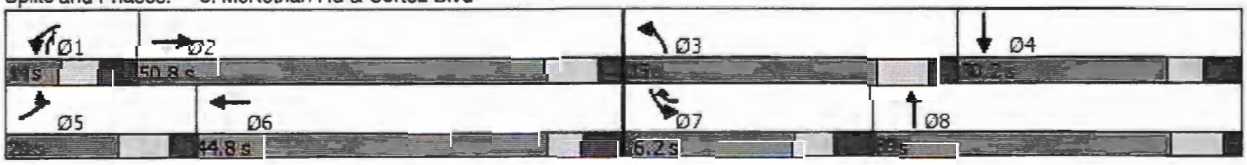
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	636	408	27	732	7	534	46	9	5	15	6
Future Volume (vph)	22	636	408	27	732	7	534	46	9	5	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		800	500		400	400		200	400		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.959	
Flt Protected	0.950			0.950			0.950	0.960		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1699	1583	1770	1786	0
Flt Permitted	0.225			0.388			0.545	0.545		0.950		
Satd. Flow (perm)	419	5085	1583	723	5085	1583	964	964	1583	1770	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			425			181			112		6	
Link Speed (mph)		45			30			30			30	
Link Distance (ft)		10277			1013			1273			1001	
Travel Time (s)		155.7			23.0			28.9			22.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	663	425	28	763	7	556	48	9	5	16	6
Shared Lane Traffic (%)							46%					
Lane Group Flow (vph)	23	663	425	28	763	7	300	304	9	5	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7	3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	20.0	27.7	27.7	13.2	26.2	26.2	27.7	25.7	13.2	26.2	26.2	
Total Split (s)	20.0	50.8	50.8	14.0	44.8	26.2	35.0	39.0	14.0	26.2	30.2	
Total Split (%)	15.4%	39.1%	39.1%	10.8%	34.5%	20.2%	26.9%	30.0%	10.8%	20.2%	23.2%	
Maximum Green (s)	11.8	42.6	42.6	5.8	36.6	18.0	26.8	31.3	5.8	18.0	22.0	
Yellow Time (s)	5.5	5.5	5.5	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	
All-Red Time (s)	2.7	2.7	2.7	4.2	4.2	4.2	2.7	2.2	4.2	4.2	4.2	
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)	8.2	8.2	8.2	8.2	8.2	8.2	8.2	7.7	8.2	8.2	8.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	Max	None	None	Max	Max	
Act Effct Green (s)	55.3	48.2	48.2	42.3	36.6	62.8	57.0	57.5	44.7	18.0	22.0	
Actuated g/C Ratio	0.43	0.37	0.37	0.33	0.28	0.48	0.44	0.44	0.34	0.14	0.17	
v/c Ratio	0.08	0.35	0.50	0.10	0.53	0.01	0.53	0.52	0.01	0.02	0.07	
Control Delay	21.7	31.3	5.1	22.8	41.1	0.0	28.9	28.4	0.0	48.8	37.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.7	31.3	5.1	22.8	41.1	0.0	28.9	28.4	0.0	48.8	37.0	
LOS	C	C	A	C	D	A	C	C	A	D	D	
Approach Delay		21.1			40.1			28.2			39.2	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: McKethan Rd & Cortez Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	296	72	72	333	19	78	263	53	14	184	92
Future Volume (vph)	87	296	72	72	333	19	78	263	53	14	184	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	300		0	200		300	300		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3511	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.489			0.551			0.429			0.486		
Satd. Flow (perm)	911	3539	1583	1026	3511	0	799	1863	1583	905	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			146		4				83			103
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		6987			1760			1365			907	
Travel Time (s)		105.9			26.7			20.7			13.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	98	333	81	81	374	21	88	296	60	16	207	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	333	81	81	395	0	88	296	60	16	207	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases	2		2	6			8		8	4		4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.3	24.8	24.8	12.3	24.8		11.8	25.7	12.3	11.8	25.7	12.3
Total Split (s)	23.0	48.0	48.0	19.0	44.0		18.0	58.0	19.0	15.0	55.0	23.0
Total Split (%)	16.4%	34.3%	34.3%	13.6%	31.4%		12.9%	41.4%	13.6%	10.7%	39.3%	16.4%
Maximum Green (s)	15.7	41.2	41.2	11.7	37.2		11.2	50.3	11.7	8.2	47.3	15.7
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0		2.0	2.9	2.5	2.0	2.9	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)	7.3	6.8	6.8	7.3	6.8		6.8	7.7	7.3	6.8	7.7	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	Max		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	49.9	41.8	41.8	48.7	41.3		30.8	26.0	41.8	24.2	18.4	34.8
Actuated g/C Ratio	0.48	0.41	0.41	0.47	0.40		0.30	0.25	0.41	0.24	0.18	0.34
v/c Ratio	0.19	0.23	0.11	0.15	0.28		0.27	0.63	0.09	0.06	0.62	0.17
Control Delay	14.8	22.9	0.3	14.7	23.6		26.7	41.7	2.5	24.1	48.8	5.4
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	14.8	22.9	0.3	14.7	23.6		26.7	41.7	2.5	24.1	48.8	5.4
LOS	B	C	A	B	C		C	D	A	C	D	A
Approach Delay		17.8			22.1			33.4			33.9	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 102.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 56.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 18: US 301 & Cortez Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1271	15	3	1196	11	19	1	2	15	2	126
Future Volume (vph)	95	1271	15	3	1196	11	19	1	2	15	2	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	300		300	300		0	300		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.900			0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1676	0	1770	1587	0
Flt Permitted	0.141			0.179			0.678			0.756		
Satd. Flow (perm)	263	3539	1583	333	3539	1583	1263	1676	0	1408	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109		2			133	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		862			2594			709			741	
Travel Time (s)		13.1			39.3			16.1			16.8	
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
Adj. Flow (vph)	100	1338	16	3	1259	12	20	1	2	16	2	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1338	16	3	1259	12	20	3	0	16	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	20.0	20.0		20.0	20.0	
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	20.0	20.0		20.0	20.0	
Total Split (%)	25.0%	41.7%	41.7%	25.0%	41.7%	41.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	10.5	20.5	20.5	10.5	20.5	20.5	15.5	15.5		15.5	15.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.6	44.9	44.9	41.4	37.9	37.9	7.0	7.0		7.0	7.0	
Actuated g/C Ratio	0.76	0.75	0.75	0.69	0.63	0.63	0.12	0.12		0.12	0.12	
v/c Ratio	0.27	0.51	0.01	0.01	0.56	0.01	0.14	0.02		0.10	0.45	
Control Delay	4.6	6.2	0.0	3.0	10.4	0.0	24.8	18.0		23.8	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.6	6.2	0.0	3.0	10.4	0.0	24.8	18.0		23.8	10.4	
LOS	A	A	A	A	B	A	C	B		C	B	
Approach Delay		6.0			10.3			23.9			11.9	
Approach LOS		A			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 50 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 66.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Cortez Blvd & Main Str

HCS7 Two-Way Stop-Control Report

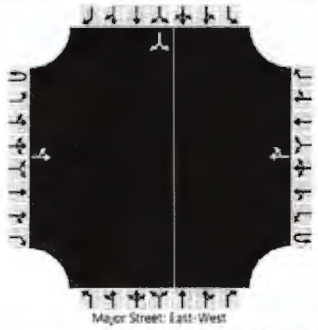
General Information

Analyst	
Agency/Co.	
Date Performed	9/23/2022
Analysis Year	2035
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Bck +Prj and Req Bck Impr

Site Information

Intersection	
Jurisdiction	
East/West Street	Powerline Rd
North/South Street	Kettering Rd
Peak Hour Factor	0.50
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		154	5				2	12						7		140
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		308													294	
Capacity, c (veh/h)		1579													967	
v/c Ratio		0.20													0.30	
95% Queue Length, Q_{95} (veh)		0.7													1.3	
Control Delay (s/veh)		7.8													10.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		7.6												10.3		
Approach LOS														B		

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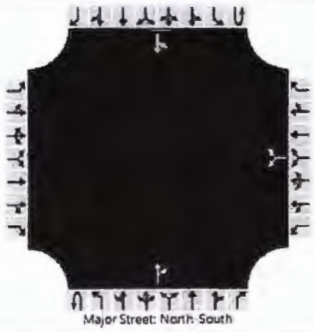
HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	9/23/2022	East/West Street	Powerline Rd
Analysis Year	2035	North/South Street	Lockhart Rd
Time Analyzed	PM Peak	Peak Hour Factor	0.48
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Bck Plus Proj and Req Bck Impr		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						33		91			18	31		8	17	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							258							17		
Capacity, c (veh/h)							946							1484		
v/c Ratio							0.27							0.01		
95% Queue Length, Q_{95} (veh)							1.1							0.0		
Control Delay (s/veh)							10.2							7.5		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)						10.2								2.4		
Approach LOS						B										

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BACKGROUND PLUS PROJECT WITH REQUIRED IMPROVEMENTS FOR PROJECT

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Future Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	435		0	620		0	0		545	0		650
Storage Lanes	2		0	1		0	3		3	3		2
Taper Length (ft)	50			100			25			25		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.86	0.86	0.94	1.00	0.76	0.94	1.00	0.88
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	6337	0	3433	6254	0	4990	0	3610	4990	0	2787
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	6337	0	3433	6254	0	4990	0	3610	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			48				186			369
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1000			840			750			850	
Travel Time (s)		15.2			12.7			17.0			19.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
Shared Lane Traffic (%)												
Lane Group Flow (vph)	186	1526	0	459	1905	0	150	0	979	493	0	369
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1		1	1		1
Detector Template	Left	Thru		Left	Thru		Left		Right	Left		Right
Leading Detector (ft)	20	100		20	100		20		20	20		20
Trailing Detector (ft)	0	0		0	0		0		0	0		0
Detector 1 Position(ft)	0	0		0	0		0		0	0		0
Detector 1 Size(ft)	20	6		20	6		20		20	20		20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Prot	NA		Prot	NA		Prot		pm+ov	Prot		Perm
Protected Phases	5	2		1	6		3		1	7		
Permitted Phases									3			4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3		1	7		4
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0		10.0		7.0	10.0		10.0
Minimum Split (s)	17.9	28.9		17.9	28.9		20.9		17.9	20.9		20.9
Total Split (s)	19.5	38.7		29.2	48.4		21.0		29.2	42.1		21.1
Total Split (%)	17.7%	35.2%		26.5%	44.0%		19.1%		26.5%	38.3%		19.2%
Maximum Green (s)	8.6	27.8		18.3	37.5		10.1		18.3	31.2		10.2
Yellow Time (s)	4.9	4.9		4.9	4.9		4.9		4.9	4.9		4.9
All-Red Time (s)	6.0	6.0		6.0	6.0		6.0		6.0	6.0		6.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)	10.9	10.9		10.9	10.9		10.9		10.9	10.9		10.9
Lead/Lag	Lead	Lag		Lead	Lag		Lead		Lead			Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Recall Mode	None	Min		None	Min		None		None	None		None
Act Effct Green (s)	8.5	28.0		18.0	37.5		10.0		28.1	31.0		10.0
Actuated g/C Ratio	0.08	0.26		0.16	0.34		0.09		0.26	0.28		0.09
v/c Ratio	0.70	0.94		0.81	0.88		0.33		0.92	0.35		0.63
Control Delay	63.8	51.7		56.8	38.8		48.9		36.6	32.2		10.1
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	63.8	51.7		56.8	38.8		48.9		36.6	32.2		10.1
LOS	E	D		E	D		D		D	C		B
Approach Delay		53.0			42.3			38.2			22.7	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 109.7
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 41.8 Intersection LOS: D
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: I-75 NB/I-75 SB & Cortez Blvd

Intersection: 2: I-75 NB/I-75 SB & Cortez Blvd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	TR	L	L	T	T	T	TR
Maximum Queue (ft)	162	188	412	381	385	305	170	175	238	254	228	230
Average Queue (ft)	112	72	323	292	301	169	110	115	159	164	145	134
95th Queue (ft)	188	210	458	431	422	342	182	184	280	284	267	263
Link Distance (ft)			943	943	943	943		749	749	749	749	749
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	435	435					620					
Storage Blk Time (%)			2									
Queuing Penalty (veh)			5									

Intersection: 2: I-75 NB/I-75 SB & Cortez Blvd

Movement	NB	NB	NB	NB	NB	NB	BB	BB	SB	SB	SB
Directions Served	L	L	L	R	R	R	T	T	L	L	L
Maximum Queue (ft)	84	90	486	504	505	443	16	50	162	134	173
Average Queue (ft)	57	54	161	359	381	268	0	8	106	72	110
95th Queue (ft)	90	98	526	603	601	577	0	75	168	134	178
Link Distance (ft)	645	645	645				1572	1572	745	745	745
Upstream Blk Time (%)			2	1	0						
Queuing Penalty (veh)			0	0	0						
Storage Bay Dist (ft)				545	545	545					
Storage Blk Time (%)			0	7	5	0					
Queuing Penalty (veh)			1	3	3	0					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Future Volume (vph)	182	1385	111	450	1563	304	147	0	959	483	0	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	10.9	10.9		10.9	10.9		10.9		10.9	10.9		10.9
Lane Util. Factor	0.97	0.86		0.97	0.86		0.94		0.76	0.94		0.88
Frt	1.00	0.99		1.00	0.98		1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)	3433	6337		3433	6251		4990		3610	4990		2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)	3433	6337		3433	6251		4990		3610	4990		2787
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	186	1413	113	459	1595	310	150	0	979	493	0	369
RTOR Reduction (vph)	0	11	0	0	32	0	0	0	139	0	0	335
Lane Group Flow (vph)	186	1515	0	459	1873	0	150	0	840	493	0	34
Turn Type	Prot	NA		Prot	NA		Prot		pm+ov	Prot		Perm
Protected Phases	5	2		1	6		3		1	7		
Permitted Phases									3			4
Actuated Green, G (s)	8.5	28.0		18.0	37.5		10.0		28.0	31.0		10.1
Effective Green, g (s)	8.5	28.0		18.0	37.5		10.0		28.0	31.0		10.1
Actuated g/C Ratio	0.08	0.26		0.16	0.34		0.09		0.26	0.28		0.09
Clearance Time (s)	10.9	10.9		10.9	10.9		10.9		10.9	10.9		10.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	266	1617		563	2136		454		921	1410		256
v/s Ratio Prot	0.05	0.24		0.13	c0.30		0.03		c0.15	c0.10		
v/s Ratio Perm									0.08			0.01
v/c Ratio	0.70	0.94		0.82	0.88		0.33		0.91	0.35		0.13
Uniform Delay, d1	49.4	40.0		44.2	33.9		46.7		39.7	31.3		45.8
Progression Factor	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2	7.8	10.7		8.9	4.4		0.4		13.1	0.2		0.2
Delay (s)	57.1	50.6		53.1	38.3		47.1		52.8	31.5		46.0
Level of Service	E	D		D	D		D		D	C		D
Approach Delay (s)		51.4			41.2			52.0			37.7	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	109.7	Sum of lost time (s)	43.6
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

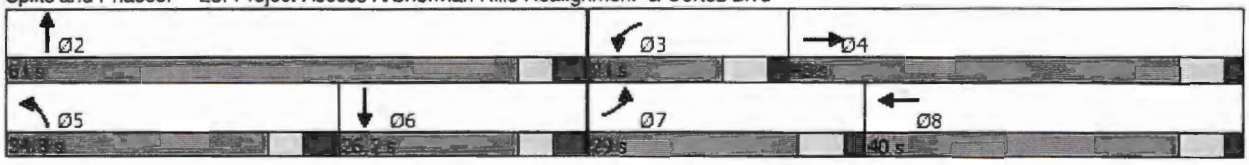
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	284	1406	1061	295	1251	37	665	20	352	72	30	31
Future Volume (vph)	284	1406	1061	295	1251	37	665	20	352	72	30	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	600		485	300		200	200		0
Storage Lanes	1		1	2		1	2		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5085	1583	3433	1863	1583	1770	1721	0
Flt Permitted	0.950			0.950			0.950			0.744		
Satd. Flow (perm)	1770	5085	1583	3433	5085	1583	3433	1863	1583	1386	1721	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			878			217			319		33	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		635			2060			693			832	
Travel Time (s)		9.6			31.2			15.8			18.9	
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
Adj. Flow (vph)	299	1480	1117	311	1317	39	700	21	371	76	32	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	1480	1117	311	1317	39	700	21	371	76	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases			Free			8			2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	5	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.0	25.0		12.0	25.0	25.0	12.4	25.4	25.4	25.4	25.4	
Total Split (s)	29.0	48.0		21.0	40.0	40.0	34.8	61.0	61.0	26.2	26.2	
Total Split (%)	22.3%	36.9%		16.2%	30.8%	30.8%	26.8%	46.9%	46.9%	20.2%	20.2%	
Maximum Green (s)	22.0	41.0		14.0	33.0	33.0	27.4	53.6	53.6	18.8	18.8	
Yellow Time (s)	4.9	4.9		4.9	4.9	4.9	3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	2.1	2.1		2.1	2.1	2.1	3.7	3.7	3.7	3.7	3.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0	7.0	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Min	Min	Min	Min	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0	0	0	
Act Effct Green (s)	22.0	41.4	123.1	13.7	33.0	33.0	27.2	46.6	46.6	12.0	12.0	
Actuated g/C Ratio	0.18	0.34	1.00	0.11	0.27	0.27	0.22	0.38	0.38	0.10	0.10	
v/c Ratio	0.95	0.87	0.71	0.82	0.97	0.07	0.92	0.03	0.47	0.56	0.33	
Control Delay	89.1	45.3	2.7	71.4	62.3	0.2	66.2	23.6	6.7	68.9	33.2	
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	89.1	45.3	2.7	71.4	62.3	0.2	66.2	23.6	6.7	68.9	33.2	
LOS	F	D	A	E	E	A	E	C	A	E	C	
Approach Delay		33.4			62.5			45.2			52.4	
Approach LOS		C			E			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 123.1
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 44.4 Intersection LOS: D
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 23: Project Access A/Sherman Hills Realignment & Cortez Blvd



PERCENT CAPACITY CONSUMED

TABLE A-1

INTERSECTION PROPORTIONATE SHARE DETERMINATION
(PM PEAK HOUR)

Intersection	Critical Movement	LOS E Lane Group Capacity (1)	New Project Trips
Cortez Blvd and I-75 Ramps	WBT/R	2,136	744
	NBR	921	413
	SBL	1,410	292
		4,467	1,449
		% Consumed	32.44%

FDOT 2022 COST TABLES

Roadway Cost Per Centerline Mile

Revised June 2022

	Construction Cost From LRE	MOT *	Mobilization *	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost **
Rural Arterial									
New Construction (2-Lane Roadway) with 5' Paved Shoulders	$6,516,370	$651,637	$716,801	$7,884,808	$1,971,202	**$9,856,010**	$1,478,401	$1,478,401	$12,812,813
New Construction (4-Lane Roadway) with 5' Paved Shoulders	$10,734,295	$1,073,430	$1,180,772	$12,988,497	$3,247,124	**$16,235,621**	$2,435,343	$2,435,343	$21,106,308
New Construction (6-Lane Roadway) with 5' Paved Shoulders	$13,678,044	$1,367,804	$1,504,585	$16,550,433	$4,137,608	**$20,688,041**	$3,103,206	$3,103,206	$26,894,454
Milling and Resurfacing (4-Lane Roadway) with 5' Paved Shoulders	$1,671,182	$167,118	$183,830	$2,022,130	$505,533	**$2,527,663**	$379,149	$379,149	$3,285,962
Milling and Resurfacing (6-Lane Roadway) with 5' Paved Shoulders	$2,364,092	$236,409	$260,050	$2,860,551	$715,138	**$3,575,689**	$536,353	$536,353	$4,648,396
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$7,623,562	$762,356	$838,592	$9,224,510	$2,306,127	**$11,530,637**	$1,729,596	$1,729,596	$14,989,829
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$8,044,797	$804,480	$884,928	$9,734,204	$2,433,551	**$12,167,755**	$1,825,163	$1,825,163	$15,818,082
Add Lanes (4 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$11,222,926	$1,122,293	$1,234,522	$13,579,740	$3,394,935	**$16,974,675**	$2,546,201	$2,546,201	$22,067,078
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	$10,207,327	$1,020,733	$1,122,806	$12,350,865	$3,087,716	**$15,438,582**	$2,315,787	$2,315,787	$20,070,155
Add 1 Through Lane on Inside (To Existing) with 5' Paved Shoulders	$1,956,252	$195,625	$215,188	$2,367,065	$591,766	**$2,958,831**	$443,825	$443,825	$3,846,480
Add 1 Through Lane on Outside (To Existing) with 5' Paved Shoulders	$2,961,463	$296,146	$325,761	$3,583,370	$895,842	**$4,479,212**	$671,882	$671,882	$5,822,976
Add 300' Exclusive Left Turn Lane	$91,304	$13,696	$15,750	$120,750	$30,187	**$150,937**	$22,641	$22,641	$196,219
Add 300' Exclusive Right Turn Lane	$237,181	$35,577	$40,914	$313,671	$78,418	**$392,089**	$58,813	$58,813	$509,715
Urban Arterial									
New Construction (2-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$10,019,456	$1,001,946	$1,102,140	$12,123,542	$3,030,885	**$15,154,427**	$2,273,164	$2,273,164	$19,700,755
New Construction (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$14,097,157	$1,409,716	$1,550,687	$17,057,559	$4,264,390	**$21,321,949**	$3,198,292	$3,198,292	$27,718,534
New Construction (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$17,146,353	$1,714,635	$1,886,099	$20,747,087	$5,186,772	**$25,933,859**	$3,890,079	$3,890,079	$33,714,017
Milling and Resurfacing (4-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$1,739,197	$173,920	$191,312	$2,104,429	$526,107	**$2,630,536**	$394,580	$394,580	$3,419,696
Milling and Resurfacing (6-Lane Roadway) with 5' Sidewalk, and Curb & Gutter	$2,467,617	$246,762	$271,438	$2,985,816	$746,454	**$3,732,270**	$559,841	$559,841	$4,851,952
Add Lanes (2 to 4 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$9,749,449	$974,945	$1,072,439	$11,796,833	$2,949,208	**$14,746,041**	$2,211,906	$2,211,906	$19,169,853
Add Lanes (4 to 6 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$10,589,670	$1,058,967	$1,164,864	$12,813,501	$3,203,375	**$16,016,876**	$2,402,531	$2,402,531	$20,821,939
Add Lanes (4 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$14,490,863	$1,449,086	$1,593,995	$17,533,945	$4,383,486	**$21,917,431**	$3,287,615	$3,287,615	$28,492,660
Add Lanes (6 to 8 Lanes) with 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement)	$12,430,064	$1,243,006	$1,367,307	$15,040,378	$3,760,094	**$18,800,472**	$2,820,071	$2,820,071	$24,440,613
Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	$1,810,326	$181,033	$199,136	$2,190,495	$547,624	**$2,738,118**	$410,718	$410,718	$3,559,554
Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	$5,039,068	$503,907	$554,297	$6,097,272	$1,524,318	**$7,621,590**	$1,143,238	$1,143,238	$9,908,067
Add 300' Exclusive Left Turn Lane	$115,208	$17,281	$19,873	$152,363	$38,091	**$190,454**	$28,568	$28,568	$247,590
Add 300' Exclusive Right Turn Lane	$284,344	$42,652	$49,049	$376,045	$94,011	**$470,056**	$70,508	$70,508	$611,073

*** A 15% MOT and Mobilization factor was used for exclusive left and right turn lanes. A 10% factor was used for all other figures.**

**** Total cost shown is derived from a standard typical section. Costs will need to be adjusted to account for signals, bridges, or any additional item not deemed typical.**

Note:

1. **Estimates were derived from FDOT LRE system**
2. **These figures exclude costs for intersections/interchanges, improvements to cross streets, bridges over 20', right-of-way, landscaping, ITS, and traffic signals.**
3. **The figures are based on market costs for Hillsborough County.**
4. **Costs shown are present day costs.**
5. **The costs developed for this report are not project-specific and should be used for preliminary estimating purposes only.**

Other Roadway Related Costs
Revised June 2022

	Construction Cost From LRE	MOT *	Mobilization (15%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Total Project Cost
Intersection Traffic Signalization (Mast Arm Assembly)**									
2-Lane Roadway Intersecting 2-Lane Roadway	$272,124	$40,819	$46,941	$359,884	$89,971	**$449,855**	$67,478	$67,476	$584,812
4-Lane Roadway Intersecting 4-Lane Roadway	$350,443	$52,566	$60,451	$463,461	$115,865	**$579,326**	$86,899	$86,899	$753,124
6-Lane Roadway Intersecting 6-Lane Roadway	$403,461	$60,519	$69,597	$533,578	$133,394	**$666,972**	$100,046	$100,046	$867,064
Bicycle and Pedestrian Facilities									
Sidewalks Per Mile (5' Width - 1 Side)	$162,524	$8,131	$25,613	$196,368	$49,092	**$245,460**	$36,819	$36,819	$319,098
Sidewalks Per Mile (6' Width - 1 Side)	$195,149	$9,757	$30,736	$235,642	$58,911	**$294,553**	$44,183	$44,183	$382,919
Multi-Use Trail Per Mile (12' Width - 1 Side)	$382,009	$19,100	$60,166	$461,276	$115,319	**$576,595**	$86,489	$86,489	$749,573
Stormwater Retention Facilities									
1 Acre Pond Site (6' Depth)	$505,219	$25,261	$79,572	$610,052	$152,513	**$762,565**	$114,385	$114,385	$991,335
Median Retrofit									
Convert 14' Center Turn Lane to 14' Raised Median (Per Mile)	$467,130	$70,069	$80,580	$617,779	$154,445	**$772,224**	$115,834	$115,834	$1,003,891
Cross Street Improvements									
Widen 1-Leg of Existing Rural 2-Lane Cross Street to Accommodate 2 Receiving Lanes, Dual Left Turn lanes, and Exclusive Right Turn Lane (Approximate Length of 0.25 Miles)	$2,336,325	$350,449	$403,016	$3,089,790	$772,447	**$3,862,237**	$579,336	$579,336	$5,020,909

* A 15% MOT factor was used for Traffic Signals, Median Retrofit, and Cross Street Improvements. A 5% factor was used for all other figures.

**The cost of traffic signalization assumes the installation of mast arms on all four legs of an intersection. To obtain the cost of signalizing a four-lane roadway intersecting a two-lane roadway, divide the signal cost of a four-lane roadway by two and add this figure to the signal cost of the two-lane roadway divided by two.

Notes:

1. Estimates were derived from FDOT LRE system.
2. The figures are based on market costs for Hillsborough County.
3. Costs shown are present day costs.
4. The costs developed for this report are not site-specific and should be used for preliminary estimating purposes only.

Interchange Cost
Revised June 2022

	Construction Cost From LRE	MOT (10%)	Mobilization (10%)	Subtotal	Scope Contingency (25%)	Total Construction Cost	PE Design (15%)	CEI (15%)	Subtotal Project Cost
Single Point Urban Interchange (SPUI)	$ 34,143,842.80	$3,414,364	$3,755,801	$41,313,808	$10,328,452	**$51,642,260**	$7,746,339	$7,746,339	$67,134,938

Note:

1. Cost was derived from an LRE estimate to modify the existing diamond interchange at I-75/SR 54 to a single point urban interchange.
2. Cost shown is for construction only. Does not include Design, CEI, and right-of-way.

FDOT INFLATION FACTORS

Work Program
Highway Construction Cost Inflation Factors

Fiscal Year	Inflation Factor	PDC Multiplier
2022	Base	1.000
2023	2.7%	1.027
2024	2.8%	1.056
2025	2.9%	1.086
2026	3.0%	1.119
2027	3.1%	1.154
2028	3.2%	1.191
2029	3.3%	1.230
2030	3.3%	1.270
2031	3.3%	1.312
2032	3.3%	1.356
2033	3.3%	1.400
2034	3.3%	1.447
2035	3.3%	1.494
2036	3.3%	1.544
2037	3.3%	1.595
2038	3.3%	1.647
2039	3.3%	1.702
2040	3.3%	1.758
2041	3.3%	1.816
2042	3.3%	1.876
2043	3.3%	1.938
2044	3.3%	2.002
2045	3.3%	2.068
2046	3.3%	2.136
2047	3.3%	2.206
2048	3.3%	2.279
2049	3.3%	2.354
2050	3.3%	2.432
2051	3.3%	2.512
2052	3.3%	2.595
2053	3.3%	2.681
2054	3.3%	2.769
2055	3.3%	2.861
2056	3.3%	2.955
2057	3.3%	3.053
2058	3.3%	3.153
2059	3.3%	3.257

IMPROVEMENT COST

TABLE A-2

IMPROVEMENT COST

Cortez Blvd and I-75 Ramps

NBR

600' (a) / 300 x $509,716 = $1,019,432

(a) Queue Storage: SimTraffic 603' Use 600'

Total Length: 600'

EBT

$9,908,067 x 850'(a)/5,280' = $1,595,049

(a) length of the additional lane from SB on ramp to NB off ramp

WBT

$9,908,067 x 875'(a)/5,280' = $1,641,962

(a) length of the additional lane from NB on ramp to SB off ramp

Total Cost = $1,019,432 + 1,595,049 + 1,641,962 = $4,256,443

Source: FDOT Roadway Cost per center mile, Revised June, 2022.

EXHIBIT F

Additional Roadway Pipeline Projects/Proportionate Share Improvements

Board of County Commissioners

AGENDA ITEM

Meeting: 12/02/2025
Department: Planning
Prepared By: Carrie Cline
Initiator: Omar DePablo
DOC ID: 16710
Legal Request Number: 25-608
Bid/Contract Number:

TITLE

Petition Submitted by Louis Carastro and Helen J. Carastro for Hardship Relief From Subdivision Regulations for Property Located on Centralia Road

RESULT:	**ADOPTED**
MOVER:	Steve Champion
SECONDER:	Ryan Amsler
AYES:	Campbell, Amsler, Champion, Allocco and Hawkins

HERNANDO COUNTY PLANNING DEPARTMENT
CLASS D SUBDIVISION REVIEW APPLICATION

1653 Blaise Dr
Brooksville, FL 34601
(352)754-4057 Ext. 28020
Carrie Cline, Planner I – Email: ccline@hernandocounty.us

Date: 9/15/25

APPLICANT: Louis Carastro

Mailing Address:
5395 Circle Dr

City, State, Zip Code:
Weeki Wachee, FL 34607

Daytime Phone: _____ Email : _____

REPRESENTATIVE: Kyle J. Benda, Esq.

Mailing Address:
270 N. Broad St.

City, State, Zip Code:
Brooksville, FL 34601

Daytime Phone: 352-232-5757 Email : kyle@bendalawfirm.com

Legal Description: Write the complete legal description of the property below. Include Section, Township and Range, Subdivision Name, Lot, Block, and Unit Number. Attach additional sheet if necessary.
The West 1/2 of the East 1/2 of the Southwest 1/4 of the Northwest 1/4 of Section 32, Township 21 South, Range 18 East, Hernando County, Florida; LESS the road right of way for Centralia Road

PARCEL KEY NUMBER 1520535 SEC 32 TWP 21 S (S) RANGE 18 E (E)

Size of Area Covered by Application: 9.6 Acres

Highway & Street Boundaries: Centralia Road

Number of Parcels Proposed: 2

Minimum Size(s) of Lot(s) Created:
4.8 acres each

RECEIVED
SEP 22 2025
HERNANDO COUNTY ZONING

Board Of County Commissioners
Hernando County Planning and Zoning Department
Brooksville, Florida

RECEIVED FROM Benda Law PLLC $ 150.00
Planning $150.00 DOLLARS
PURPOSE OF PAYMENT ☐ RENT ☐ GOODS ☐ DEPOSIT ☐ Class D Subdivision

AMOUNT DUE	
THIS PAYMENT	
BALANCE DUE	

PAYMENT METHOD
☐ CREDIT CARD ☑ CHECK # 1072
☐ MONEY ORDER ☐ CASH

DATE 9/22/25
RECEIVED BY Candi
No. 34351

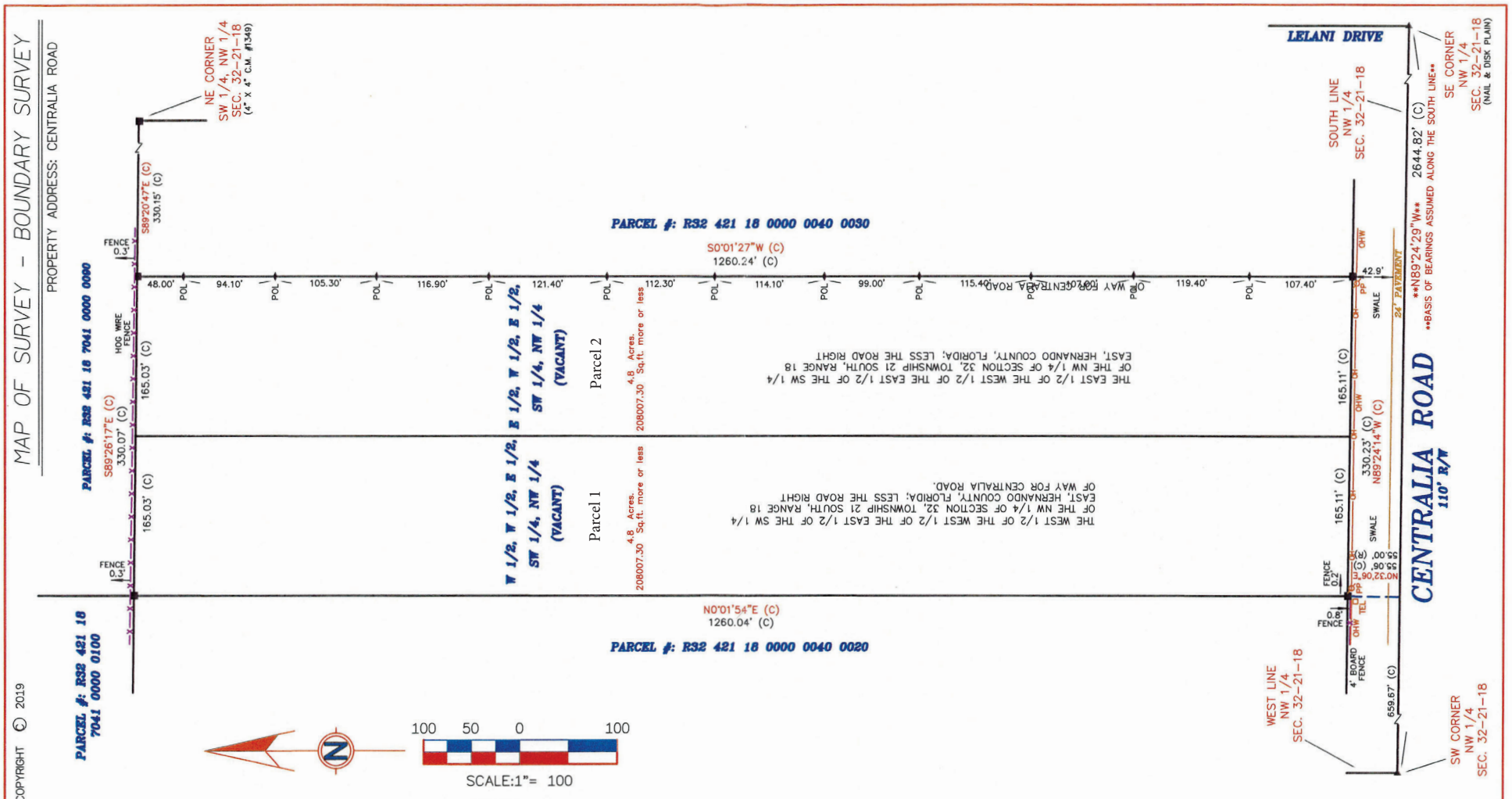
key#

RECEIVED
SEP 22 2025
HERNANDO COUNTY ZONING

EXHIBIT "A"

MAP OF SURVEY - BOUNDARY SURVEY

PROPERTY ADDRESS: CENTRALIA ROAD



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DENNIS V. MOYLAN, P.S.M.
LAND SURVEYS
5342 Birchwood Road
Spring Hill, FL 34608
(352) 684-5450 FAX (352) 684-9955

Party Chief: D. MOYLAN
Drawn By: J. CALLERI
Checked By: D. MOYLAN
W.O. 19-050
DATE: 03/07/19
F.B. 110 PG. 4-5

I, THE UNDERSIGNED PROFESSIONAL SURVEYOR AND MAPPER, HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF IS A TRUE AND ACCURATE PRESENTATION OF THE INFORMATION SHOWN HEREON.

6115 STATE OF FLORIDA Professional Surveyor and Mapper

08-19-25
DATE OF LAST FIELD WORK

DENNIS V. MOYLAN,
Professional Surveyor & Mapper
Florida Registration # 6115

CERTIFIED TO THE FOLLOWING ONLY:
LOUIS AND HELEN J. CARASTRO

DESCRIPTION:

SECTION: 32 TOWNSHIP: 21 S, RANGE: 18 E

LEGEND: A complete list of abbreviations used in this survey are shown on the back of this page.

COMMUNITY PANEL: 12053C-0157D DATE: 02/02/12 FLOOD ZONE:"X" BASE FLOOD ELEVATION:

Elevations Show Refer to: ☐ NGVD or ☐ Assumed Datum.

- ● Found _____ Iron Rod _____
- ⊙ Found _____ Iron Rod _____
- ○ Set 1/2" Iron Rod # 6115
- ○ Found _____ Iron Pipe _____
- ■ Found 4"X4" C.M. #3882
- ▲ Found R.R. Spike PLAIN
- □ Set 4" x 4" C.M. # 6115
- △ Set Nail & Disk _____

REVISIONS	DATE

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT, OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND NOT VALID.

Instr #2019052633 BK: 3742 PG: 795, Filed & Recorded: 8/21/2019 3:31 PM ERL Deputy Clk, #Pgs:1
Doug Chorvat, Jr.,Clerk of the Circuit Court Hernando CO FL Rec Fees: $10.00 Deed Doc Stamp: $0.70

Prepared by:
Record and Return to:
Angi H. Comas, Esq.
611 W. Swann Avenue
Tampa, FL 33606

Parcel ID: R32 421 18 0000 0040 0010

QUITCLAIM DEED

This QUITCLAIM DEED, executed this 20th day of August, 2019, by **Scott Colman and Angela N. Colman, husband and wife,** first party to **Louis Carastro and Helen J. Carastro, husband and wife,** second party, whose mailing address is 4809 W. Bay Court, Tampa, FL 33611.

WITNESSETH, that the first party, for and in consideration of the sum of $10.00 in hand paid by the second party, the receipt of which is acknowledged does remise, release and quit-claim to the second party forever, all the right, title, interest, claim and demand which the first party has in and to the following described lot, piece or parcel of land:

The West ½ of the East ½ of the Southwest ¼ of the Northwest ¼ of Section 32, Township 21 South, Range 18 East, Hernando County, Florida; LESS the road right of way for Centralia Road

** This deed was prepared without the benefit of a title search **

TO HAVE AND TO HOLD the same together with all singular appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien and equity and claim whatsoever of the first party, either in law or in equity, to the only proper use benefit and behoof of the second party forever.

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

Signed, sealed and delivered in the presence of:

Witness
Printed Name: Tiffany Morefield

Witness
Printed Name: Angi H. Comas

Scott Colman
3003 S. Beach Drive
Tampa, FL 33629

Angela N. Colman
3003 S. Beach Drive
Tampa, FL 33629

The State of Florida
County of Hillsborough

The foregoing instrument was acknowledged before me this 20th day of August, 2019 by **Scott Colman and Angela N. Colman,** who is personally known to me or who has produced _____, as identification and who did take an oath.

NOTARY PUBLIC

Notary Public State of Florida
Angi H Comas
My Commission FF 949297
Expires 01/11/2020

DEPARTMENT OF DEVELOPMENT SERVICES
PLANNING & ZONING DIVISION

1653 BLAISE DRIVE ▯ BROOKSVILLE, FLORIDA 34601
P 352.754.4057 www.HernandoCounty.us

10/10/2025

Louis & Helen J Carastro
4809 W Bay Court Ave
Tampa, FL 33611-1007

RE: Key No. 1520535
Section 32, Township 21, Range 18 East
File No: 1511789 - Class D Subdivision

Dear Mr. & Mrs Carastro,

This letter is the formal notice to you of County denial of your request to create a Class D subdivision requesting the creation of two (2) parcels. Your request is denied because the proposed subdivision does not meet Hernando County's Ordinance regarding Class D subdivision, to-wit:

1. **Sec. 26-3(e) Class D (2)i – Each lot must be created from a parent parcel and each lot must have frontage on an existing county maintained street or private street built and maintained to county standards.**

Under Chapter 26 of the Hernando County Ordinance Code, there is a mechanism in the subdivision regulations by which you may appeal this denial to the Board of County Commissioners. Chapter 26-3(f) states:

(f) Petition for relief from hardship. A petition for relief from hardship shall be made by any developer who feels the provisions of this chapter, if complied with, would place upon them an undue burden. The petition shall include all data and other information required by the board of county commissioners including at least the following:

(1) A complete set of plans and specifications in accordance with which the construction has been or is being accomplished, if such exists, or a general written explanation of the construction effort with a complete description of all provisions the developer is making to assure construction quality.

(2) A written proposal defining the developer's desired methods of completing the project. The proposal shall indicate specifically which provisions of this chapter the developer wishes to be excepted from.

The governing body, upon review of the petition, may approve the subdivision provided the governing body has determined that the ordinance has placed an undue hardship upon the developer and:

(1) All lots proposed to be created under the board of county commissioner's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(2) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

(3) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that **"subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."**

(g) Petition for relief from family hardship. A petition for relief from family hardship may be filed by any person who feels the provisions of this chapter, if complied with, would place upon them an undue burden on their ability to transfer land to family members. The petition shall include all data and other information required by the board of county commissioners including at least the following:

(1) A map on which is indicated an accurate representation of the proposed subdivision. The map shall clearly indicate the access to be provided and any improvements to be provided in the project. The petition will include the prospective recipient of each tract and his/her relationship to the grantor.

The governing body, upon review of the petition, may approve the subdivision provided the governing body has determined that the ordinance has placed an undue hardship upon the family and:

(1) All lots proposed to be created under the board of county commissioner's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(2) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

(3) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that **"subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."**

(4) **All lots must be transferred to an immediate family member and must provide for a reverter clause in the deed returning the land to the grantor if the transferred parcel does not remain in the ownership of a family member for a minimum of two (2) years from the date of transfer.**

If you appeal the denial to the Board of County Commissioners, please submit the following:

1. A letter requesting to appeal the denial to the Board with the **requirement as indicated above**; and
2. A filing fee of $ 100.00.

If an appeal is filed and approved by the Board of County Commissioners, conditions as stated above will be included in the resolution as well as the following:

1. Provide a final original signed/sealed survey including the flood hazard areas delineated and existing structure setback compliance prior to final subdivision approval.
2. Subsequent lot owners should be advised of potential for listed protected species and state/federal permit requirements. Prior to site development of each lot, a gopher tortoise burrow survey by a qualified professional is required to determine presence or absence. If present, follow FWC permitting and regulation requirements.

If I may be of further assistance in this matter, please contact me.

Sincerely,

William Hunt
Planner I

BENDA LAW

RECEIVED
OCT 17 2025
HERNANDO COUNTY ZONING

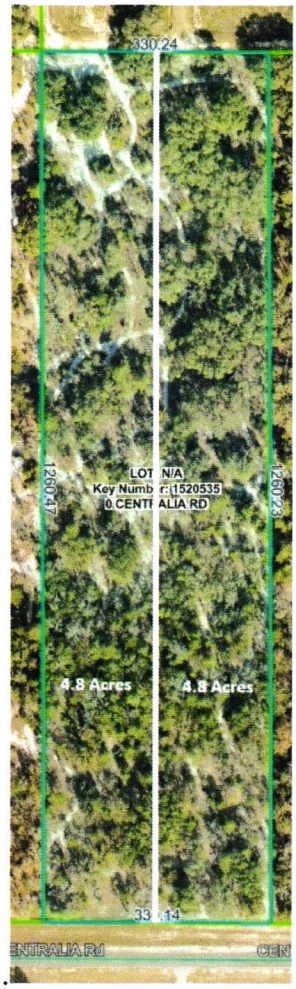
October 17, 2025

Brian Hawkins, Chairman
Hernando County Board of County Commissioners
15470 Flight Path Dr.
Brooksville, FL 34604

Re: Petition for Relief from Hardship for Denial of Class D Subdivision – Louis and Helen Carastro – Key Number 1520535 – Section 32, Township 21, Range 18 East- File Number 1511789

Dear Mr. Hawkins:

Please accept this letter as a Petition for Relief from Hardship pursuant to Chapter 26, Article I, Section 26-3(f) of the Hernando County Code of Ordinances ("Code"). My clients, the Carastros, seek to subdivide their 9.6 acre parcel into two 4.8 acre parcels on Centralia Road as shown below:



BENDA LAW

The Carastros seek to subdivide the property to be able to build one home on each lot: one for the Carastros and the second for their son to live next to them. Mr. Carastro is nearing 80 years old this year and has been recently diagnosed with Glaucoma. As a result, he needs assistance from his son and residing at a home in close proximity would greatly assist him.

The initial request for a Class D Subdivision was denied because this property was previously subdivided from the larger, surrounding property as part of a Class C Subdivision in 2003; therefore, the instant Class D Subdivision application does not meet the requirement of Section 26-3(e) of the Code that the lots in a new subdivision must be created from an agricultural zoned parent parcel existing before 1990. *See* App. A, Art. IV, § 6A(6), Code (providing that agriculturally zoned parcels existing prior to January 1, 1990 may be subdivided to a lot size smaller than the minimum lot size allowed in the agricultural zoning district). Specifically, a parcel existing before 1990 that is a minimum of 7.5 acres but less than 10 acres can be subdivided into a maximum of 3 parcels with a minimum lot size of 2.5 acres.

A property owner may apply for a petition for relief from hardship if the provisions of Chapter 26 of the Code, "would place upon them an undue burden." § 26-3(f), Code. The Hernando County Board of County Commissioners ("BOCC") may approve the proposed subdivision by determining the following: (1) the Code has placed an undue hardship on the property owner; (2) all lots proposed meets with the minimum lot size of the property's zoning district and conforms with Comprehensive Plan; (3) all lots have a minimum 15-foot access and utility easement; and (4) all deeds for properties in the subdivision contain the statement informing purchasers that the land is subject to a subdivision that has not been platted and that Hernando County has no obligation to maintain or improve roads in the subdivision.

Because the Carastro's property was previously subdivided in 2003, it does not qualify as a "parent parcel" that can be subdivided. The inability to subdivide the property creates an undue burden on the Carastros in the use and enjoyment of their land, especially in light of the majority of residential lots to the east, southeast, and southwest of the property. The lots themselves will be almost twice as large as permitted by the Code if the Carastro's property was determined to be a "parent parcel." *Id.* App. A, Art. IV, § 6A(6).

The property itself is in the residential future land use category while the smaller lots to the east are actually in the rural future land use category. The Carastro's subdivision proposes two single-family homes on the property, with each sitting on 4.8 acres, which will be more consistent with the residential future land use category and the Comprehensive Plan strategies related to that use. *See* Objectives 1.04B, 1.10B, Comprehensive Plan. The subdivision into two 4.8 acre lots conforms with the policies of the Comprehensive Plan by retaining the residential character of the property as well as provides for a compatible residential use. *Id.*

Each lot shall have a 15-foot wide access directly to Centralia Road and the deeds for each property will contain the required language from the Code.

BENDA LAW

Enclosed with this letter is an original signed and sealed survey. Because there are no flood zones on the property, none are marked on the survey. The property is currently vacant, so no setbacks for existing structures are shown. All future development on the properties would comply with the setback requirements for each subdivided property.

Please let me know if you need any additional information.

Sincerely,

Kyle J. Benda
cc: William Hunt, Planner I

STAFF REPORT

HEARINGS: Board of County Commissioners: December 2, 2025

APPLICANT: Louis and Helen J. Carastro

FILE NUMBER: 1511789

PURPOSE: Class D Subdivision Appeal

GENERAL LOCATION: Lying on Centralia Road.

PARCEL KEY NUMBER: 1520535

APPLICANT'S REQUEST:

The petitioner is requesting relief from the strict application standards of the subdivision regulations on the specified parcel(s) in Hernando County, Florida, due to HARDSHIP, as more fully described below.

The subject site is a 9.6-acre AG (Agricultural) parcel. The Class D Subdivision for Louis and Helen J. Carastro, is to create (2) two parcels Parcel 1 – 4.8 acres and Parcel 2 – 4.8 acres. It is the petitioner's desire to have their son in close proximity due to their age and related health concerns. Due to the property's non-parent parcel status, the petitioner needs to split the parcel in order to have an additional home. The parcel is located on Centralia Road.

The survey has been reviewed by the Planning Department and found not to be within County standards for a Class D Subdivision according to Sec. 26-3. Class D (2) a. i. "Each lot must be created from a parent parcel". The Department of Public Works has Approved the driveway location.

STAFF RECOMMENDATION:

It is recommended that the Board of County Commissioners approve the Class D subdivision with the following conditions:

(1) Petition for relief from hardship. A petition for relief from hardship shall be made by any developer who feels the provisions of this chapter, if complied with, would place upon them an undue burden. The petition shall include all data and other information required by the board of county commissioners including at least the following:

(2) A complete set of plans and specifications in accordance with which the construction has been or is being accomplished, if such exists, or a general written explanation of the construction effort with a complete description of all provisions the developer is making to assure construction quality.

(3) A written proposal defining the developer's desired methods of completing the project. The proposal shall indicate specifically which provisions of this chapter the developer wishes to be excepted from.

(4) The governing body, upon review of the petition, may approve the subdivision provided the governing body has determined that the ordinance has placed an undue hardship upon the developer and:

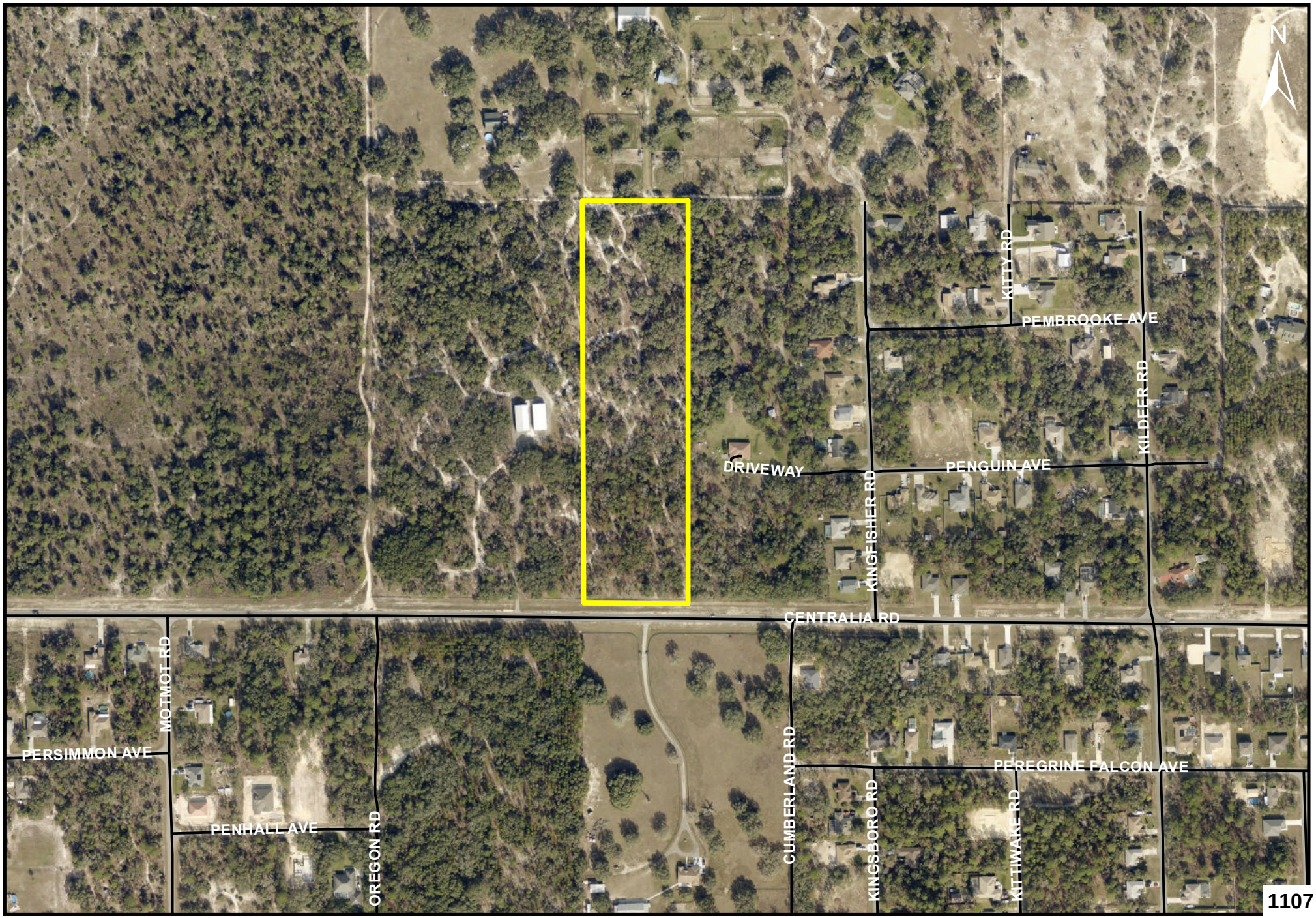
(5) All lots proposed to be created under the board of county commissioner's approval meet the minimum lot size of the zoning district in which the subdivision is to be located and conforms with the policies of the comprehensive plan.

(6) All lots have a minimum of a fifteen-foot access/utility easement to provide access to the parcel.

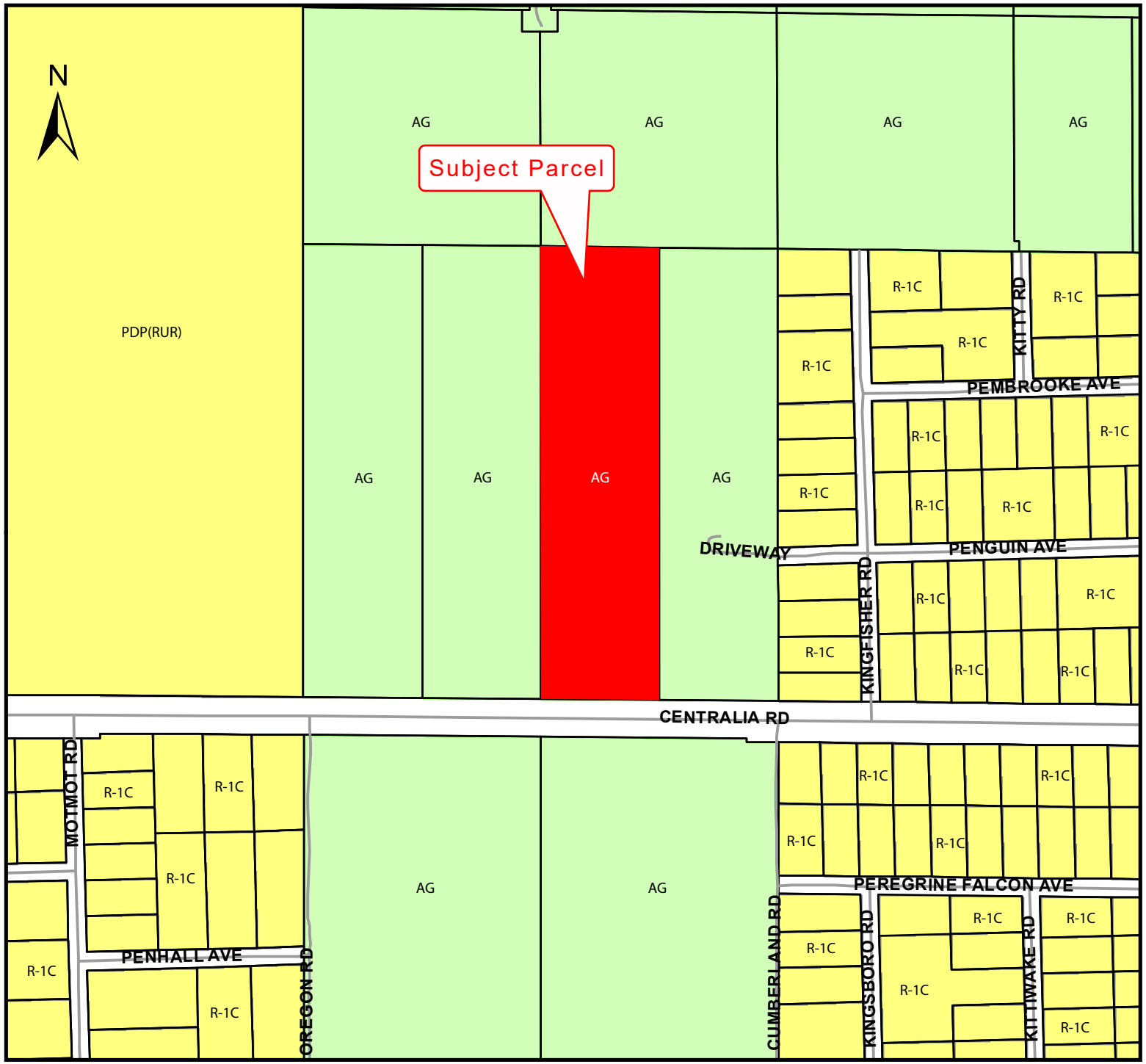
(7) Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

1511789

PHOTO DATE: 2023

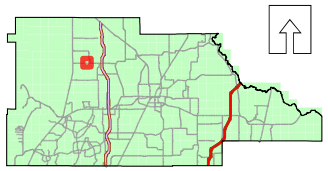


1511789



Zoning:

- AC
- AG
- AR
- AR1
- AR2
- C1
- C2
- C3
- C4
- CITY
- CM1
- CM2
- CPDP
- CV
- I1
- I2
- M
- OP
- PDP(AF)
- PDP(CM)
- PDP(CP)
- PDP(GC)
- PDP(GHC)
- PDP(HC)
- PDP(HHC)
- PDP(HID)
- PDP(IND)
- PDP(LI)
- PDP(MF)
- PDP(MH)
- PDP(NC)
- PDP(OP)
- PDP(PSF)
- PDP(REC)
- PDP(RR)
- PDP(RUR)
- PDP(SF)
- PDP(SU)
- R1A
- R1B
- R1C
- R1MH
- R2
- R2.5
- R3
- RC
- RM



RCVD ENGINEERIN
SEP 22 '25 AM9:10

Class D Subdivision Department of Public Works Clearance Form

Pursuant to Hernando County Ordinance, Chapter 26, Section 26-3, Class D (1), Applicants must receive driveway location approval by the Department of Public Works prior to approval of the Class D subdivision. Department of Public Works is located at 1525 E. Jefferson St., Brooksville, FL 34601.

Please submit this form with one copy of the survey showing proposed driveway and access locations to the Department Of Public Works for review. The review results will be returned to the Subdivision Review Technician. A fee set by the Department of Public Works will be collected with the clearance form submittal.

Date: 9/22/25 Parcel Key: 1520535

Print Applicant Name: Louis Carastro

Applicant Address: Centralia Road

Applicant Phone Number: 352-232-5757

Applicant Email address: kyle@bendalawfirm.com

Review Results:

Department of Public Works inspector Name: Scott Redman

✓ The proposed driveway location is **approved** by the Department of Public Works. At such time a driveway installation or Right-of-Way improvement is proposed, a Right-of-Way permit or Building Department driveway permit will be required prior to construction.

____ The proposed driveway location is **not approved**.

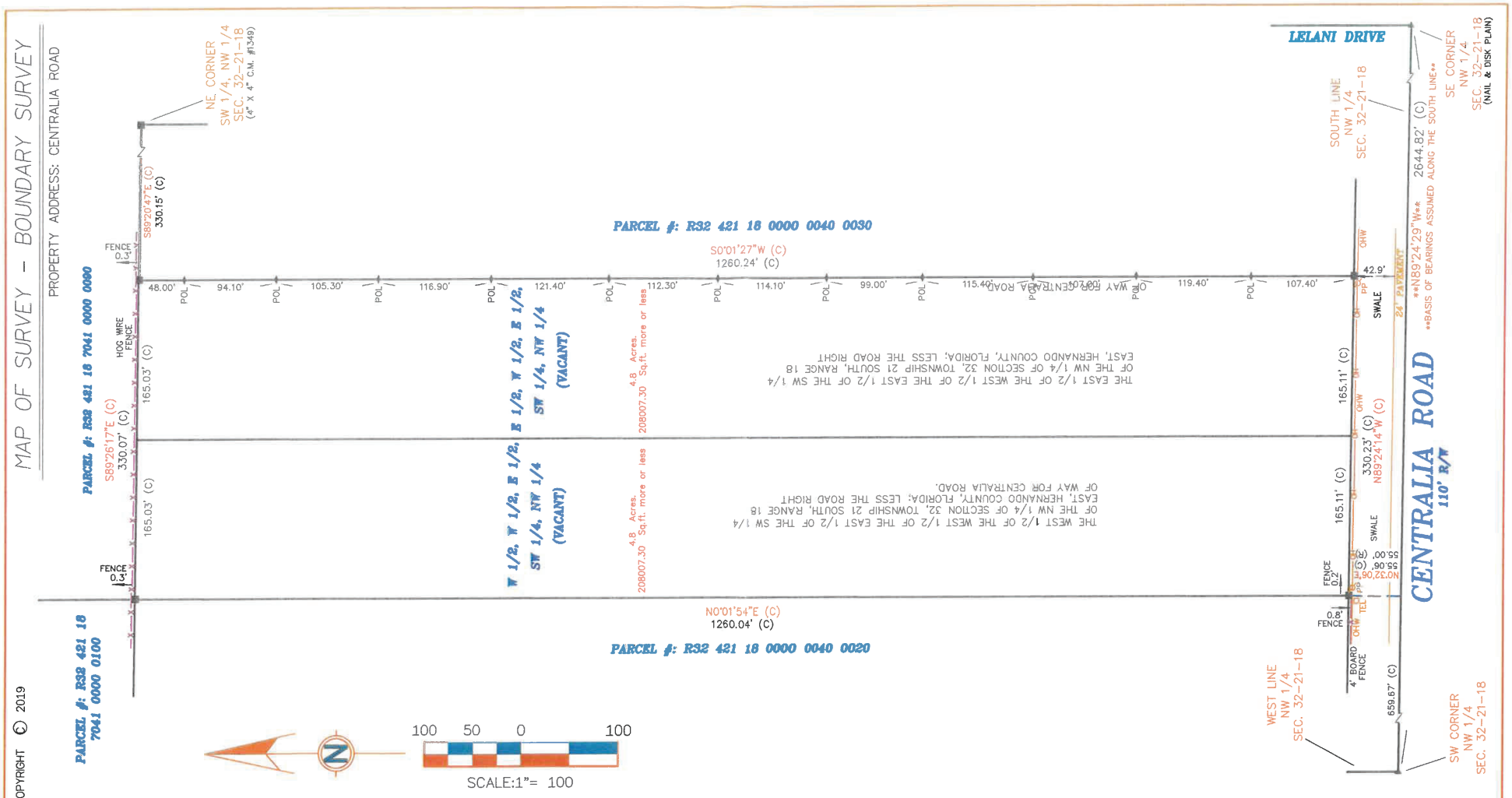
Notes:_____

Rev 03/25 CLC

1109

MAP OF SURVEY - BOUNDARY SURVEY

PROPERTY ADDRESS: CENTRALIA ROAD



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DENNIS V. MOYLAN, P.S.M.
LAND SURVEYS
5342 Birchwood Road
Spring Hill, FL 34608
(352) 684-5450 FAX (352) 684-9955

Party Chief: D. MOYLAN
Drawn By: J. CALLERI
Checked By: D. MOYLAN

W.O. 19-050
DATE: 03/07/19
F.B. 110 PG. 4-5

I, THE UNDERSIGNED PROFESSIONAL SURVEYOR AND MAPPER, HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED UNDER MY DIRECT SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, IS A TRUE AND ACCURATE PRESENTATION OF THE INFORMATION SHOWN HEREON.

STATE OF FLORIDA 6115 DENNIS V. MOYLAN Professional Surveyor and Mapper

DENNIS V. MOYLAN
Professional Surveyor & Mapper
Florida Registration # 6115

08-19-25
DATE OF LAST FIELD WORK

CERTIFIED TO THE FOLLOWING ONLY:
LOUIS AND HELEN J. CARASTRO

DESCRIPTION:

SECTION: 32 TOWNSHIP: 21 S, RANGE: 18 E

LEGEND: A complete list of abbreviations used in this survey are shown on the back of this page.

COMMUNITY PANEL: 12053C-0157D DATE: 02/02/12 FLOOD ZONE:"X" BASE FLOOD ELEVATION:

Elevations Show Refer to: ☐ NGVD or ☐ Assumed Datum.

- ● Found _____ Iron Rod _____
- ⊙ Found _____ Iron Rod _____
- ○ Set 1/2" Iron Rod # 6115
- ○ Found _____ Iron Pipe _____
- ■ Found 4"X4" C.M. #3882
- ▲ Found R.R. Spike PLAIN
- □ Set 4" x 4" C.M. # 6115
- △ Set Nail & Disk _____

REVISIONS	DATE

UNLESS IT BEARS THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, THIS DRAWING, SKETCH, PLAT, OR MAP IS FOR INFORMATIONAL PURPOSES ONLY AND NOT VALID.

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted subdivision regulations pursuant to Chapters 125, 163 and 177, *Florida Statutes*, which authorize the County to regulate the division of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and,

WHEREAS, the Hernando County Board of County Commissioners (BOCC) considered the requested Petition for relief from the strict application of the subdivision regulations on the specified parcel(s) in Hernando County, Florida, due to **HARDSHIP**, as more fully described below.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

PETITIONER: Louis Carastro and Helen J. Carastro

FILE NUMBER: 1511789

PURPOSE: To divide 9.6 acres into two parcels creating Parcel 1 (4.8 acres) and Parcel 2 (4.8 acres)

GENERAL LOCATION: A portion of Section 32, Township 21 South, Range 18 East, on Centralia Road.

PARCEL KEY: 1520535

REQUEST: The Petitioners were denied a Class D Subdivision to divide 9.6 acres into two parcels, creating Parcel 1 (4.8 acres) and Parcel 2 (4.8 acres), for failing to meet all the requirements for a Class D Subdivision set forth in Chapter 26, Article I, Section 26-3(e) of the Hernando County Ordinance Code (hereinafter, individual provisions referred to as "Section"). Therefore, the Petitioners request relief from the strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code due to **HARDSHIP**, pursuant to Section 26-3(f) of the Hernando County Ordinance Code.

FINDINGS OF FACT: ALL of the facts and conditions presented to the BOCC in connection with this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the Petitioners' request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The Petition meets the application requirements in Section 26-3(f) of the Hernando County Ordinance Code for relief due to **HARDSHIP**.

2. The strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code would place an undue burden on the Petitioners.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125, 163 and 177, *Florida Statutes*. Accordingly, after hearing testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The Petition meets the application requirements in Section 26-3(f) of the Hernando County Ordinance Code for relief due to **HARDSHIP**.

2. The strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code would place an undue burden on the Petitioners.

ACTION: Based upon the record in this matter and all of the findings of fact and conclusions of law above, the BOCC hereby APPROVES the Petitioners' request for relief from the strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code due to **HARDSHIP**, subject to the following conditions, pursuant to Section 26-3(f) of the Hernando County Ordinance Code:

1. All lots shall meet the minimum lot size of the zoning district in which the subdivision is located and shall conform with the policies of the comprehensive plan.

2. All lots shall have a minimum fifteen-foot access/utility easement to provide access to the parcel(s).

3. Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

[SPACE INTENTIONALLY LEFT BLANK—SIGNATURE PAGE TO FOLLOW]

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

RESOLUTION NO. 2025 - _____

WHEREAS, Hernando County has adopted subdivision regulations pursuant to Chapters 125, 163 and 177, *Florida Statutes*, which authorize the County to regulate the division of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and,

WHEREAS, the Hernando County Board of County Commissioners (BOCC) considered the requested Petition for relief from the strict application of the subdivision regulations on the specified parcel(s) in Hernando County, Florida, due to **HARDSHIP**, as more fully described below.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

PETITIONER: Louis Carastro and Helen J. Carastro

FILE NUMBER: 1511789

PURPOSE: To divide 9.6 acres into two parcels creating Parcel 1 (4.8 acres) and Parcel 2 (4.8 acres)

GENERAL LOCATION: A portion of Section 32, Township 21 South, Range 18 East, lying on Centralia Road.

PARCEL KEY: 1520535

REQUEST: The Petitioners were denied a Class D Subdivision to divide 9.6 acres into two parcels, creating Parcel 1 (4.8 acres) and Parcel 2 (4.8 acres), for failing to meet all the requirements for a Class D Subdivision set forth in Chapter 26, Article I, Section 26-3(e) of the Hernando County Ordinance Code (hereinafter, individual provisions referred to as "Section"). Therefore, the Petitioners request relief from the strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code due to **HARDSHIP**, pursuant to Section 26-3(f) of the Hernando County Ordinance Code.

FINDINGS OF FACT: ALL of the facts and conditions presented to the BOCC in connection with this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting DENIAL of the Petitioner's request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code would NOT place an

undue burden on the Petitioners.

CONCLUSIONS OF LAW: The BOCC is authorized to act on this matter pursuant to Chapters 125, 163 and 177, *Florida Statutes*. Accordingly, after hearing testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code would NOT place an undue burden on the Petitioners.

ACTION: Based upon the record in this matter and ALL of the findings of fact and conclusions of law above, the BOCC hereby DENIES the Petitioners' request for relief from the strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code due to **HARDSHIP**.

ADOPTED IN REGULAR SESSION THE ___ DAY OF _____ 2025.

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: _____
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: _____
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office

RESOLUTION NO. 2025 - 210

WHEREAS, Hernando County has adopted subdivision regulations pursuant to Chapters 125, 163 and 177, *Florida Statutes*, which authorize the County to regulate the division of land in the unincorporated areas of Hernando County, Florida, and take action on the request herein; and,

WHEREAS, the Hernando County Board of County Commissioners (BOCC) considered the requested Petition for relief from the strict application of the subdivision regulations on the specified parcel(s) in Hernando County, Florida, due to **HARDSHIP**, as more fully described below.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF HERNANDO COUNTY, FLORIDA, AS FOLLOWS:

PETITIONER: Louis Carastro and Helen J. Carastro

FILE NUMBER: 1511789

PURPOSE: To divide 9.6 acres into two parcels creating Parcel 1 (4.8 acres) and Parcel 2 (4.8 acres)

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PARCEL KEY: 1520535

REQUEST: The Petitioners were denied a Class D Subdivision to divide 9.6 acres into two parcels, creating Parcel 1 (4.8 acres) and Parcel 2 (4.8 acres), for failing to meet all the requirements for a Class D Subdivision set forth in Chapter 26, Article I, Section 26-3(e) of the Hernando County Ordinance Code (hereinafter, individual provisions referred to as "Section"). Therefore, the Petitioners request relief from the strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code due to **HARDSHIP**, pursuant to Section 26-3(f) of the Hernando County Ordinance Code.

FINDINGS OF FACT: ALL of the facts and conditions presented to the BOCC in connection with this matter are incorporated herein by reference and made a material part of this Resolution as integral to the BOCC's Action. The BOCC finds that the testimony and record supporting APPROVAL of the Petitioners' request to be credible and to constitute competent substantial evidence. In further support thereof, the BOCC makes the following specific findings of fact:

1. The Petition meets the application requirements in Section 26-3(f) of the Hernando County Ordinance Code for relief due to **HARDSHIP**.

2. The strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code would place an undue burden on the Petitioners.

CONCLUSIONS OF LAW:

The BOCC is authorized to act on this matter pursuant to Chapters 125, 163 and 177, *Florida Statutes*. Accordingly, after hearing testimony, being fully advised in the record, and based upon competent substantial evidence, the BOCC makes the following specific conclusions of law:

1. The Petition meets the application requirements in Section 26-3(f) of the Hernando County Ordinance Code for relief due to **HARDSHIP**.

2. The strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code would place an undue burden on the Petitioners.

ACTION:

Based upon the record in this matter and all of the findings of fact and conclusions of law above, the BOCC hereby APPROVES the Petitioners' request for relief from the strict application of the Class D Subdivision regulations in Section 26-3(e) of the Hernando County Ordinance Code due to **HARDSHIP**, subject to the following conditions, pursuant to Section 26-3(f) of the Hernando County Ordinance Code:

1. All lots shall meet the minimum lot size of the zoning district in which the subdivision is located and shall conform with the policies of the comprehensive plan.

2. All lots shall have a minimum fifteen-foot access/utility easement to provide access to the parcel(s).

3. Each deed of conveyance entered into and executed shall contain a legend setting forth in bold type a reference to the subdivision regulations and a statement that "subject land is contained within a subdivision which has not been formally platted and said county has absolutely no obligation to maintain or improve roads and thoroughfares within the subdivision."

[SPACE INTENTIONALLY LEFT BLANK—SIGNATURE PAGE TO FOLLOW]

ADOPTED IN REGULAR SESSION THE 2nd **DAY OF** December **2025.**

BOARD OF COUNTY COMMISSIONERS
HERNANDO COUNTY, FLORIDA

Attest: Heidi Prause, Deputy Clerk
Douglas A. Chorvat, Jr.
Clerk of Circuit Court & Comptroller

By: _____
Name: Jerry Campbell
Title: Chairman

(SEAL)

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: Natasha López Perez
County Attorney's Office