May 21, 2026 - Land Use Meeting

Subject

PDMU-18-06(Z)(G)(R2) – Rezone with Amended GDP for Villages of Amazon South/Woolridge Investments LLC; Blackhawk Capital Management LLC; Lasalle Holding Partners LLC; Seneca Real Holdings LLC; WHK Invest LLC; University Park Partners IV LLC (Owners) – PLN2411-0096 - Alyssa Grove, Planner I - District 1 - APPLICANT REQUEST CONTINUANCE TO SEPTEMBER 3, 2026

Amending and restating Ordinance PDMU-18-06(G)(R) to (1) add 35.53 acres to a 1,032.23 acre-site zoned Planned Development Mixed Use (PDMU); (2) provide for the rezoning of the added portion of 35.53 acres from General Agriculture (A) and Suburban Agriculture (A-1) to Planned Development Mixed Use (PDMU), consolidating the Planned Development Mixed Use (PDMU) Zoning District for the entire site totaling 1,067.76 acres; (3) revise approved entitlements adding 313 multifamily units, 18,000 square feet to retail/commercial use and 30,000 square feet to office use; (4) approve a revised General Development Plan for the entire 1,067.76 acre site for a mixed use project consisting of 3,158 residential units, including 627 multifamily units resulting from the exchange of 279 single-family detached units based on the LUEM; 247,000 square feet of medical offices, 50,000 square feet of office, 220,000 square feet of retail/commercial uses, 150 hospital beds and 326 assisted living facility (ALF) beds, inclusive of the previously approved development; and (5) remove Condition 17; no changes to the approved Schedule of Uses, attached as Exhibit B are proposed; site is located northwest of the intersection of Moccasin Wallow Road and US 301 North, at 12420 US 301 North, Parrish (Manatee County).

Category

ADVERTISED PUBLIC HEARINGS (Presentation ~~Scheduled~~ Upon Request)

Briefings

Briefing Provided Upon Request

Contact and/or Presenter Information

Presenter: Alyssa Grove, Planner I, 941-748-4501 x6836, Alyssa.Grove@mymanatee.org
Contact: Abigail Bonds, Planning and Zoning Tech III, 941-748-4501 x3927, Abigail.bonds@mymanatee.org

Action Requested

MOTION:

I move to continue the public hearing for PDMU-18-06(Z)(G)(R2) to September 3, 2026, at 9:00 a.m., or as soon thereafter as same may be heard at the Manatee

County Government Administrative Building, 1112 Manatee Avenue West, 1st Floor, Patricia M. Glass Chambers.

ALTERNATIVE MOTIONS:

APPROVAL
Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and in compliance with the applicable standards for review in the Land Development Code, as conditioned herein, I move to ADOPT Manatee County Zoning Ordinance No. PDMU-18-06(Z)(G)(R2); APPROVE the General Development Plan with Conditions of Approval A.1-A.21, B.1-B.11, C.1-C.8, D.1, E.1, and F.1-6; ADOPT of the Findings for Specific Approval; and GRANT Specific Approval for an alternative to Land Development Code Sections: 1) 701.3.A.7, relocating the vegetation required for the vehicle use area in another area of the site, and 2) 701.4.B.3, relocating the vegetation required for the screening buffers between the Village Center and Residential Neighborhood in another area of the site.

DENIAL
Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be INCONSISTENT with the Manatee County Comprehensive Plan and not in compliance with the applicable standards for review in the Land Development Code, I move to DENY Manatee County Zoning Ordinance Number PDMU-18-06(Z)(G)(R2); DENY the General Development Plan; DENY the Findings for Specific Approval; and DENY Specific Approval for an alternative to Land Development Code Sections: 1) 701.3.A.7, relocating the vegetation required for the vehicle use area in another area of the site, and 2) 701.4.B.3, relocating the vegetation required for the screening buffers between the Village Center and Residential Neighborhood in another area of the site, as recommended by the Planning Commission, and direct the County Attorney's Office along with staff to prepare written Findings of Denial and to bring back before the Board of County Commissioners on the _____ day of _____, 2026.

Enabling/Regulating Authority
Manatee County Comprehensive Plan
Manatee County Land Development Code

Applicable Advisory Board
PLANNING COMMISION ACTION:
On April 16, 2026, by a vote of 4-1, the Planning Commission voted to recommend denial with Chairman DeLesline voting nay and Members Bower and Stamm being absent. The Planning Commission recommended denial based on water shortages and increased traffic in the area.

PUBLIC COMMENT AND CORRESPONDENCE:
April 16, 2026– Planning Commission
Public Comment

- Margarie Struck addressed surrounding neighbors being notified of the proposed project and expressed concern regarding water shortages.

Added additional amended LDAs for Villages of Amazon South and public comments were entered into the record.

Background Discussion

• Request

The current request is to amend and restate Ordinance PDMU-18-05(G)(R) to add 35.53 acres to the 1,032.23 acre site, rezone the added acreage from A-1 to PDMU, revise approved entitlements, revising the previously approved GDP, and removing Condition 17.

o Specific Approval:

1. LDC Section 701.3.A.7, relocating the vegetation required for the vehicle use area in another area of the site
2. LDC Section 701.4.B.3, relocating the vegetation required for the screening buffers between the Village Center and Residential Neighborhood in another area of the site.

o Conditions:

There are multiple existing conditions from the previously approved GDP, several of which have been removed or updated. The removed conditions include A.1. and A.17. Please see the staff report and ordinance.

• General Information

o Location:

Located northwest of the US-301/Moccasin Wallow Road intersection

o Acreage:

The request adds 35.53 acres to the existing 1,032.23 acre-site for a total of 1,067.76 acres.

o Density/Intensity:

 Density:

Permitted: 3 DU/GA
Proposed: 2.95 DU/GA

 Intensity:

Permitted: 0.35 (16,279,00 square feet)
Proposed: 0.011 (517,000 square feet)

• Neighborhood Workshop

An in-person neighborhood workshop was held on December 15, 2025. The applicant provided a summary of the materials presented; the list of issues, suggestions, and concerns of those in attendance; and a copy of the mailed notices.

• Future Land Use Category

Urban Fringe – (UF-3), Mixed-Use (MU), and Public/Semi-Public (1) (P/SP (1))

• Land Use History

o 2008, the entire project site was rezoned from General Agriculture (A) to Planned Development Residential (PDR), and a Preliminary Site Plan (PSP) was approved for 1,960 residential units including 197 units for workforce housing, as well as recreational amenities, an elementary school site, a fire station, and a park (PDR-06-05(Z)(P)). The PSP expired.
o 2014, the Saltsman Property was rezoned from PDR to Planned Development Mixed Use (PDMU), and a PSP was approved for 1,999 single-family residential units, 40,000 square feet of commercial, and 20,000 square feet of office space (PDMU-13-37(Z)(P)).
o 2019, a General Development Plan (GDP) (PDMU-18-06(G)) was approved for 1,999 residential units (single-family detached, single-family semi-detached, single-family attached, and multifamily), as well as 40,000 square feet of commercial space, and 20,000 square feet of office space to be located within two optional non-residential parcels.
o 2022, the previously approved GDP (PDMU-18-06(G)) was amended to approve 2,497 residential units, 247,000 square feet of medical offices, 20,000 square feet of office, 202,000 square feet of retail/commercial, 150 hospital beds, and 326 ALF (assisted living facility) beds.

 Concurrent Comprehensive Plan Amendment that changed the FLUC from UF-3 to MU (ORD 22-36 / PA-22-03)

• Surrounding Areas
o North: Residential – North River Ranch
o South: Residential, Agriculture, Vacant Agriculture
o East: Agriculture, Residential – Crosswind Ranch
o West: Residential – North River Ranch, Sawgrass Lakes

• Conclusion
The request can be found to be consistent with the policies of the Comprehensive Plan and the applicable standards of the Land Development Code.

PLANNING COMMISION ACTION:
On April 16, 2026, by a vote of 4-1, the Planning Commission voted to recommend denial with Chairman DeLesline voting nay and Members Bower and Stamm being absent.

PUBLIC COMMENT AND CORRESPONDENCE:
April 16, 2026– Planning Commission
Public Comment
• Margarie Struck addressed surrounding neighbors being notified of the proposed project and expressed concern regarding water shortages.
Added additional amended LDAs for Villages Of Amazon South and public comment were entered into the record.

Attorney Review
Other (Requires explanation in field below) Schenk
Sarah Schenk reviewed and responded by email to Matter # FY25/26-0148 on March 17 and 23,2026.

Instructions to Board Records

Please forward a copy of the executed document and letter from the Florida Department of State to bobbi.roy@mymanatee.org.

Cost and Funds Source Account Number and Name
N/A

Amount and Frequency of Recurring Costs
N/A

May 21, 2026 - Land Use Meeting

Subject

PDMU-18-06(Z)(G)(R2) – Rezone with Amended GDP for Villages of Amazon South/Woolridge Investments LLC; Blackhawk Capital Management LLC; Lasalle Holding Partners LLC; Seneca Real Holdings LLC; WHK Invest LLC; University Park Partners IV LLC (Owners) – PLN2411-0096 - Alyssa Grove, Planner I - District 1

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REPLACED

Category
ADVERTISED PUBLIC HEARINGS (Presentation Scheduled)

Briefings
Briefing Provided Upon Request

Contact and/or Presenter Information
Presenter: Alyssa Grove, Planner I, 941-748-4501 x6836, Alyssa.Grove@mymanatee.org
Contact: Abigail Bonds, Planning and Zoning Tech III, 941-748-4501 x3927, Abigail.bonds@mymanatee.org

Action Requested
ALTERNATIVE MOTIONS:

APPROVAL
Based upon the staff report, evidence presented, comments made at the Public Hearing, the action of the Planning Commission, and finding the request to be CONSISTENT with the Manatee County Comprehensive Plan and in compliance with the applicable standards

for review in the Land Development Code, as conditioned herein, I move to ADOPT Manatee County Zoning Ordinance No. PDMU-18-06(Z)(G)(R2); APPROVE the General Development Plan with Conditions of Approval A.1-A.21, B.1-B.11, C.1-C.8, D.1, E.1, and F.1-6; ADOPT of the Findings for Specific Approval; and GRANT Specific Approval for an alternative to Land Development Code Sections: 1) 701.3.A.7, relocating the vegetation required for the vehicle use area in another area of the site, and 2) 701.4.B.3, relocating the vegetation required for the screening buffers between the Village Center and Residential Neighborhood in another area of the site.

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Enabling/Regulating Authority
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REPLACED

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- Request

  The current request is to amend and restate Ordinance PDMU-18-05(G)(R) to add 35.53 acres to the 1,032.23 acre site, rezone the added acreage from A-1 to PDMU,

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There are multiple existing conditions from the previously approved GDP, several of which have been removed or updated. The removed conditions include A.1. and A.17. Please see the staff report and ordinance.

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Located northwest of the US-301/Moccasin Walk Road intersection

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The request adds 35.53 acres to the existing 1,032.23 acre-site for a total of 1,067.76 acres.

o Density/Intensity:
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Permitted: 3 DU/GA
Proposed: 2.95 DU/GA
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Permitted: 0.35 (13,279,000 square feet)
Proposed: 0.01 (517,000 square feet)

REPLACED

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Attorney Review
Other (Requires explanation in field below) Schenk
Sarah Schenk reviewed and responded by email to Matter # FY25/26-0148 on March 17 and 23,2026.

Instructions to Board Records
Please forward a copy of the executed document and letter from the Florida Department of State to bobbi.roy@mymanatee.org.

Cost and Funds Source Account Number and Name
N/A

Amount and Frequency of Recurring Costs

N/A

REPLACED

May 21, 2026 - Land Use Meeting

Subject
Updates to Agenda- May 18, 2026

Category
ANNOUNCEMENTS

Briefings
None

Contact and/or Presenter Information
Bobbi Roy, Agenda Division Supervisor, ext 6878

Action Requested
Updates incorporated appropriately

Enabling/Regulating Authority
N/A

Applicable Advisory Board
N/A

Background Discussion
Below are agenda updates(dated 5/18/2026) for the meeting of 5/21/2026 9:00 AM - May 21, 2026 - Land Use Meeting

J. ADVERTISED PUBLIC HEARINGS - LEGISLATIVE

Presentations Upon Request

Item 2. Ordinance No. 26-06-Amendment of Newport Isles Community Development District- Legislative-Loretta Merrill, Senior Planner - District 1 - Updated Ordinance to include Exhibits A and B

K. ADVERTISED PUBLIC HEARINGS - QUASI-JUDICIAL

Presentations Upon Request

Item 5. PDMU-18-06(Z)(G)(R2) – Rezone with Amended GDP for Villages of Amazon South/Woolridge Investments LLC; Blackhawk Capital Management LLC; Lasalle Holding Partners LLC; Seneca Real Holdings LLC; WHK Invest LLC; University Park

Partners IV LLC (Owners) – PLN2411-0096 - Alyssa Grove, Planner I - District 1 -
Moved to presenations upon request, added the Applicants request for continuance, added Public Comment, added Exhibit C Elevations and Exhibit D Hospital Renderings.

Attorney Review
U

Instructions to Board Records
N/A

Cost and Funds Source Account Number and Name
N/A

Amount and Frequency of Recurring Costs
N/A

Stantec Consulting Services Inc.
6920 Professional Parkway
Sarasota, Florida 34240
Tel: 941-907-6900

May 15, 2026

Via: Email

File: 215618464

Manatee County Government
Development Services Department
9000 Town Center Parkway Lakewood Ranch, FL 34202

Attention: Rachel W. Layton, AICP Division Manager/Impact Fee Administrator

Reference: Request for Continuance – Villages of Amazon South Scheduled Public Hearing: May 21, 2026

Dear Ms. Layton,

On behalf of Lansdowne Partners Group, LLC, we respectfully request a continuance of the scheduled public hearing for the above-referenced application, currently set for May 21, 2026, to September 3, 2026.

In response to comments from the Planning Commission's recommendation, and comments we heard at the hearing, our team is evaluating alternative development scenarios to address concerns raised by the Planning Commission.

Granting this continuance will enable the applicant to not only fully address issues raised at Planning Commission but will also ensure a thorough presentation to the Board, thereby supporting an efficient and orderly public hearing process.

The applicant consents to the continuance and waives statutory timeframe limitations.

We appreciate your consideration and assistance.

Sincerely,

Katie LaBarr

cc: Alyssa Grove, Manatee County Development Services
John Neal, President, Neal Land & Neighborhoods
Ed Vogler, Esq., Vogler Ashton, PLLC

HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



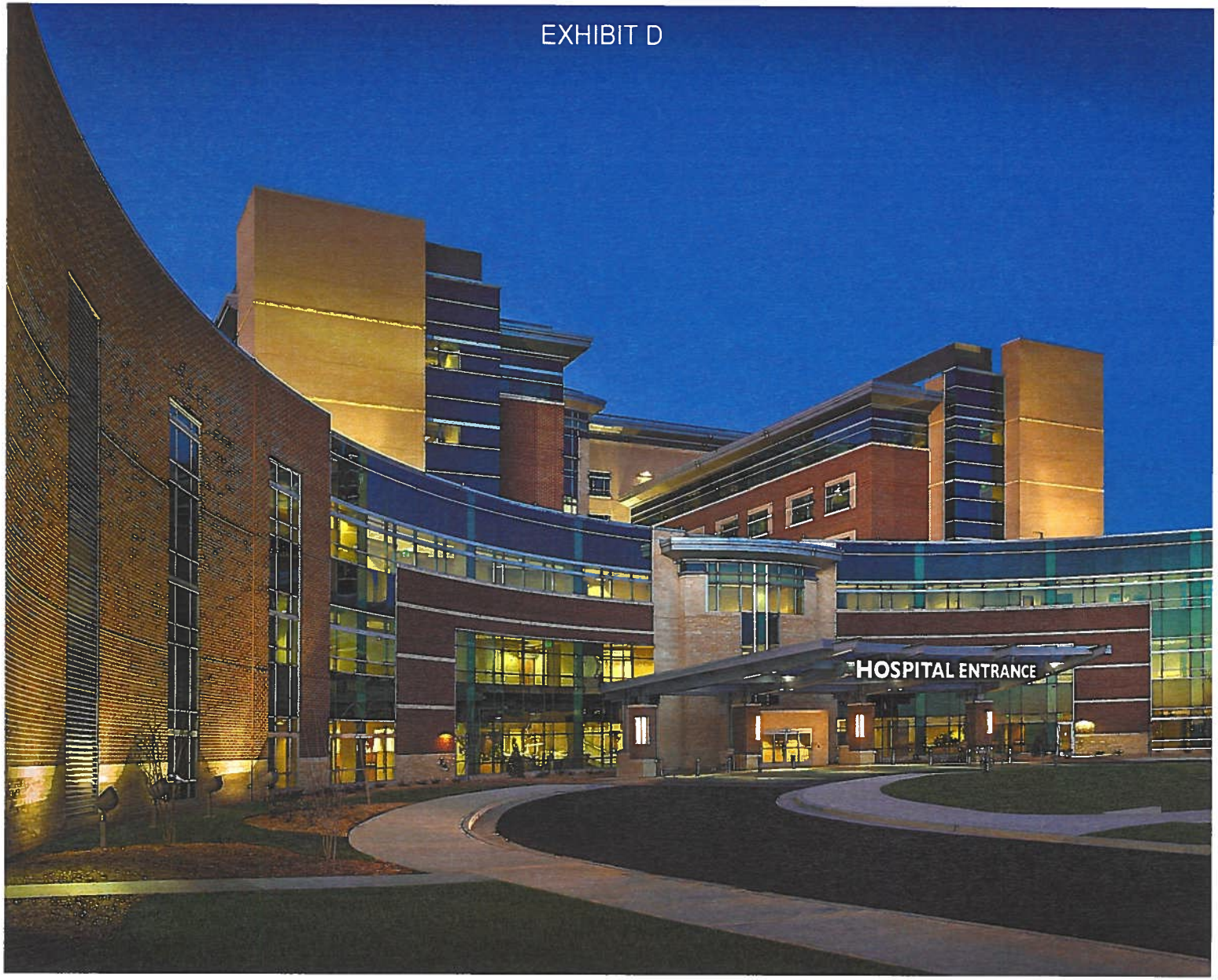
HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



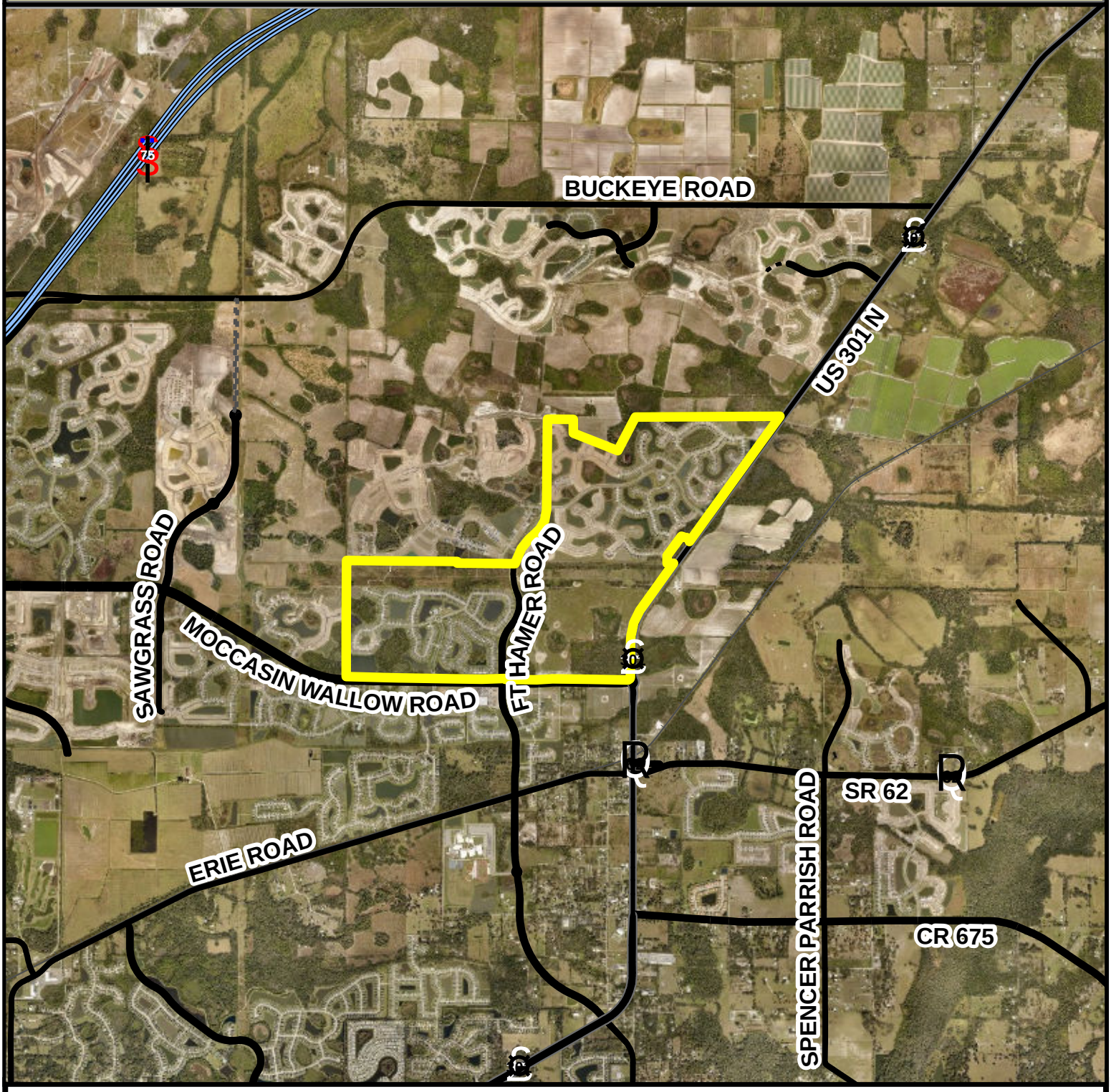
HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



EXHIBIT D



AERIAL



Parcel ID #(s) Multiple

Project Name: Villages of Amazon South – Rezone with Amended GDP
Project #: PDMU-18-06 (Z)(G)(R2)
Accela #: PLN2411-0096

S/T/R: 17,18,20 33S 19E
Acreage: 1,067.76
Existing Zoning: PD-MU, A, A-1
Existing FLU: UF-3, MU, P/SP-1
Overlays: NONE
Special Areas: NONE

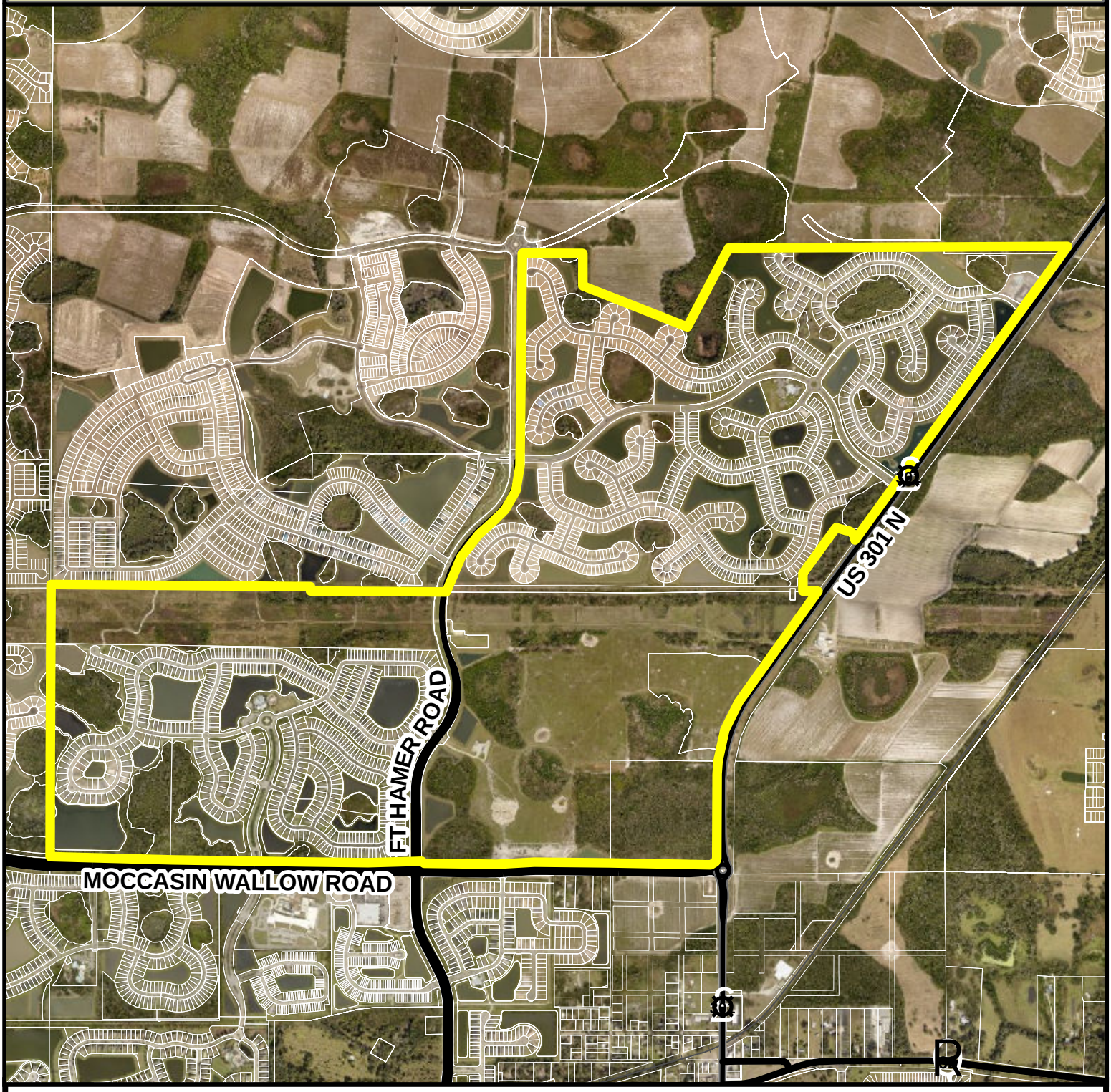
CHH: N
Watershed: NONE
Drainage Basin: BUFFALO CREEK, UNNAMED DRAINAGE DITCH
Commissioner: Vacant

Manatee County
Staff Report Map

Map Prepared 1 / 2026

Feet
0 2,100 4,200

AERIAL



Parcel ID #(s) Multiple

Project Name: Villages of Amazon South – Rezone with Amended GDP
Project #: PDMU-18-06 (Z)(G)(R2)
Accela #: PLN2411-0096

S/T/R: 17,18,20 33S 19E
Acreage: 1,067.76
Existing Zoning: PD-MU, A, A-1
Existing FLU: UF-3, MU, P/SP-1
Overlays: NONE
Special Areas: NONE

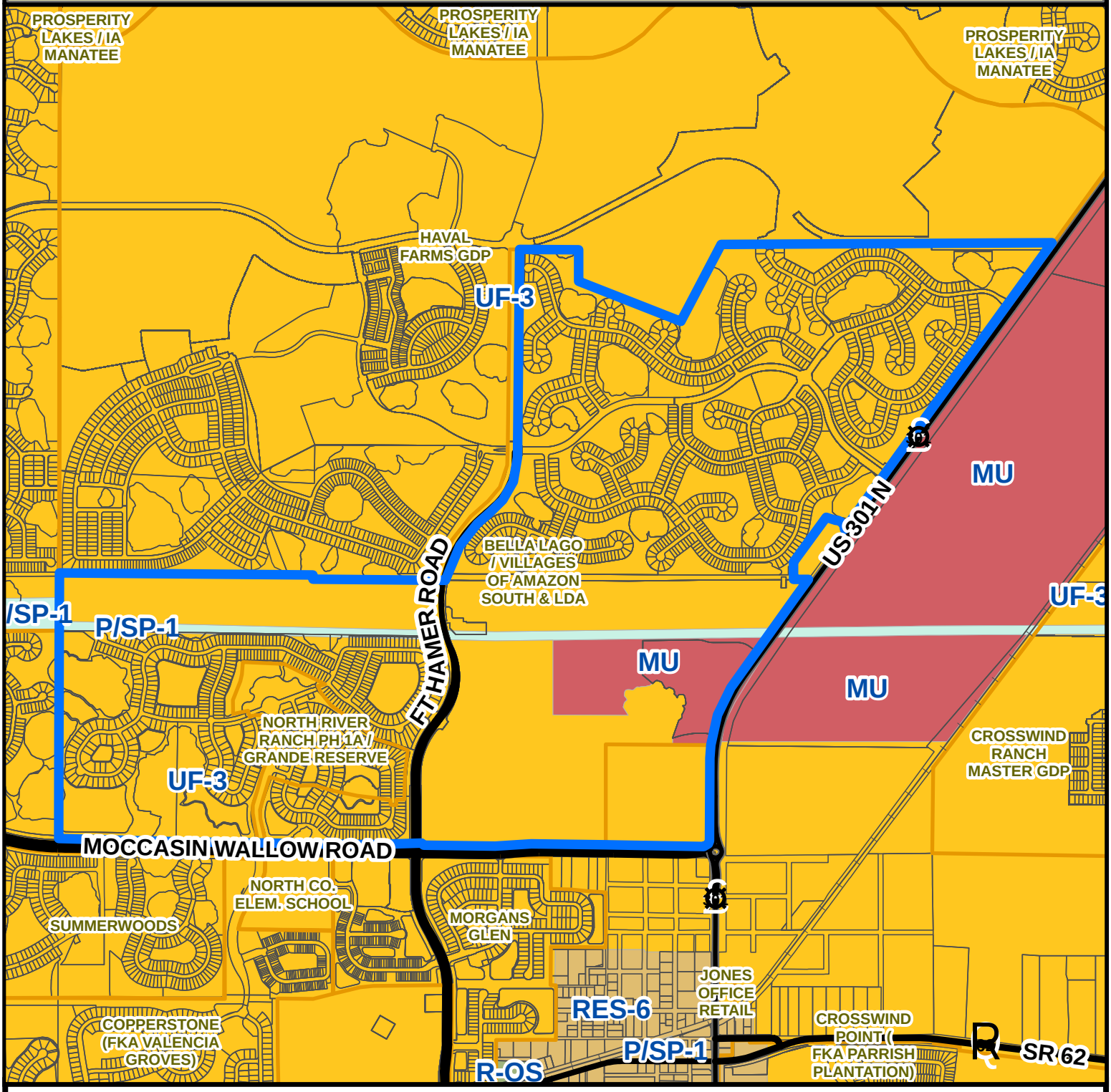
CHH: N
Watershed: NONE
Drainage Basin: BUFFALO CREEK, UNNAMED DRAINAGE DITCH
Commissioner: Vacant

Manatee County
Staff Report Map

Map Prepared 1 / 2026

Feet
0 925 1,850

FUTURE LAND USE



Parcel ID #(s) Multiple

Project Name: Villages of Amazon South – Rezone with Amended GDP
Project #: PDMU-18-06 (Z)(G)(R2)
Accela #: PLN2411-0096

S/T/R: 17,18,20 33S 19E
Acreage: 1,067.76
Existing Zoning: PD-MU, A, A-1
Existing FLU: UF-3, MU, P/SP-1
Overlays: NONE
Special Areas: NONE

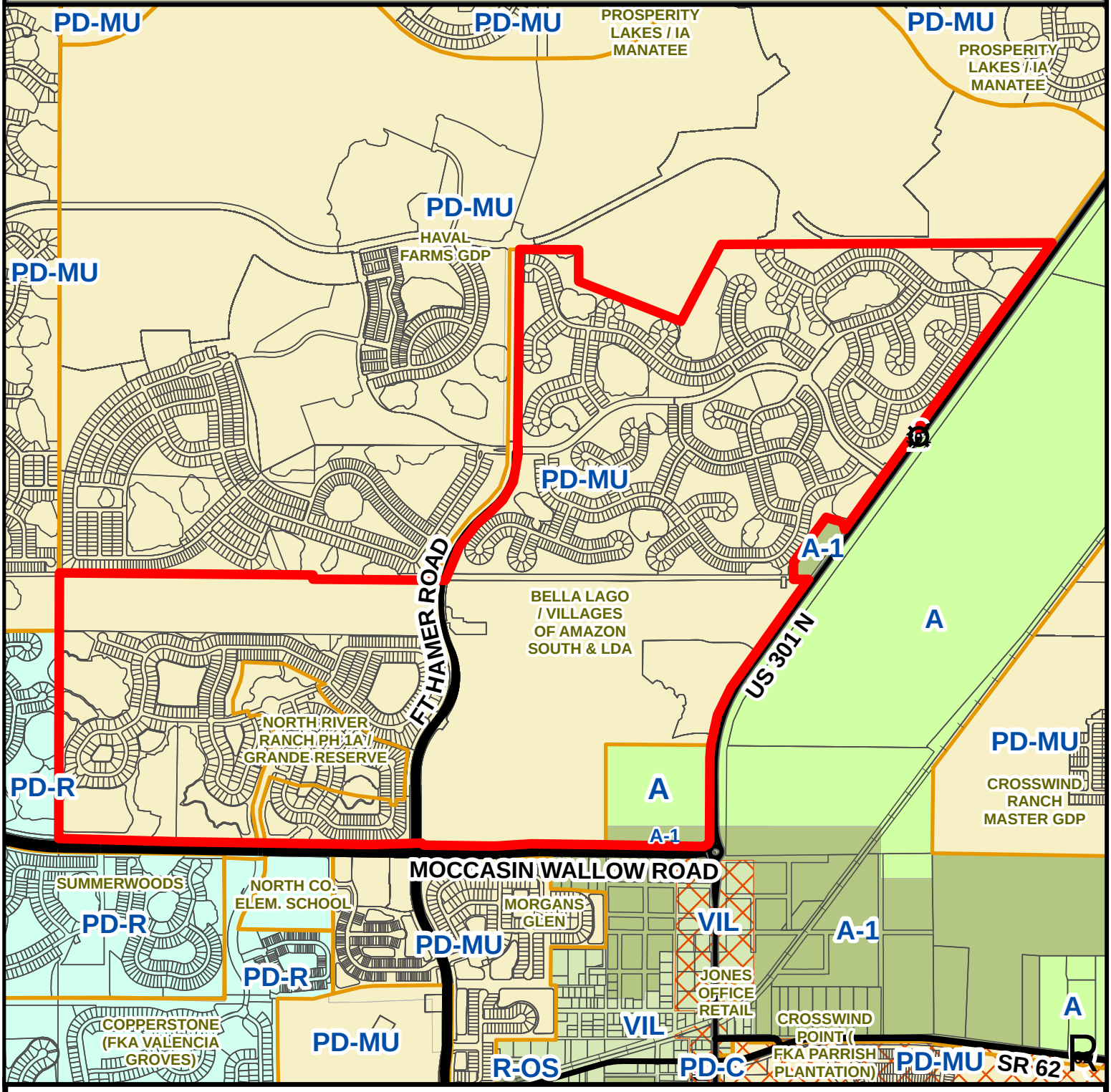
CHH: N
Watershed: NONE
Drainage Basin: BUFFALO CREEK, UNNAMED DRAINAGE DITCH
Commissioner: Vacant

Manatee County
Staff Report Map

Map Prepared 1 / 2026

Feet
0 950 1,900

ZONING



Parcel ID #(s) Multiple

Project Name: Villages of Amazon South – Rezone with Amended GDP
Project #: PDMU-18-06 (Z)(G)(R2)
Accela #: PLN2411-0096

S/T/R: 17,18,20 33S 19E
Acreage: 1,067.76
Existing Zoning: PD-MU, A, A-1
Existing FLU: UF-3, MU, P/SP-1
Overlays: NONE
Special Areas: NONE

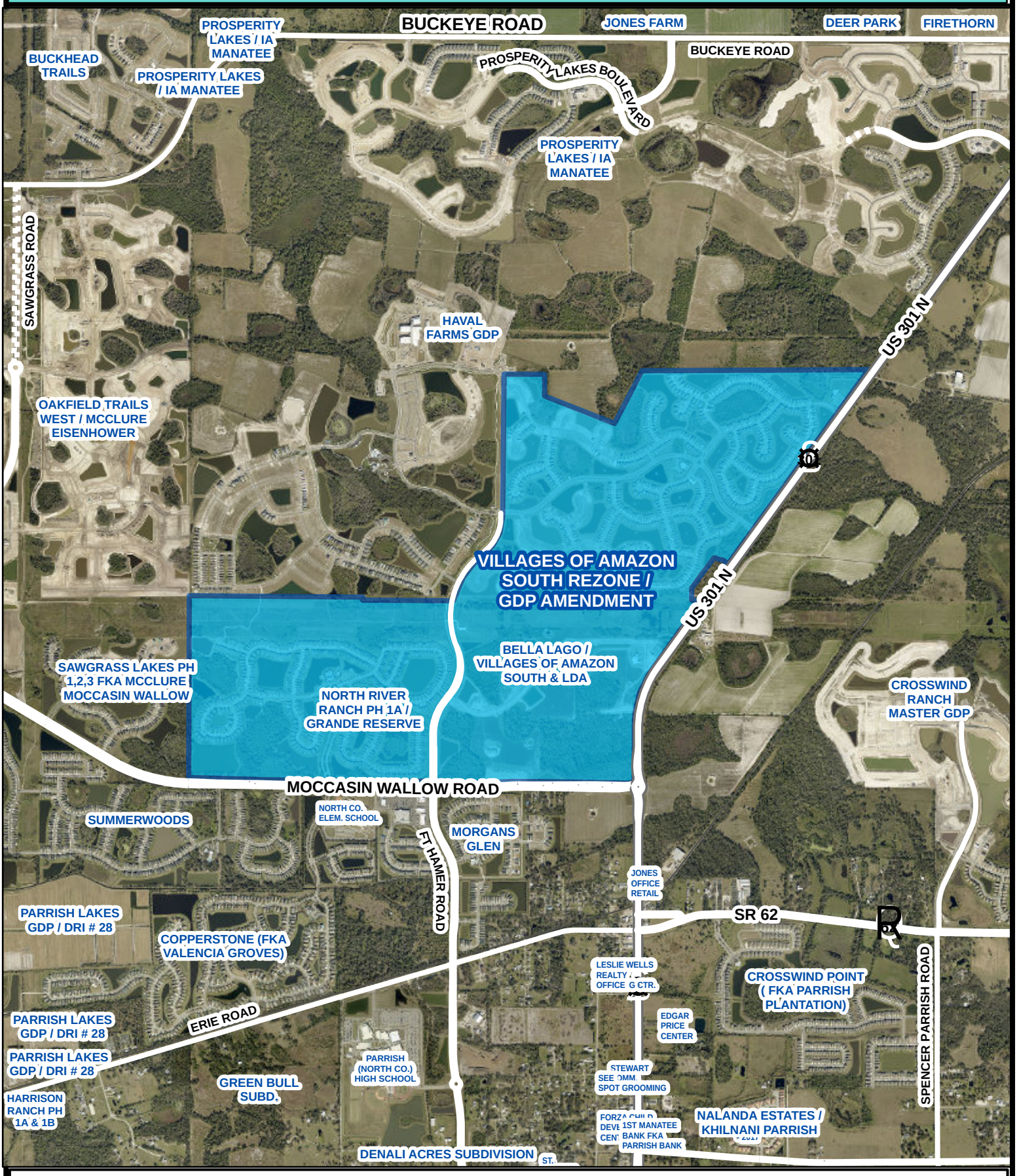
CHH: N
Watershed: NONE
Drainage Basin: BUFFALO CREEK, UNNAMED DRAINAGE DITCH
Commissioner: Vacant

Manatee County
Staff Report Map

Map Prepared 1 / 2026

Feet
0 950 1,900

PROPOSED LOCATION OF VILLAGES OF AMAZON



0 2,000 4,000

Feet

This map is provided for general reference and is not warranted in any way. Errors from non-coincidence of features from different sources may exist. The Manatee County BOCC shall be held harmless for inappropriate or unintended uses of the information.

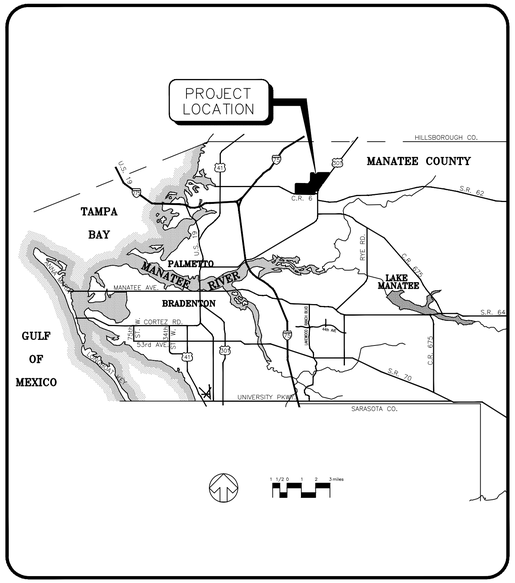
VILLAGES OF AMAZON SOUTH
REZONE AND AMENDED GDP

LOCATED WITHIN SECTION 16, 17, 18, 19 AND 20,
TOWNSHIP 33 SOUTH, RANGE 19 EAST,
MANATEE COUNTY, FLORIDA

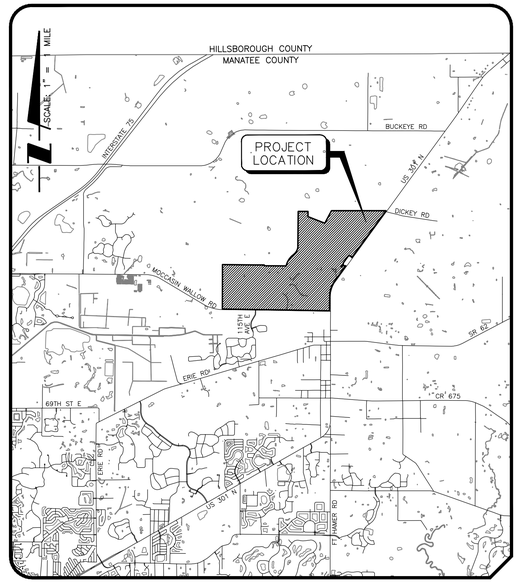
A DEVELOPMENT BY

LANSDOWNE PARTNERS GROUP, LLC

5800 LAKEWOOD RANCH BOULEVARD
SARASOTA, FL 34240
(941) 328-1111



LOCATION MAP



SITE MAP

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	LEGAL DESCRIPTION & GENERAL NOTES
3	AERIAL SITE PLAN
4	GENERAL DEVELOPMENT PLAN
5	TOPOGRAPHIC PLAN
6	EXISTING DRAINAGE PLAN
7	UTILITY PLAN
8	LANDSCAPE PLAN
9	NATIVE HABITAT PRESERVATION EXHIBIT

NO.	DATE	DESCRIPTION	BY
E			
D			
C			
B			
A			

STATUS : REVISIONS

PROJECT MANAGER
KATIE LABARR, AICP
Katie.LaBarr@stantec.com
(941)907-6900

PROJECT ENGINEER
ROBERT ENGEL, PE
FLORIDA LICENSE NO.
Rob.engel@stantec.com
(941)907-6900

PROJECT SURVEYOR
ROBERT R. CUNNINGHAM, P.S.M.
FLORIDA CERTIFICATE NO. 3924
Bob.Cunninghamsr@stantec.com
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GENERAL DEVELOPMENT PLAN
PROJECT NAME: VILLAGES OF AMAZON SOUTH LARGE PROJECT

Manatee County Building & Development Services Department Signature Block

Project Number: PDMU-18-06(Z)(G)(R2) Project Name: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP
Approval Type: GENERAL DEVELOPMENT PLAN AMENDMENT PDMU Number:

Case Manager _____ DATE _____
Project Engineer _____ DATE _____
Concurrency _____ DATE _____
Environmental Planning _____ DATE _____
Environmental Health _____ DATE _____
Fire District _____ DATE _____

Attention: The combination of this signed plan and accompanying approval letter constitutes the complete approval document. Both documents should be provided to interested parties and submitted with any building permit application. There may be other documents, including a CLOS that affect this project approval.

Received by Owner/Agent _____ DATE _____

PROJECT NUMBER
215618464

DATE
OCTOBER 2024

INDEX NUMBER
215618464-01C-001CV

Stantec
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LEGAL DESCRIPTION

PARCELS A3 AND A4

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00 FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

PARCELS A1 AND A2 (NORTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF SAID SECTION 17; THENCE NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

PARCELS A1 AND A2 (SOUTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4) NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

LESS AND EXCEPT:

PORTION OF A3 AND A4

DESCRIPTION (PREPARED BY STANTEC CONSULTING SERVICES INC.):

A TRACT OF LAND BEING PORTIONS OF BLOCKS 2 AND 3, SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST, AND BLOCKS 1, 3 AND 4, SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, ALL IN MANATEE RIVER FARMS, UNIT 1 AS RECORDED IN PLAT BOOK 6, PAGE 45, PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, AND DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 18; THENCE N.00°07'49"E., ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.71 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N.00°07'49"E., ALONG SAID WEST LINE OF SECTION 18, A DISTANCE OF 1,243.64 FEET; THENCE S.87°03'06"E., A DISTANCE OF 3,098.24 FEET; THENCE N.00°51'23"E., A DISTANCE OF 470.30 FEET; THENCE S.89°49'13"E., A DISTANCE OF 2,293.19 FEET; THENCE N.00°35'38"E., A DISTANCE OF 2,383.96 FEET; THENCE S.89°43'15"E., A DISTANCE OF 170.00 FEET TO THE NORTHWEST CORNER OF BROOKSTONE COMMUNITY DEVELOPMENT DISTRICT, RECORDED IN OFFICIAL RECORD BOOK 2607, PAGE 861 OF SAID PUBLIC RECORDS; THE FOLLOWING FOUR (4) CALLS ARE ALONG THE WESTERLY LINE OF SAID BROOKSTONE COMMUNITY DEVELOPMENT DISTRICT; (1) THENCE S.00°35'38"W., A DISTANCE OF 2,551.98 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 795.00 FEET AND A CENTRAL ANGLE OF 48°08'26"; (2) THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 667.97 FEET TO THE POINT OF TANGENCY OF SAID CURVE; (3) THENCE S.48°44'04"W., A DISTANCE OF 213.94 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 1,355.00 FEET AND A CENTRAL ANGLE OF 36°48'01"; (4) THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 870.29 FEET TO A POINT ON THE NORTHERLY LINE OF FIELD STONE COMMUNITY DEVELOPMENT DISTRICT, RECORDED IN OFFICIAL RECORD BOOK 2564, PAGE 6898 OF SAID PUBLIC RECORDS; THE FOLLOWING FIVE (5) CALLS ARE ALONG SAID NORTHERLY LINE; (1) THENCE N.89°39'17"W., A DISTANCE OF 1,622.48 FEET; (2) THENCE N.00°51'43"E., A DISTANCE OF 54.26 FEET; (3) THENCE N.89°32'06"W., A DISTANCE OF 674.93 FEET; (4) THENCE N.89°30'19"W., A DISTANCE OF 2,402.18 FEET; (5) THENCE S.89°39'04"W., A DISTANCE OF 3.35 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 7,474,870 SQUARE FEET OR 171.5994 ACRES, MORE OR LESS.

SE CORNER OF U.S 301 AND MOCASIN WALLOW RD. PARCEL

DESCRIPTION FROM TITLE COMMITMENT:

THAT PORTION OF THE REAL PROPERTY DESCRIBED BELOW LOCATED WEST OF U.S.301 AND NORTH OF MOCCASIN WALLOW ROAD, LESS ROAD RIGHT OF WAY:

THE S 1/2 OF NE 1/4 & SE 1/4 OF NW 1/4; LESS R/W FOR U S HWY 301; ALSO LESS RR R/W; ALSO LESS INST#202141163832 FOR R/W BEING DESC AS FOLLOWS: A TRACT OF LAND LYING IN SEC 20, TWN 33S, RNG 19E, MANATEE COUNTY, FL BEING A PORTION OF PREMISES DESC IN OR BK 1320 PG 57 PRMCF AND BEING MORE PARTICULARLY DESC AS FOLLOWS: COM AT THE NW CORN OF SECT 20; TH N 89 DEG 17 MIN 06 SEC E, ALG THE N LN OF THE NW 1/4 OF SD SEC 20, A DIST OF 2668.97 FT TP TJE ME CPR PF SD MW 1/4 OF SD SEC 20; TH N 89 DEG 51 MIN 05 SEC E ALG TH N LN OF THE NE 1/4 OF SD SEC 20, A DIST OF 648.05 FT TO THE NW R/W LN OF SR 43 (TAMIAMI TRL)(VARIABLE WIDTH PUBLIC R/W, FDOT SEC 1302-203, LOCALLY KNOWN AS US 301), TH FOLLOWING FOUR (4) CALLS ARE ALG SD NW R/W OF SR 43: (1) TH S 36 DEG 04 MIN 54 SEC W, A DIST OF 570.18 FT TO THE PC OF A CURVE TO THE LEFT, HAVING A RAD OF 1977.86 FT AND A C/A OF 36 DEG 07 MIN 21 SEC; (2) TH SLY ALG THE ARC OF SD CURVE, A DIST OF 1246.96 FT TO THE P.T. OF SD CURVE; (3) TH S 00 DEG 01 MIN 32 SEC E, A DIST OF 885.03 FT TO THE POB; (4) TH CONT S 00 DEG 01 MIN 32 SEC E, A DIST OF 133.56 FT, THE FOLLOWING NINE (9) CALLS ARE ALG THE N MAINTAINED R/W LN OF MOCCASIN WALLOW RD (PUBLIC R/W) REC IN RD PB 4 PG 153 PRMCF: (1) TH S 77 DEG 43 MIN 48 SEC W, A DIST OF 20.38 FT; (2) TH N 87 DEG 35 MIN 09 SEC W, A DIST OF 99.22 FT; (3) TH N 89 DEG 37 MIN 52 SEC W, A DIST OF 91.17 FEET; (4) TH N 89 DEG 14 MIN 49 SEC W, A DIST OF 413.65 FT; (5) TH N 88 DEG 52 MIN 31 SEC W, A DIST OF 89.43 FT; (6) TH N 89 DEG 25 MI 51 SEC W, A DIST OF 97.32 FT; (7) TH N 88 DEG 09 MIN 53 SEC W, A DIST OF 99.66 FT; (8) TH N 89 DEG 34 MIN 52 SEC W, A DIST OF 116.07 FEET; (9) TH N 89 DEG 17 MIN 06 SEC W, A DIST OF 227.21 FT TO THE WLY LN OF THE SE 1/4 OF THE NW 1/4 OF SD SEC 20; TH N 00 DEG 09 MIN 24 SEC E., ALG SD WLY LN, A DIST OF 70.82 FT; TH S 88 DEG 57 MIN 09 SEC E., A DISTANCE OF 1190.94 FT TO THE PC OF A CURVE TO THE LEFT HAVING A RED OF 50 FT AND A C/A OF 45 DEG 17 MIN 58 SEC; TH ELY ALG THE ARC OF SD CURVE, A DIST OF 39.53 FT TO THE P.T. OF SD CURVE; TH N 45 DEG 44 MIN 53 SEC E, A DIST OF 27.20 FT TO THE PC OF A CURVE TO THE LEFT HAVING A RAD OF 50 FT AND A C/A OF 45 DEG 46 MIN 25 SEC; TH NELY ALG THE ARC OF SD CURVE, A DIST OF 39.94 FT TO THE POB.

ALSO DESCRIBED AS (AS PREPARED BY THE CERTIFYING SURVEYOR AND MAPPER):

A TRACT OF LAND LYING IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 20; THENCE N.89°17'06"E., ALONG THE NORTH LINE OF THE NORTHWEST 1/4 OF SAID SECTION 20, A DISTANCE OF 2,668.97 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 20; THENCE N.89°51'05"E., ALONG THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 20, A DISTANCE OF 648.05 FEET TO THE INTERSECTION OF THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 20 AND THE WESTERLY RIGHT-OF-WAY LINE OF U.S.301 (STATE ROAD 43, SECTION 1302-203, 200 FOOT WIDE PUBLIC RIGHT-OF-WAY); THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) CALLS: (1) THENCE S.36°04'54"W., A DISTANCE OF 571.88 FEET TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1,977.86 FEET AND A CENTRAL ANGLE OF 28°06'24"; (2) THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 970.25 FEET, SAID CURVE HAVING A CHORD BEARING AND DISTANCE OF S.22°01'13"W., 960.55 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE INTERSECTION OF THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 20 AND THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 43 (TAMIAMI TRAIL, ALSO BEING THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1,977.86 FEET AND A CENTRAL ANGLE OF 07°58'33"; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE FOR THE FOLLOWING TWO (2) CALLS: (1) THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 275.33 FEET, SAID CURVE HAVING A CHORD BEARING AND DISTANCE OF S.03°57'45"W., 275.11 FEET; (2) THENCE S.00°00'32"W., A DISTANCE OF 885.97 FEET TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 45°46'25", SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF MOCCASIN WALLOW ROAD (VARIABLE WIDTH PUBLIC RIGHT-OF-WAY) AS RECORDED IN OFFICIAL RECORDS INSTRUMENT NUMBER 202141163832 IN THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE FOR THE FOLLOWING FOUR (4) CALLS: (1) THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 39.94 FEET, SAID CURVE HAVING A CHORD BEARING AND DISTANCE OF S.22°51'40"W. 38.89 FEET TO THE POINT OF TANGENCY OF SAID CURVE; (2) THENCE S.45°44'53"W., A DISTANCE OF 27.20 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 45°17'58"; (3) THENCE WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 39.53 FEET TO THE POINT OF TANGENCY OF SAID CURVE; (4) THENCE N.88°57'09"W., A DISTANCE OF 1,191.41 FEET TO A POINT ON THE WEST LINE OF THE ABOVEMENTIONED SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 20; THENCE N.00°06'08"W., ALONG SAID WEST LINE, A DISTANCE OF 1,220.12 FEET TO THE NORTHWEST CORNER OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4; THENCE S.89°26'34"E., ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4, A DISTANCE OF 1,282.99 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 1,547,916 SQUARE FEET OR 35.5353 ACRES, MORE OR LESS.

TOTAL DESCRIBED PROPERTY CONTAINS 1,067.76 ACRES, MORE OR LESS.

GENERAL DEVELOPMENT PLAN:

EXISTING SITE CONDITIONS

1. TOTAL PROJECT AREA IS 1,067.76± AC.
2. THE SITE IS PREDOMINANTLY IN THE UF-3 (URBAN FRINGE-3 DWELLING UNITS PER ACRE) FUTURE LAND USE CATEGORY. IT INCLUDES A 50-ACRE PARCEL MIXED USE (MU) PARCEL. EXISTING LAND USE ON THE SITE ARE NEW DEVELOPMENT (RESIDENTIAL) AND AGRICULTURE (GRAZING, PASTURE/ROW CORPS).
3. EXISTING ZONING DESIGNATION OF 1,032.23± ACRES OF THIS PROJECT IS PD-MU (PLANNED DEVELOPMENT- MIXED USE). THIS PROJECT PROPOSES TO REZONE A 35.53± ACRE PARCEL (PARCEL ID 402600109) TO PD-MU FROM SUBURBAN AGRICULTURE (A-1), AND GENERAL AGRICULTURE (A) AND ADD THAT TO THE 1,032.23 ACRES SITE, MAKING IT A TOTAL 1,067.76 ACRES FOR THE VILLAGES OF AMAZON SOUTH PROJECT. EXISTING LAND USES WITHIN 200' OF PROPERTY BOUNDARY ARE SHOWN ON THE AERIAL SITE PLAN SHEET.
4. THE LOCATION AND SIZE OF EASEMENTS, PLATTED STREETS, DRAINAGE WAYS, UTILITIES AND BUILDINGS ARE SHOWN ON THE GENERAL DEVELOPMENT PLAN SHEETS.
5. THE LOCATION OF EXISTING AND PLATTED STREETS, DRAINAGE WAYS, AND UTILITIES ON CONTIGUOUS PROPERTIES 100' BEYOND THE PROJECT BOUNDARY ARE SHOWN ON THE GENERAL DEVELOPMENT PLAN SHEETS.
6. EXISTING TOPOGRAPHICAL CONTOURS WERE CREATED FROM TOPOGRAPHIC SURVEY DATA PROVIDED BY SWFWMD (2007). TOPOGRAPHIC SURVEY DATUM IS NGVD 29. CONVERSION FROM NGVD 29 TO NAVD 88 IS SUBTRACT 0.96 FEET.
7. THIS SITE IS LOCATED WITHIN FLOOD ZONES "X", "A" AND "AE" PER THE FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 12081C0177F, EFFECTIVE ON 08/10/2021, AND IS PARTIALLY LOCATED WITHIN THE 100-YEAR FLOODPLAIN.
8. THIS PROJECT DOES EXCEED ONE HUNDRED (100) ACRES.
9. THERE ARE NO KNOWN HISTORIC AND ARCHEOLOGICAL RESOURCES PRESENT ON SITE.
10. THERE ARE WELLS PRESENT ON SITE.
11. WETLANDS DATA IS PROVIDED BY ECO CONSULTANTS, INC (2017), AND KIMLEY HORN (2024) AND IS DEPICTED ON THE AERIAL SITE PLAN AND THE GENERAL DEVELOPMENT PLAN SHEETS.
12. TREE GROUPINGS ARE SHOWN ON THE AERIAL SITE PLAN AND ON THE LANDSCAPE PLANS.

DEVELOPMENT DESCRIPTION

13. SUMMARY TABLE:

TYPE**	ACREAGE	GROSS FLOOR AREA (SQ. FT.)	GROSS FLOOR AREA (FAR)*	TOTAL UNITS	OPEN SPACE (%)
RESIDENTIAL	1,067.76	–	–	–	25
SINGLE-FAMILY DETACHED	–	N/A	–	1,720	–
SINGLE-FAMILY SEMI-DETACHED	–	–	–	–	–
SINGLE-FAMILY ATTACHED	–	N/A	–	–	–
MULTIFAMILY	–	N/A	–	1,438	–
RESIDENTIAL SUPPORT	–	–	–	–	–
HOSPITAL BEDS	–	–	–	150 BEDS	–
ASSISTED LIVING FACILITY BEDS	–	–	–	326 BEDS	–
COMMERCIAL	–	–	–	–	20
RETAIL/COMMERCIAL	–	220,000	0.0047	–	–
MEDICAL OFFICE	–	247,000	0.0055	–	–
OFFICE	–	50,000	0.0011	–	–
TOTAL	1,067.76	517,000	0.011	3,158	–

*FLOOR AREA RATIO SHALL COMPLY WITH UNDERLYING FLUC AND SHALL BE CONFIRMED AT TIME OF FSP

**ENTITLEMENTS MAY BE ADJUSTED BASED ON THE APPROVED LUEM

14. PARKING FOR RESIDENTIAL, RECREATIONAL, AND COMMERCIAL USES WILL BE PROVIDED PER LDC SECTION 1005.

15. REQUIRED OPEN SPACE (266.94 AC, 25%)

Residential	785.99	0.25	196.5
Mixed Use	281.77	0.25	70.44
	1,067.76	TOTAL	266.94
Provided open space (275.37 AC, 25.79%)			
Area of Post-Development Wetland	114.10		
Recreational Facilities	17.00		
Landscape Buffers	36.77		
Preserved Native Upland Habitat	21.12		
Right-of-Way	70.06		
Other Open Space	16.32		
Total Area	**275.37**	**25.79%**	

WETLANDS	
ACRES	IMPACTS
138.89	24.79

NOTE: OPEN SPACE MAY ALSO INCLUDE RECREATIONAL AMENITIES AND WATER FEATURES, CONSISTENT WITH SECTION 804 TO BE DESIGNED WITH INDIVIDUAL PARCEL DEVELOPMENT.

16. GROSS DENSITY: 3,158 DU/1,067.76 AC = 2.95 DU/AC

17. NET DENSITY: 3,158 DU/802.78 AC (1,067.76 AC (GROSS AREA)-114.1 AC (POST-DEVELOPMENT WETLAND) – 150.88 (PONDS)) = 3.93 DU/AC

PROJECT CONSTRUCTION PHASE II TO START Q4 2025

18. LOT REQUIREMENTS:

TYPE	MIN. LOT SIZE (SQ. FT.)	MIN. LOT WIDTH (FT.)	FRONT SETBACK (FT.)	SIDE SETBACK (FT.)	REAR SETBACK (FT.)	MINIMUM WATERFRONT SETBACK (FT.)	MINIMUM WETLAND BUFFER (FT.)	MINIMUM SETBACK WETLAND BUFFER (FT.)	MAXIMUM HEIGHT (STORIES)
SINGLE FAMILY DETACHED	4,800	40	20/23	5	15	30	30	15	3
SINGLE FAMILY SEMI-DETACHED	4,200	35	20/23 [1]	5	15	30	30	15	3
SINGLE FAMILY ATTACHED	1,408	16	20/23 [1]	7.5	15	30	30	15	3
MULTIFAMILY/ASSISTED LIVING FACILITY (ALF) BEDS	– [3]	–	25 [1]	15/25 [2]	15	30	30	15	4
HOSPITAL	–	–	30	15/20	15/20	30	30	15	6
RETAIL/COMMERCIAL	–	–	30	15/20	15/20	30	30	15	4
OFFICE/MEDICAL OFFICE	–	–	30	15/20	15/20	30	30	15	4

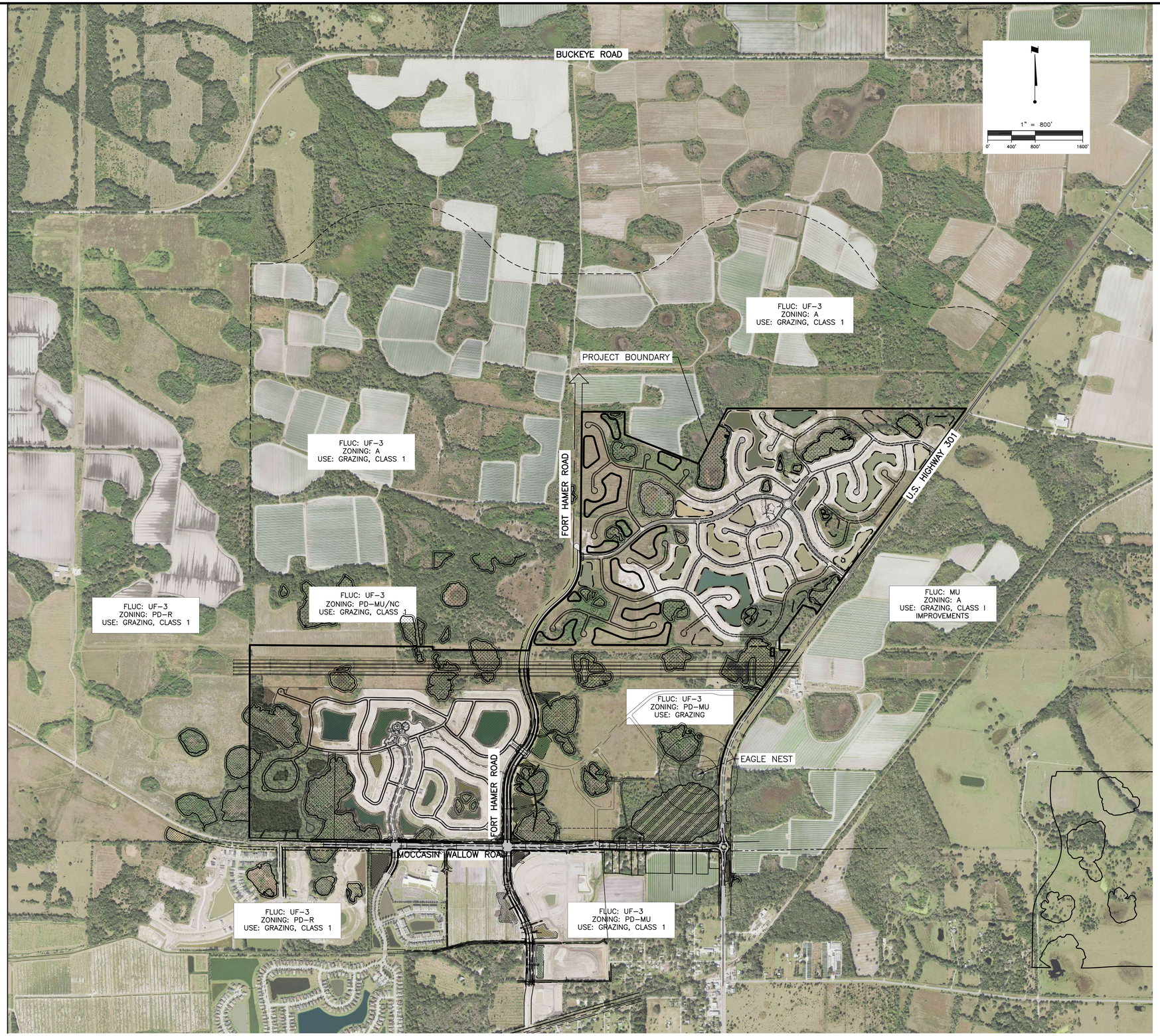
[1] THE FRONT YARD SETBACK FOR ALL SINGLE-FAMILY RESIDENCES SHALL BE 23' TO THE GARAGE PORTION OF THE STRUCTURE. THE REMAINING HABITABLE PORTION OF THE STRUCTURE MAY BE SETBACK 20'. THE FRONT-YARD SETBACK FOR SIDE-LOADED GARAGES SHALL BE 20'. FOR FRONT LOADED GARAGES, A 2-FOOT DISTANCE BETWEEN THE INTERNAL EDGE OF THE SIDEWALK TO THE FRONT PROPERTY LINE WILL BE ADDED TO ENSURE A TWENTY-FIVE (25) FOOT SEPARATION FROM THE SIDEWALK TO THE GARAGE

[2] THE DISTANCE IS NOT A SIDE-YARD SETBACK BUT THE MINIMUM DISTANCE BETWEEN BUILDINGS. A 15' SEPARATION IS REQUIRED BETWEEN ONE-STORY BUILDINGS. A 25' SEPARATION IS REQUIRED BETWEEN TWO, THREE AND FOUR-STORY BUILDINGS.

[3] SINGLE-FAMILY ATTACHED SHALL BE A MINIMUM OF 3 UNITS.

PHASE 2 NEOTRADITIONAL NEIGHBORHOOD DESIGN

| TYPE | MIN. LOT SIZE (SQ. FT.) | MIN. LOT WIDTH (FT.) | FRONT LOADED SETBACK (FT.) | FRONT SETBACK (FT.) | ALLEY LOADED SETBACK (FT.) | SIDE SETBACK (FT.) | REAR SETBACK (FT.) | MINIMUM WATERFRONT SET



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ACTIVITY	INITIALS/EMP. NO.	DATE
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CHECKED BY:		
CONTRACT ADMIN. BY:		
WM APPROVED BY:		

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CLIENT: LANSDOWNE PARTNERS GROUP, LLC

PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

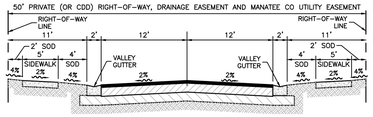
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HORIZONTAL SCALE: 1" = 800'
VERTICAL SCALE:
SEC: 18–20 TWP: 35S RGE: 19E
CROSS REFERENCE FILE NO.:
PROJECT NUMBER: 215615835

TITLE: AERIAL SITE PLAN

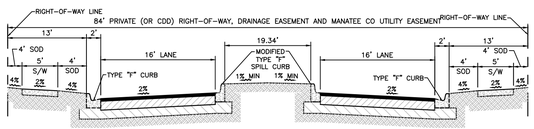
ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835–01C–002PL
SHEET NUMBER: 3 OF 8

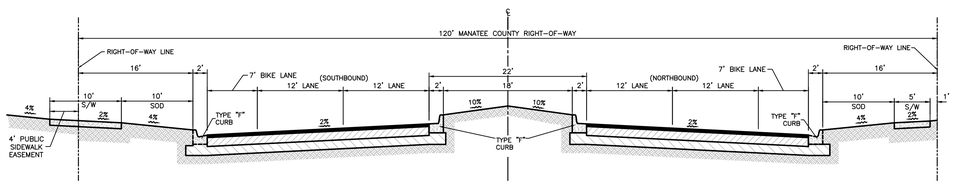
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TYPICAL INTERNAL LOCAL STREET
N.T.S.



TYPICAL DIVIDED ENTRANCE STREET
N.T.S.



TYPICAL FUTURE FORT HAMER ROAD DESIGN SECTION
N.T.S.

LEGEND

- PROJECT BOUNDARY
- ROADWAY RIGHT-OF-WAY
- PROJECT PHASE BOUNDARY
- PROPOSED CONCEPTUAL ACCESS
- IMPACTED WETLAND
- WETLAND
- WETLAND BUFFER
- POTENTIAL UPLAND PRESERVATION

FLUC: UF-3
ZONING: A

ROAD FF ALIGNMENT HAS BEEN ADJUSTED TO LIE ENTIRELY WITHIN HAVAL FARMS

20' GREENBELT BUFFER

20' GREENBELT BUFFER

20' GREENBELT BUFFER

FORT HAMER ROAD

120' PUBLIC RIGHT-OF-WAY (4 LANES)

EXISTING 200' RIGHT-OF-WAY

50' ROADWAY BUFFER

U.S. HIGHWAY 301

50' ROADWAY BUFFER

1" = 400'
0' 200' 400' 800'

PHASE III
444.49± ACRES
1,100 D.U.

EXISTING 16" FORCE MAIN

EXISTING 24" RECLAIMED MAIN

EXISTING 24" WATER MAIN

EXISTING 50' GAS EASEMENT

EXISTING 36" GAS MAIN

FLUC: MU
ZONING: A

FLUC: UF-3
ZONING: PDMU/NC

FLUC: UF-3
ZONING: PD-R

20' GREENBELT BUFFER

EXISTING POWER LINES

EXISTING POWER LINES

120' PUBLIC RIGHT-OF-WAY (4 LANES)

EXISTING 660' FPL EASEMENT

ACCESS POINT

PHASE II
281.77 ACRES
1,438 MULTIFAMILY UNITS
220,000 SF RETAIL/COMMERCIAL
50,000 SF OFFICE
247,000 SF MEDICAL OFFICE
326 ASSISTED LIVING FACILITY BEDS
150 HOSPITAL BEDS

NOTE: ANY ACCESS TO U.S. 301 ARE SUBJECT TO FDOT REVIEW AND APPROVAL

EXISTING WELL (TYP)

ACCESS POINT

ACCESS POINT

EAGLE NEST

20' GREENBELT BUFFER

PHASE I
341.50± ACRES
620 D.U.

FORT HAMER ROAD

ACCESS POINT

PHASE 2 IS MIXED USE DEVELOPMENT. INTERNAL ROADWAY CONNECTIONS WILL BE PROVIDED TO ALLOW VEHICLES AND PEDESTRIANS TO INTERACT WITH THE DIFFERENT LAND USES WITHOUT THE NEED TO USE FORT HAMER ROAD TO THE WEST, US 301 TO THE EAST, OR MOCCASIN WALLOW ROAD TO THE SOUTH.

50' ROADWAY BUFFER

FLUC: UF-3
ZONING: PD-R

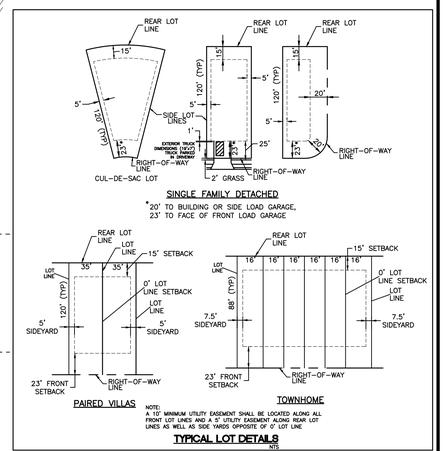
50' ROADWAY BUFFER

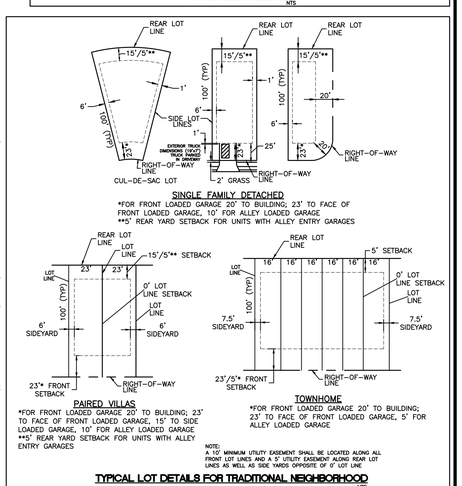
EXISTING 30" WATER MAIN

FLUC: UF-3
ZONING: PD-MU

EXISTING 24" RECLAIMED MAIN

MOCCASIN WALLOW ROAD





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PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

DATE: 4/2021
HORIZONTAL SCALE: 1" = 400'
VERTICAL SCALE:
SEC: 15-20 TWP: 35S RGE: 19E
CROSS REFERENCE FILE NO.:

TITLE: GENERAL DEVELOPMENT PLAN

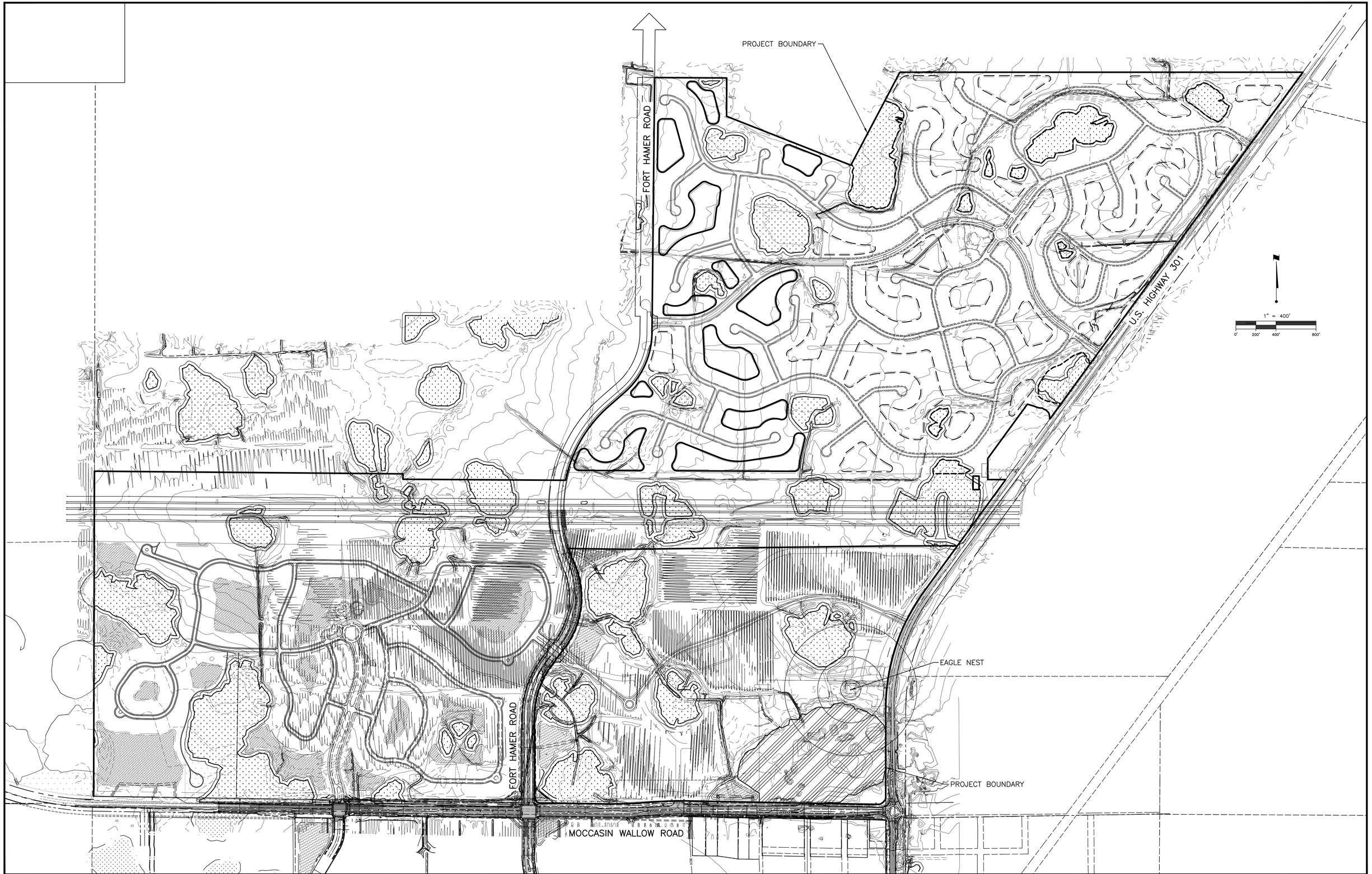
PROJECT NUMBER: 215615835

ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835-01C-111SP

SHEET NUMBER: 4 OF 9

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PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

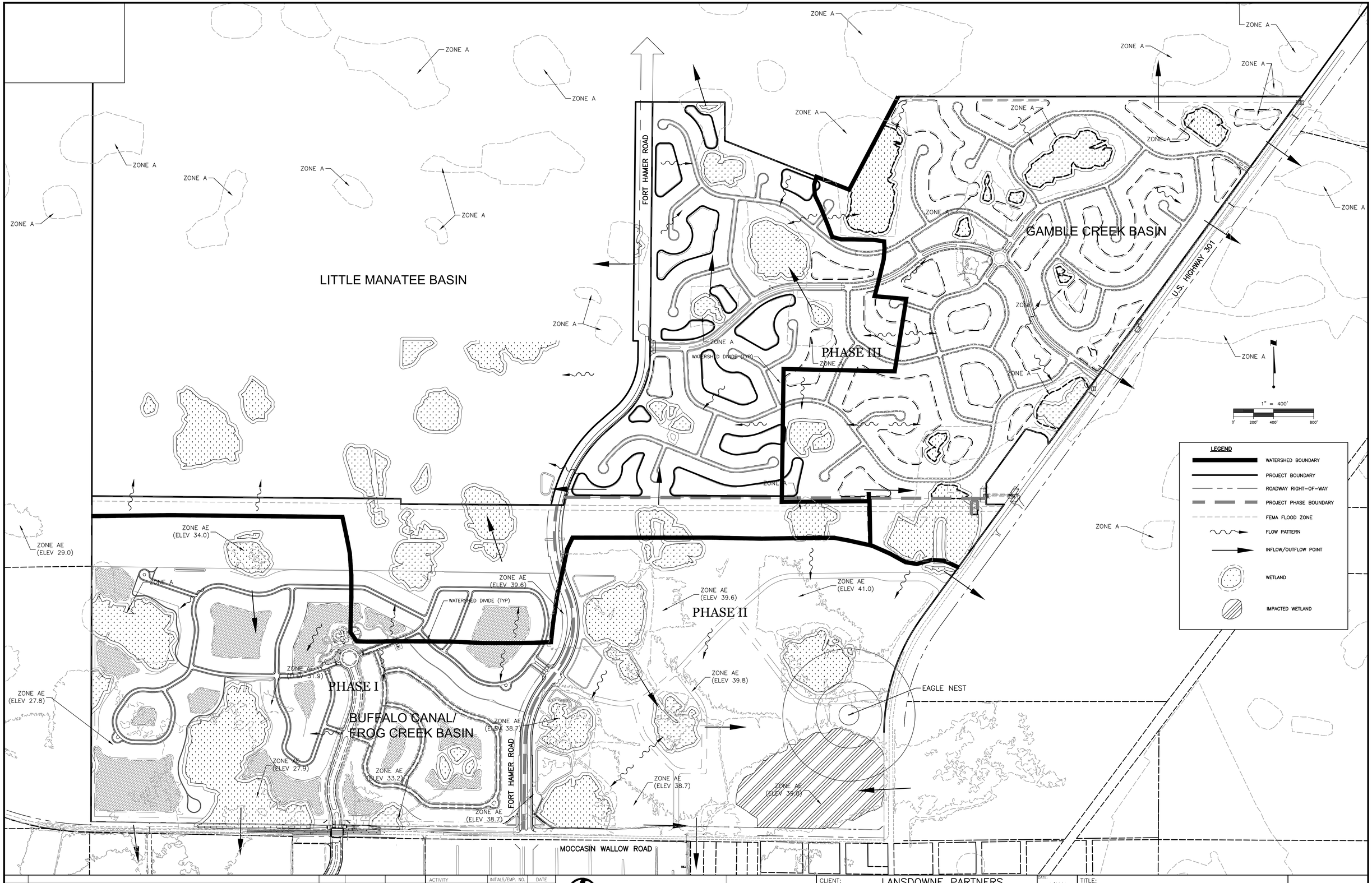
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VERTICAL SCALE:
SEC: 16-20 TWP: 35S RGE: 19E
CROSS REFERENCE FILE NO.:
PROJECT NUMBER: 215615835

TITLE: TOPOGRAPHIC PLAN

ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835-01C-112PL
SHEET NUMBER: 5 OF 9

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PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

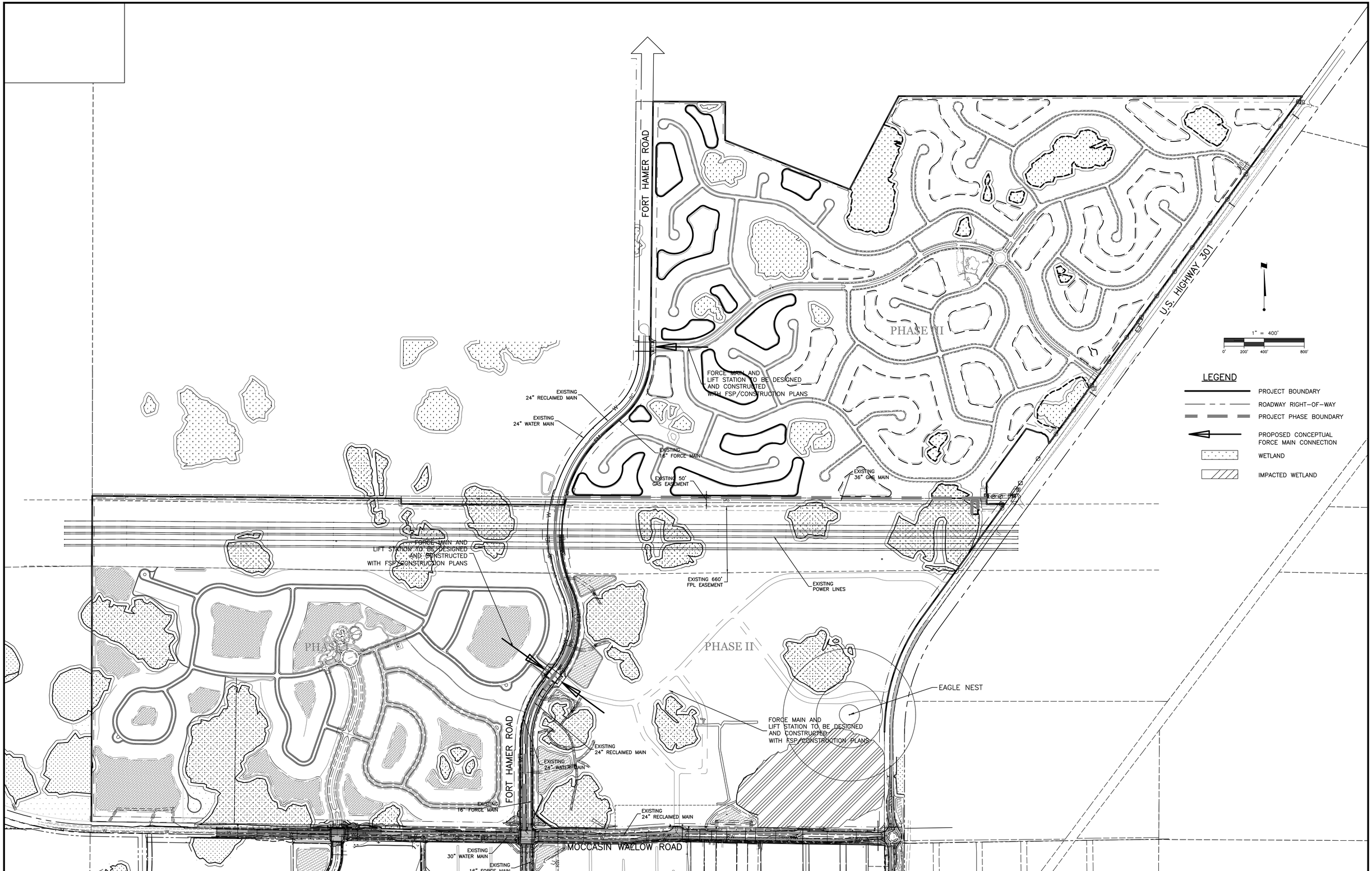
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HORIZONTAL SCALE: 1" = 400'
VERTICAL SCALE:
SEC: 18–20 TWP: 35S RGE: 19E
CROSS REFERENCE FILE NO.:
PROJECT NUMBER: 215615835

TITLE: EXISTING DRAINAGE PLAN

ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835-01C-131SD
SHEET NUMBER: 6 OF 9

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PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

DATE: 4/2021
HORIZONTAL SCALE: 1" = 400'
VERTICAL SCALE:
SEC: 16 TWP: 20 RGE: 35S 19E
CROSS REFERENCE FILE NO.:
PROJECT NUMBER: 215615835

TITLE: UTILITY PLAN

ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835-01C-151UP
SHEET NUMBER: 7 OF 9

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BUFFER DETAILS

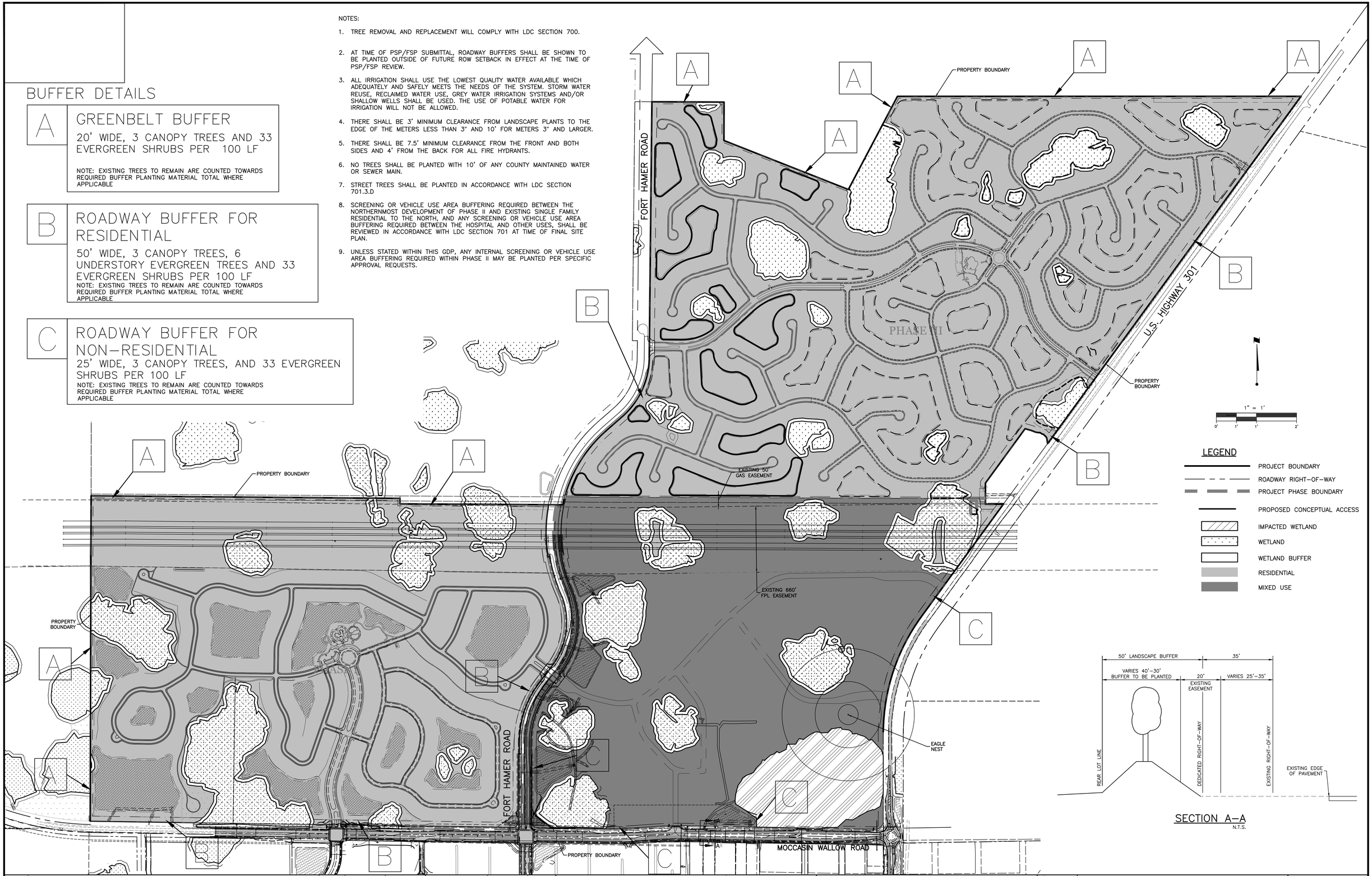
A — GREENBELT BUFFER
20' WIDE, 3 CANOPY TREES AND 33 EVERGREEN SHRUBS PER 100 LF
NOTE: EXISTING TREES TO REMAIN ARE COUNTED TOWARDS REQUIRED BUFFER PLANTING MATERIAL TOTAL WHERE APPLICABLE

B — ROADWAY BUFFER FOR RESIDENTIAL
50' WIDE, 3 CANOPY TREES, 6 UNDERSTORY EVERGREEN TREES AND 33 EVERGREEN SHRUBS PER 100 LF
NOTE: EXISTING TREES TO REMAIN ARE COUNTED TOWARDS REQUIRED BUFFER PLANTING MATERIAL TOTAL WHERE APPLICABLE

C — ROADWAY BUFFER FOR NON-RESIDENTIAL
25' WIDE, 3 CANOPY TREES, AND 33 EVERGREEN SHRUBS PER 100 LF
NOTE: EXISTING TREES TO REMAIN ARE COUNTED TOWARDS REQUIRED BUFFER PLANTING MATERIAL TOTAL WHERE APPLICABLE

NOTES:

1. TREE REMOVAL AND REPLACEMENT WILL COMPLY WITH LDC SECTION 700.
2. AT TIME OF PSP/FSP SUBMITTAL, ROADWAY BUFFERS SHALL BE SHOWN TO BE PLANTED OUTSIDE OF FUTURE ROW SETBACK IN EFFECT AT THE TIME OF PSP/FSP REVIEW.
3. ALL IRRIGATION SHALL USE THE LOWEST QUALITY WATER AVAILABLE WHICH ADEQUATELY AND SAFELY MEETS THE NEEDS OF THE SYSTEM. STORM WATER REUSE, RECLAIMED WATER USE, GREY WATER IRRIGATION SYSTEMS AND/OR SHALLOW WELLS SHALL BE USED. THE USE OF POTABLE WATER FOR IRRIGATION WILL NOT BE ALLOWED.
4. THERE SHALL BE 3' MINIMUM CLEARANCE FROM LANDSCAPE PLANTS TO THE EDGE OF THE METERS LESS THAN 3" AND 10' FOR METERS 3" AND LARGER.
5. THERE SHALL BE 7.5' MINIMUM CLEARANCE FROM THE FRONT AND BOTH SIDES AND 4' FROM THE BACK FOR ALL FIRE HYDRANTS.
6. NO TREES SHALL BE PLANTED WITH 10' OF ANY COUNTY MAINTAINED WATER OR SEWER MAIN.
7. STREET TREES SHALL BE PLANTED IN ACCORDANCE WITH LDC SECTION 701.3.D
8. SCREENING OR VEHICLE USE AREA BUFFERING REQUIRED BETWEEN THE NORTHERNMOST DEVELOPMENT OF PHASE II AND EXISTING SINGLE FAMILY RESIDENTIAL TO THE NORTH, AND ANY SCREENING OR VEHICLE USE AREA BUFFERING REQUIRED BETWEEN THE HOSPITAL AND OTHER USES, SHALL BE REVIEWED IN ACCORDANCE WITH LDC SECTION 701 AT TIME OF FINAL SITE PLAN.
9. UNLESS STATED WITHIN THIS GDP, ANY INTERNAL SCREENING OR VEHICLE USE AREA BUFFERING REQUIRED WITHIN PHASE II MAY BE PLANTED PER SPECIFIC APPROVAL REQUESTS.



LEGEND

- PROJECT BOUNDARY
- ROADWAY RIGHT-OF-WAY
- PROJECT PHASE BOUNDARY
- PROPOSED CONCEPTUAL ACCESS
- IMPACTED WETLAND
- WETLAND
- WETLAND BUFFER
- RESIDENTIAL
- MIXED USE

SECTION A-A
N.T.S.

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PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

DATE: 4/2021
HORIZONTAL SCALE: 1" = 400'
VERTICAL SCALE:
SEC: 18-20 TWP: 35S RGE: 19E
CROSS REFERENCE FILE NO.:
PROJECT NUMBER: 215615835

TITLE: LANDSCAPE PLAN

ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835-01C-721LS
SHEET NUMBER: 8 OF 9

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PROJECT: VILLAGES OF AMAZON SOUTH – AMENDMENT TO GDP

DATE: 4/2021
HORIZONTAL SCALE: 1" = 400'
VERTICAL SCALE:
SEC: 16-20 TWP: 35S RGE: 19E
CROSS REFERENCE FILE NO.:
PROJECT NUMBER: 215615835

TITLE: NATIVE HABITAT PRESERVATION EXHIBIT

ROBERT A. ENGEL, P.E.
FLORIDA LICENSE NO. 58602

INDEX NUMBER: 215615835-01C-801EX
SHEET NUMBER: 9 OF 9

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APPROVED

11/04/2025

Villages of Amazon South Phase 2 Amendment

Project # PDMU-18-06(Z)(G)(R2)

Record # PLN2411-0096

Transportation Impact Analysis

Prepared for:
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March 2025

Villages of Amazon South Phase 2 Amendment
Transportation Impact Analysis

Table of Contents

PROFESSIONAL ENGINEER'S CERTIFICATION ..... **i**

INTRODUCTION **1**

LAND USE EXCHANGE **4**

TRIP GENERATION **6**

PROJECT TRAFFIC DISTRIBUTION/ASSIGNMENT **8**

STUDY AREA **13**

2024 EXISTING TRAFFIC CONDITIONS **15**

ROADWAY ANALYSIS 17

INTERSECTION ANALYSIS 18

SCHEDULED IMPROVEMENTS **19**

2035 BACKGROUND TRAFFIC CONDITIONS **19**

ROADWAY ANALYSIS 25

INTERSECTION ANALYSIS 26

IMPROVED BACKGROUND TRAFFIC ANALYSIS 27

2035 TOTAL TRAFFIC CONDITIONS **29**

ROADWAY ANALYSIS 31

INTERSECTION ANALYSIS 32

SITE ACCESS ANALYSIS **33**

MULTIMODAL CONSIDERATIONS **33**

CONCLUSION **34**

LIST OF TABLES

Table 1: Approved Land Use Equivalency Matrix 5
Table 2: AM Peak-Hour Trip Generation 6
Table 3: PM Peak-Hour Trip Generation 6
Table 4: Land Use Equivalency Matrix 7
Table 5: Study Area Determination 14
Table 6: 2024 Existing Segment Conditions 17
Table 7: 2024 Existing Intersection Conditions 18
Table 8: Reserved Traffic Annual Growth Rate 20
Table 9: Historical Growth Rate to the Design Year 21
Table 10: Projected Growth Rate 22
Table 11: 2035 Background Traffic Segment Conditions 25
Table 12: 2035 Background Traffic Intersection Conditions 26
Table 13: Improved 2035 Background Traffic Segment Conditions 28
Table 14: Improved 2035 Background Traffic Intersection Conditions 29
Table 15: 2035 Total Traffic Segment Conditions 31
Table 16: 2035 Total Traffic Intersection Conditions 32

LIST OF FIGURES

Figure 1: Project Location 3
Figure 2: Phase 1 Project Traffic Distribution 9
Figure 3: Phase 2 Project Traffic Distribution 10
Figure 4: Phase 3 Project Traffic Distribution 11
Figure 5: Project Traffic Assignment 12
Figure 6: Existing Peak-Hour Peak-Season Traffic 16
Figure 7: 2035 Peak-Hour Background Traffic 24
Figure 8: 2035 Peak-Hour Total Traffic 30

LIST OF APPENDICES

APPENDIX A ..... METHODOLOGY STATEMENT

APPENDIX B ..... DETAILED TRIP GENERATION CALCULATIONS
INTERNAL CAPTURE CALCULATIONS
CUMULATIVE DEVELOPMENT TRIP GENERATION CALCULATIONS
CUMULATIVE DEVELOPMENT INTERNAL CAPTURE CALCULATIONS

APPENDIX C ..... FDOT PEAK-SEASON CONVERSION FACTORS
TURNING MOVEMENT COUNTS
EXISTING SIGNAL TIMING

APPENDIX D ..... EXISTING AND FUTURE INTERSECTION VOLUMES

APPENDIX E .....2024 EXISTING TRAFFIC SUMMARY WORKSHEETS

APPENDIX F .....MANATEE COUNTY CIP AND FDOT WORK PROGRAM SHEETS

APPENDIX G .....RESERVED TRAFFIC VOLUMES

APPENDIX H .....HISTORICAL AADT
TRAFFIC TRENDS GRAPHS
BASE YEAR NETWORK VOLUME PLOT
EXISTING PLUS COMMITTED NETWORK VOLUME PLOT

APPENDIX I ..... FDOT MAXIMUM SERVICE VOLUME TABLES

APPENDIX J .....2035 BACKGROUND TRAFFIC SUMMARY WORKSHEETS

APPENDIX K.....2035 IMPROVED BACKGROUND TRAFFIC SUMMARY WORKSHEETS

APPENDIX L .....2035 TOTAL TRAFFIC SUMMARY WORKSHEETS

Professional Engineer's Certification

I hereby certify that I am a Licensed Professional Engineer in the State of Florida practicing with Stantec Consulting Services Inc. and that I have supervised the preparation of and approve the evaluations, findings, opinions, conclusions, and technical advice hereby reported for:

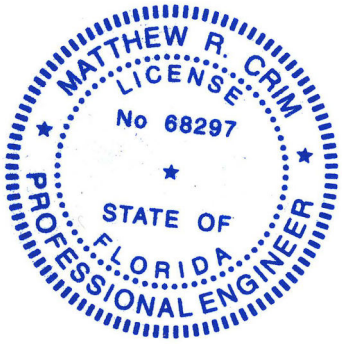
PROJECT: Villages of Amazon South Phase 2 Amendment
Transportation Impact Analysis
215618464

LOCATION: North of Moccasin Wallow and west of the US 301 in northern Manatee County, Florida

Indictment

This document titled Villages of Amazon South Phase 2 Amendment Transportation Impact Analysis was prepared by Stantec Consulting Services Inc. for the account of Neal Communities. The material in it reflects Stantec's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Services Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

Prepared by:



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Introduction

The purpose of this study is to determine the transportation impacts of the Villages of Amazon South Phase 2 Amendment. The Villages of Amazon South (VOAS) was originally approved for the following land uses (CLOS-17-0528):

- 1,999 single-family detached dwelling units (620 in Phase 1 / 279 in Phase 2 / 1,100 in Phase 3)
- 40,000 square feet of commercial
- 20,000 square feet of office

To date, 610 certificates of occupancy have been issued in Phase 1 and 592 certificates of occupancy have been issued on Phase 3.

In 2022, the CLOS was modified to increase both the residential and non-residential entitlements in Phase 2 (PDMU-1806(G)(R)/PLN2201-0023). The change resulted in the following new cumulative land uses:

- 2,497 dwelling units
  (1,999 single-family detached, 498 single-family attached)
- 202,000 square feet of commercial
- 20,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

The petitioner now proposes to exchange the 279 single-family detached dwelling units and 378 multifamily (low-rise) dwelling units in Phase 2 for 1,109 multifamily (mid-rise) dwelling units per the approved Land Use Equivalency Matrix contained in the TIA. With the exchange of single-family detached and multifamily (low-rise) dwelling units to multifamily (mid-rise) dwelling units, the new development mix is:

- 2,949 dwelling units
  (1,720 single-family detached, 120 multifamily (low-rise), 1,109 multifamily (mid-rise))
- 202,000 square feet of commercial
- 20,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

After the exchange of residential units, it is proposed to modify the entitlements in Phase 2 to increase both the residential and non-residential development. The change will result in the following cumulative land uses:

- 3,158 dwelling units
  (1,720 single-family detached, 120 multifamily (low-rise), 1,318 multifamily (mid-rise))
- 220,000 square feet of commercial
- 50,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

With the additional entitlement proposed in Phase 2, the existing CLOS will be modified. The analysis evaluates a build-out year of 2035 for the new proposed entitlements which consists of:

- 209 multifamily (mid-rise) dwelling units
- 18,000 square feet of commercial
- 30,000 square feet of office

The project is located north of Moccasin Wallow and west of the US 301 in northern Manatee County. The project location is shown in **Figure 1**. The analysis is for transportation concurrency approval from Manatee County. This analysis will serve to meet the General Development Plan (GDP)/rezone large project application requirements and be used to support the Amended and Restated LDA. Prior to undertaking the study, a methodology statement was submitted to Manatee County on June 26, 2024 and approved on August 21, 2024. A copy of the approved methodology is attached in **Appendix A**.



Figure 1: Project Location

VILLAGES OF AMAZON SOUTH

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Land Use Exchange

The petitioner is requesting to amend the VOAS Phase 2 development mix to facilitate a land use exchange in accordance with the Land Use Equivalency Matrix (LUEM) approved with PDMU-1806(G)(R)/PLN2201-0023. The current approved VOAS Phase 2 development plan allows for a maximum of:

- 2,497 dwelling units
  (1,999 single-family detached, 498 single-family attached)
- 202,000 square feet of commercial
- 20,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

The proposed VOAS Phase 2 development plan will consist of:

- 2,949 dwelling units
  (1,720 single-family detached, 120 multifamily (low-rise), 1,109 multifamily (mid-rise))
- 202,000 square feet of commercial
- 20,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

The proposed land uses were exchanged in accordance with *Table 3: Land Use Equivalency Matrix* from the approved *Villages of Amazon South Phase 2 Additional Entitlement Transportation Impact Analysis*. The approved LUEM is shown in **Table 1**.

Table 1: Approved Land Use Equivalency Matrix

CHANGE FROM: \ CHANGE TO:	210: Single-Family Detached Housing	220: Multifamily Housing (Low-Rise)	221: Multifamily Housing (Mid-Rise)	254: Assited Living	610: Hospital	710: General Office Building	720: Medical-Dental Office Building	820: Shopping Center
210: Single-Family Detached Housing		1.768 du/du	2.25 du/du	3.808 bed/du	0.524 bed/du	0.861 ksf/du	0.286 ksf/du	0.26 ksf/du
220: Multifamily Housing (Low-Rise)	0.566 du/du		1.273 du/du	2.154 bed/du	0.296 bed/du	0.487 ksf/du	0.162 ksf/du	0.147 ksf/du
221: Multifamily Housing (Mid-Rise)	0.444 du/du	0.786 du/du		1.692 bed/du	0.233 bed/du	0.383 ksf/du	0.127 ksf/du	0.115 ksf/du
254: Assited Living	0.263 du/bed	0.464 du/bed	0.591 du/bed		0.138 bed/bed	0.226 ksf/bed	0.075 ksf/bed	0.068 ksf/bed
610: Hospital	1.909 du/bed	3.375 du/bed	4.295 du/bed	7.269 bed/bed		1.643 ksf/bed	0.546 ksf/bed	0.496 ksf/bed
710: General Office Building	1.162 du/ksf	2.054 du/ksf	2.614 du/ksf	4.423 bed/ksf	0.608 bed/ksf		0.332 ksf/ksf	0.302 ksf/ksf
720: Medical-Dental Office Building	3.495 du/ksf	6.179 du/ksf	7.864 du/ksf	13.308 bed/ksf	1.831 bed/ksf	3.009 ksf/ksf		0.908 ksf/ksf
820: Shopping Center	3.848 du/ksf	6.804 du/ksf	8.659 du/ksf	14.654 bed/ksf	2.016 bed/ksf	3.313 ksf/ksf	1.101 ksf/ksf	

Notes

1. *Land use changes are based on the peak-hour of adjacent street traffic, one hour between 4 and 6 PM.*
2. *Equivalency factors are based on the ITE Trip Generation Manual 10th Edition average rate for each land use.*
3. *To preserve the mixed-use nature of the development, a mix of at least three different land uses will be developed with a maximum residential density of 3,000 dwelling units and a minimum non-residential intensity of 250,000 square feet, which includes hospital floor area.*

Using the ratios shown in the approved LUEM, the following conversions were made to obtain the proposed land use mix.

- 279 single-family units for 628 multi-family (mid-rise) units (279 x 2.250), and
- 378 multi-family (low-rise) units for 481 multi-family (mid-rise) units (378 x 1.273).

Trip Generation

The transportation analysis is based on the PM peak-hour. A limited AM peak-hour analysis was performed at the Fort Hamer Road & Moccasin Wallow Road and US 301 & Moccasin Wallow Road intersections adjacent to the project. Traffic volumes generated by the project were estimated using the Institute of Transportation Engineers (ITE), *Trip Generation – 11th Edition (2021)*. To account for the interaction between land uses, internal capture and pass-by capture were estimated based on information contained in the ITE *Trip Generation Handbook, 3rd Edition*. Internal capture percentages between mixed-use land uses were obtained from Table 6.1 and Table 6.2 on pages 57 and 58 of the ITE *Trip Generation Handbook*. The pass-by capture for the shopping center was estimated from Table E.9 on page 190 of the ITE *Trip Generation Handbook*. Pass-by trips were checked to ensure that they do not exceed 10% of the future adjacent street traffic (background traffic conditions). **Table 2** summarizes the AM peak-hour trip generation from the Phase 2 Amendment and **Table 3** summarizes the PM peak-hour trip generation from the Phase 2 Amendment. The detailed trip generation and internal capture calculations are attached in **Appendix B**. In order to allow for the trade-off between different land uses, an updated equivalency matrix, based on the ITE *Trip Generation 11th Edition*, is provided in **Table 4**.

Table 2: AM Peak-Hour Trip Generation

ITE Land Use Category	Development Size	AM Peak Total Trips			Internal Capture %	Pass-by %	New External Trips		
		Total	Enter	Exit			Total	Enter	Exit
Multifamily Housing (Mid-Rise) - 221	209 du	80	18	62	3%	0%	78	18	60
General Office Building - 710	30,000 sf	59	52	7	8%	0%	54	49	5
Strip Retail Plaza (<40k) - 822	18,000 sf	42	25	17	12%	0%	37	22	15
	TOTALS	**181**	**95**	**86**	**7%**	**0%**	**169**	**89**	**80**

Table 3: PM Peak-Hour Trip Generation

ITE Land Use Category	Development Size	PM Peak Total Trips			Internal Capture %	Pass-by %	New External Trips		
		Total	Enter	Exit			Total	Enter	Exit
Multifamily Housing (Mid-Rise) - 221	209 du	82	50	32	28%	0%	59	34	25
General Office Building - 710	30,000 sf	61	10	51	13%	0%	53	8	45
Strip Retail Plaza (<40k) - 822	18,000 sf	118	59	59	23%	34%	60	32	28
	TOTALS	**261**	**119**	**142**	**22%**	**15%**	**172**	**74**	**98**

Table 4: Land Use Equivalency Matrix

CHANGE FROM: \ CHANGE TO:	210: Single-Family Detached Housing	220: Multifamily Housing (Low-Rise)	221: Multifamily Housing (Mid-Rise)	254: Assited Living	610: Hospital	710: General Office Building	720: Medical-Dental Office Building	820: Shopping Center
210: Single-Family Detached Housing		1.843 du/du	2.41 du/du	3.917 bed/du	0.556 bed/du	0.653 ksf/du	0.239 ksf/du	0.276 ksf/du
220: Multifamily Housing (Low-Rise)	0.543 du/du		1.308 du/du	2.125 bed/du	0.302 bed/du	0.354 ksf/du	0.13 ksf/du	0.15 ksf/du
221: Multifamily Housing (Mid-Rise)	0.415 du/du	0.765 du/du		1.625 bed/du	0.231 bed/du	0.271 ksf/du	0.099 ksf/du	0.115 ksf/du
254: Assited Living	0.255 du/bed	0.471 du/bed	0.615 du/bed		0.142 bed/bed	0.167 ksf/bed	0.061 ksf/bed	0.071 ksf/bed
610: Hospital	1.798 du/bed	3.314 du/bed	4.333 du/bed	7.042 bed/bed		1.174 ksf/bed	0.43 ksf/bed	0.497 ksf/bed
710: General Office Building	1.532 du/ksf	2.824 du/ksf	3.692 du/ksf	6 bed/ksf	0.852 bed/ksf		0.366 ksf/ksf	0.424 ksf/ksf
720: Medical-Dental Office Building	4.181 du/ksf	7.706 du/ksf	10.077 du/ksf	16.375 bed/ksf	2.325 bed/ksf	2.729 ksf/ksf		1.156 ksf/ksf
820: Shopping Center	3.617 du/ksf	6.667 du/ksf	8.718 du/ksf	14.167 bed/ksf	2.012 bed/ksf	2.361 ksf/ksf	0.865 ksf/ksf	

Notes

1. *Land use changes are based on the peak-hour of adjacent street traffic, one hour between 4 and 6 PM.*
2. *Equivalency factors are based on the ITE Trip Generation Manual 11th Edition average rate for each land use.*
3. *To preserve the mixed-use nature of the development, a mix of at least three different land uses will be developed with a maximum residential density of 3,500 dwelling units and a minimum non-residential intensity of 300,000 square feet, which includes hospital floor area.*

Project Traffic Distribution/Assignment

Traffic generated by the entire Villages of Amazon South development was distributed and assigned to the adjacent roadway network using the Florida Department of Transportation (FDOT) D1 Districtwide Regional Planning Model (D1RPM) v2.0 2023 Existing plus Committed travel demand model with 2045 socioeconomic data. The 2045 socioeconomic data includes modifications made along the Moccasin Wallow Road corridor to include approved projects. As part of adding the approved developments along Moccasin Wallow Road, edits to the roadway network were made and include the following edits.

- Added 2-lane Fort Hamer Road from Moccasin Wallow Road to the County Line
- Added 2-lane Road FF from Sawgrass Road to US 301
- Added 2-lane Sawgrass Road from Erie Road to Buckeye Road
- Added 2-lane Carter Road from Moccasin Wallow Road to Erie Road
- Added 2-lane Groove Lagoon Road from Carter Road to Sawgrass Road
- Added 2-lane Harrison Ranch Boulevard from Erie Road to US 301
- Aligned SR 62 with Erie Road
- Added 2-lane Road JJ from Sawgrass Road to US 301
- Added 2-lane Keen Road from US 301 to SR 62
- Added 2-lane Spencer Parrish Road from US 301 to SR 62 and from CR 675 to Golf Course Road
- Added 2-lane Moccasin Wallow Road from US 301 to SR 62

In addition, the 2045 socioeconomic data and associated roadway infrastructure was modified to include the following developments beyond the immediate study area:

- Rye Ranch
- Yort
- East River Ranch
- Taylor Ranch
- Palm Grove
- Amara
- Musgrave West
- Project Innovation

The Phase 1 development (west of Fort Hamer Road) is incorporated into TAZ 6108, the Phase 2 (east of Fort Hamer Road and south of the FPL easement) is incorporated in TAZ 5714, and the Phase 3 development (east of Fort Hamer Road and north of the FPL easement) is incorporated into TAZ 6260. Manual adjustments were made to the Phase 2 distribution to better balance traffic between the three centroid connectors.

The Phase 1 project traffic distribution is shown in **Figure 2**, the Phase 2 project traffic distribution is shown in **Figure 3**, and the Phase 3 project traffic distribution is shown in **Figure 4**. Once the distribution was determined, project traffic was assigned to all functionally classified roadways listed in Manatee County's Concurrency Transportation Link Sheets. The Phase 2 Amendment project traffic assignment on functionally classified roadways is shown in **Figure 5**.

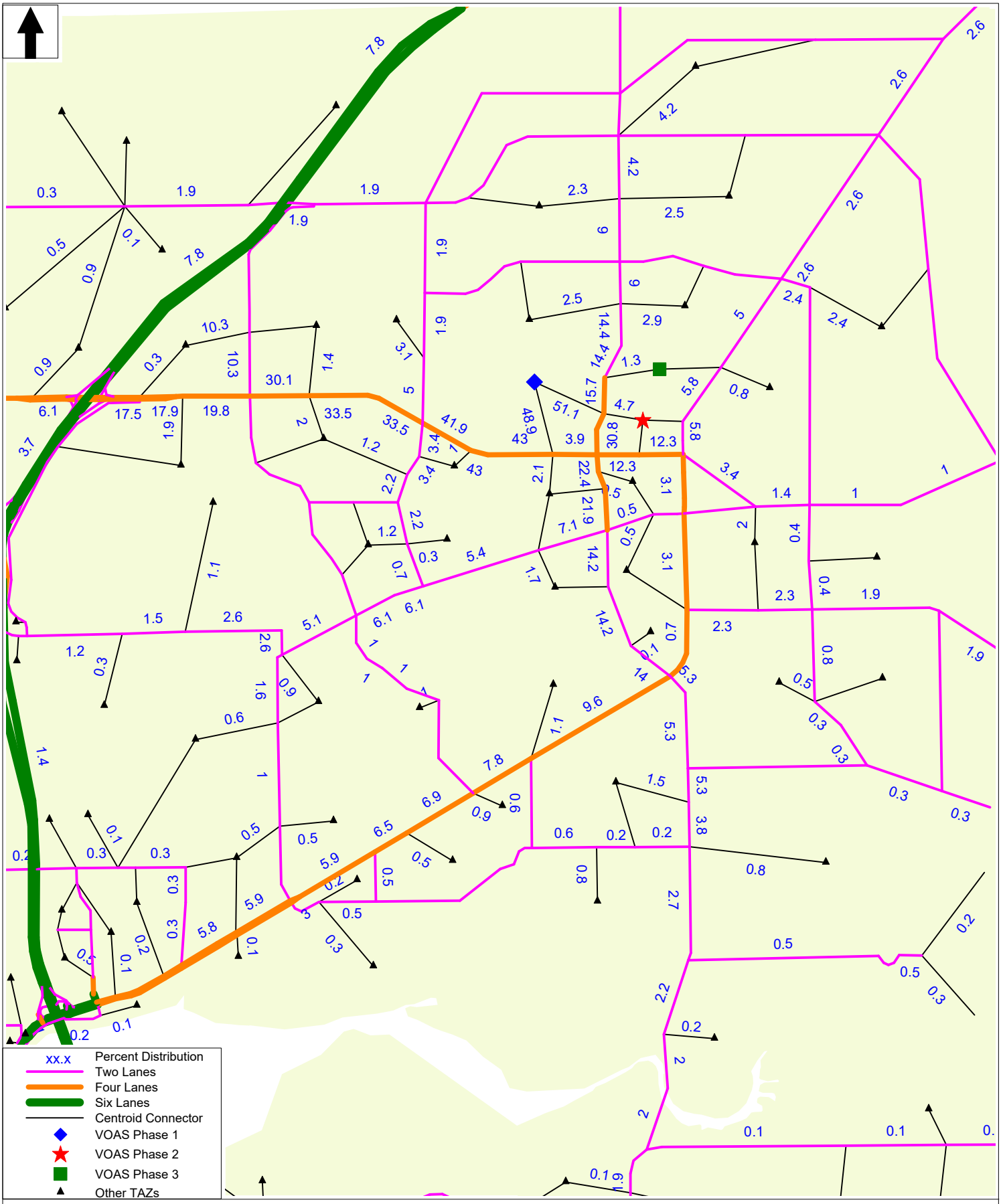


Figure 2: VOAS Phase 1 Project Traffic Distribution
2023 Existing Plus Committed Network

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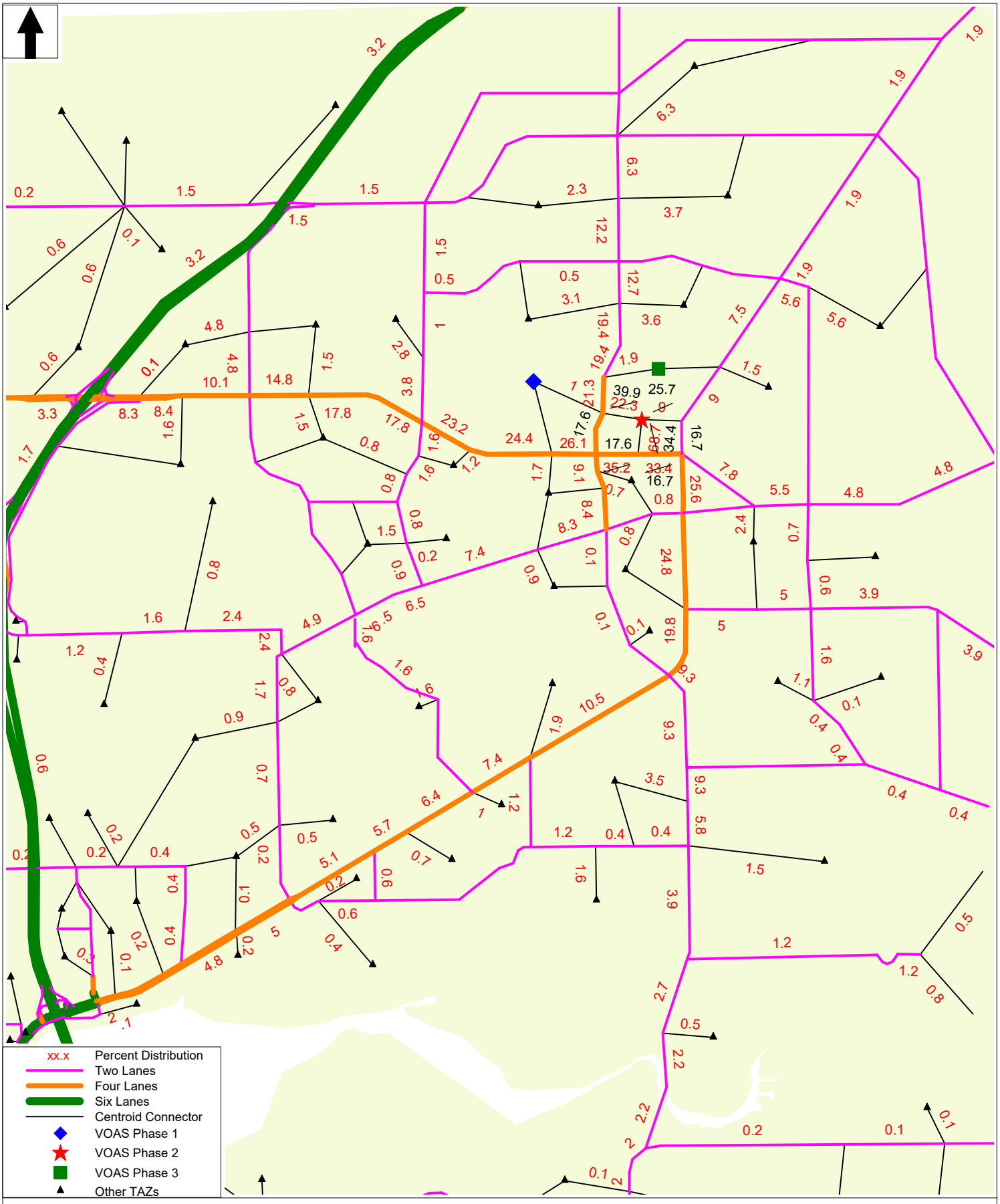


Figure 3: VOAS Phase 2 Project Traffic Distribution
2023 Existing Plus Committed Network

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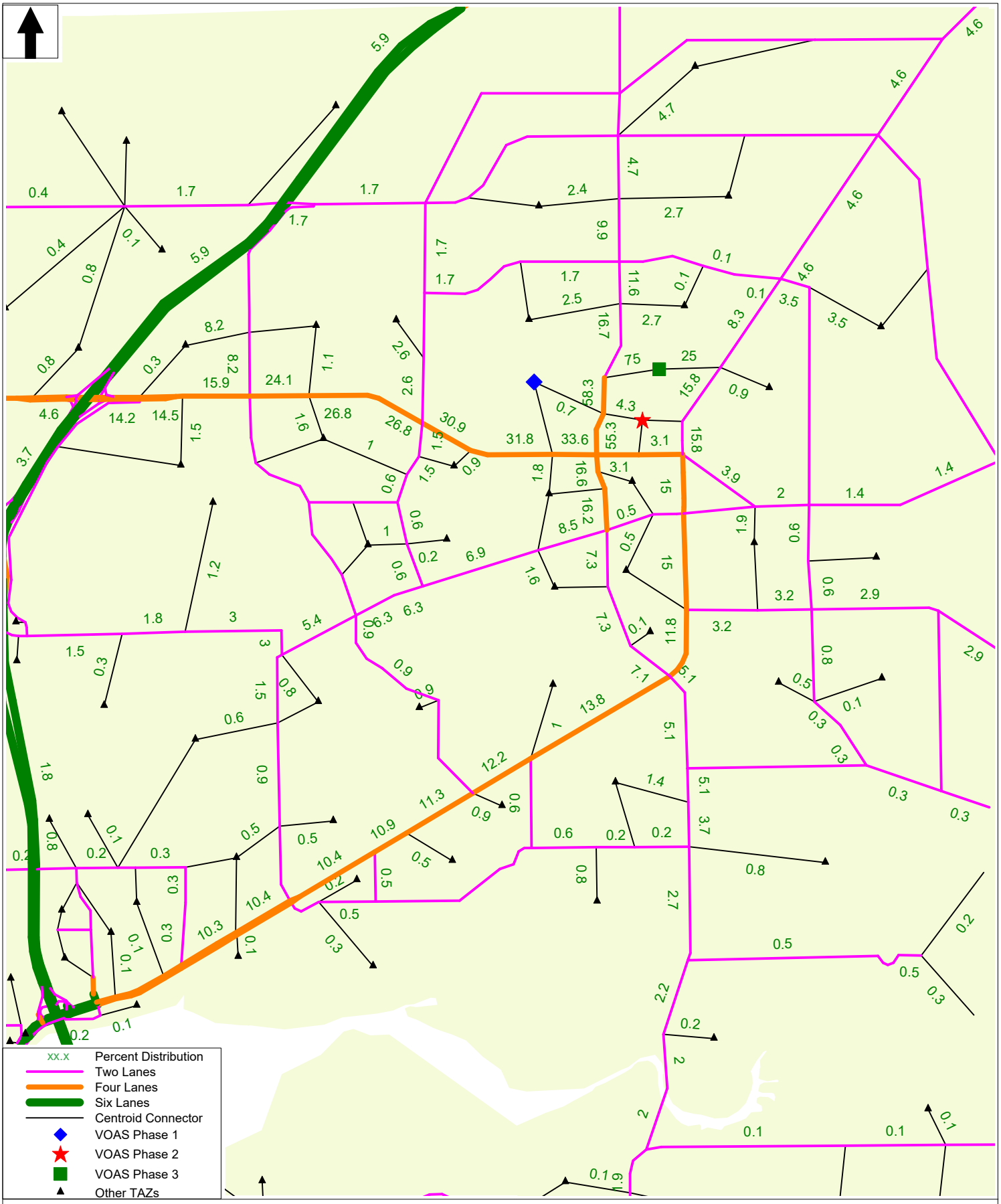


Figure 4: VOAS Phase 3 Project Traffic Distribution
2023 Existing Plus Committed Network

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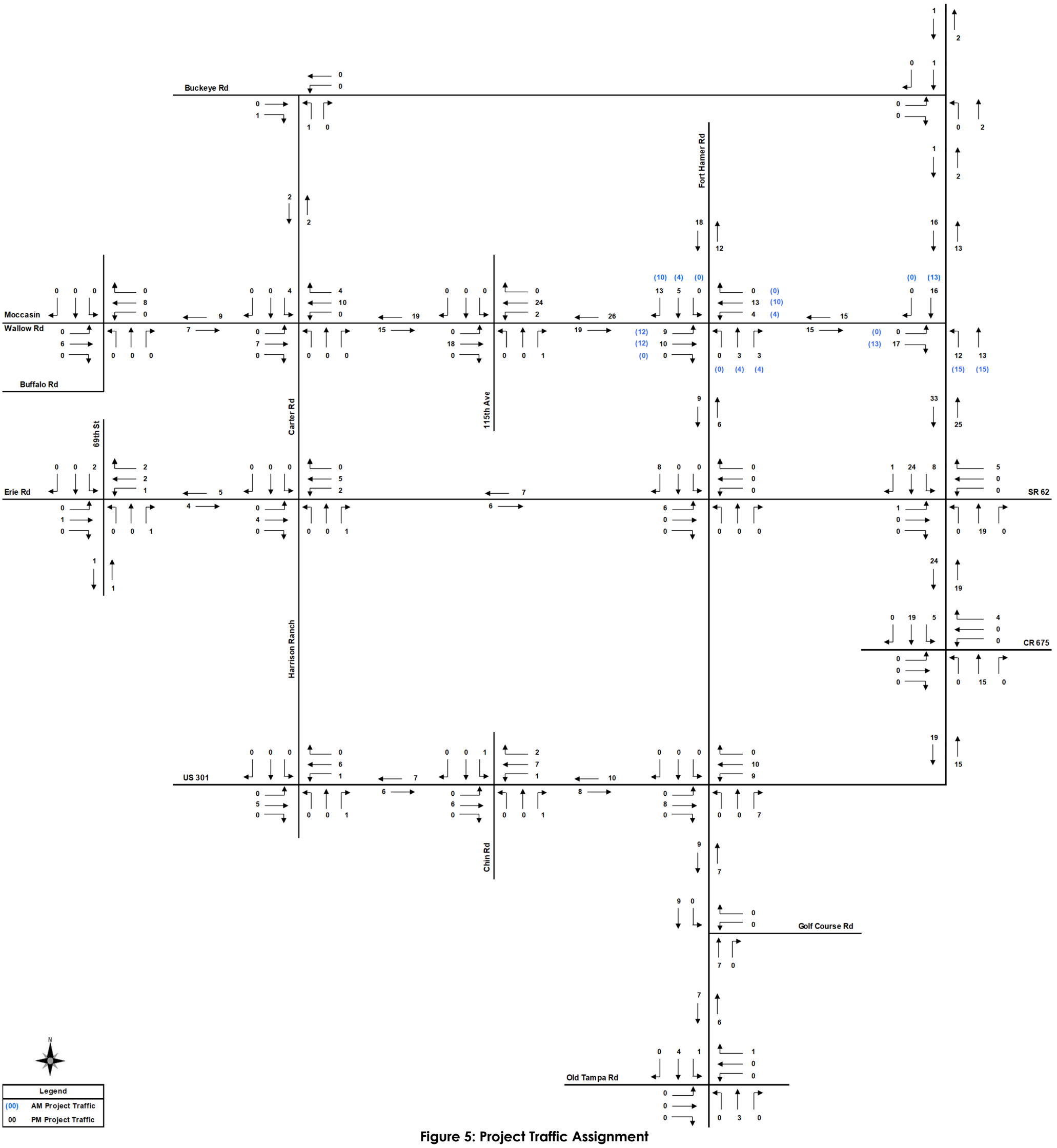


Figure 5: Project Traffic Assignment

The trips shown in **Figure 5** represent the project trips at each study area intersection based on the Phase 2 distribution shown in **Figure 3**. Because an analysis of the project's driveway connections was not required as part of the analysis, trips at those connections were not shown in **Figure 5**. At the Fort Hamer Road & Moccasin Wallow Road intersection, there are 30 trips (17.6% of the 172 PM total trips) north of the intersection and 30 trips (17.6% of the 172 PM total trips) east of the intersection. At the US 301 & Moccasin Wallow Road intersection, there are 29 trips (16.7% of the 172 PM total trips) west of the intersection and 29 trips (16.7% of the 172 PM total trips) north of the intersection. There are 15 PM project trips north of the connection to US 301 (9% of the 172 total trips); however, only 3 trips (1.9% of the 172 PM total trips) are south of the US 301 & Buckeye Road intersection. The 30+30+29+29+15 = 133 trips. The remaining 39 trips (22.3% of the 172 PM total trips) are distributed north on Fort Hamer Road and west into Phase 1 of VOAS.

Study Area

The study area consists of arterial and collector roads in which the remaining cumulative Villages of Amazon South development impact (1,956 dwelling units, 220,000 square feet of commercial, 50,000 square feet of office, 247,000 square feet of medical office, 326 Assisted Living Facility beds, and 150 bed Hospital) equals or exceeds five percent of the two-way peak-hour service volume at the adopted level-of-service standard, as specified by the Manatee County *Concurrency Transportation Link Sheets*, any roadway segment to which the project has direct access, or which the project accesses via local and private roads. The detailed trip generation and internal capture calculations for the cumulative development's trip generation are attached in **Appendix B**.

The results of the study area determination are provided in **Table 5**. Per Manatee County's criteria, 22 regulated roadway segments along Carter Road, Erie Road, Fort Hamer Road, Moccasin Wallow Road, and US 301 meet the significance threshold and were evaluated as part of this analysis. In addition, intersections at the termini of study area roadway segments were evaluated. Intersection analyses were performed for the PM peak-hour. A limited AM peak-hour analysis was performed at the two intersections adjacent to the development. The 17 off-site intersections that will be evaluated are listed below.

1. Buffalo Rd & Moccasin Wallow Rd
2. Carter Rd & Moccasin Wallow Rd
3. 115th Ave E & Moccasin Wallow Rd
4. Ft Hamer Rd & Moccasin Wallow Rd*****
5. US 301 & Moccasin Wallow Rd*****
6. US 301 & Harrison Ranch Blvd
7. US 301 & Chin Rd
8. US 301 & Ft Hamer Rd
9. US 301 & CR 675
10. US 301 & Erie Rd/SR 62
11. US 301 & Buckeye Rd
12. Erie Rd & 69th St E
13. Erie Rd & Harrison Ranch Blvd
14. Erie Rd & Fort Hamer Rd
15. Ft Hamer Rd & Golf Course Rd
16. Ft Hamer Rd & Old Tampa Rd
17. Carter Rd & Buckeye Rd

* AM analysis performed as well.

Table 5: Study Area Determination

Road Name and Segment	Link Number	Adopted LOS			Phase 1		Phase 2		Phase 3		Cum. Project Traffic	% Impact	Significant Impact? (>5%)	Direct Access?	Phase 2 New Traffic
		LOS Standard	Number of Lanes	Service Volume	Percent Project Traffic	Project Traffic	Percent Project Traffic	Project Traffic	Percent Project Traffic	Project Traffic					
69th Street E															
I-75 to Erie Rd (CR 75)	2470	D	2	2,270	1.9%	0	1.8%	36	2.3%	11	47	2.1%	No	No	
Buckeye Road															
Artisan Lakes Pkwy to Sawgrass Rd	2200	D	2	2,190	1.9%	0	1.5%	30	1.7%	8	38	1.7%	No	No	
Sawgrass Rd to Fort Hamer Rd	2205	C	2	1,550	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Fort Hamer Rd to US 301	2210	C	2	1,550	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Buffalo Road															
69th St E to Moccasin Wallow Rd	2230	D	2	1,250	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Carter Road															
Buckeye Rd to Moccasin Wallow Rd	2275	D	2	1,050	5.2%	1	2.4%	48	4.1%	19	68	6.5%	**Yes**	No	4
Chin Road															
Old Tampa Rd to US 301	4070	D	2	1,310	0.6%	0	1.2%	24	0.6%	12	36	2.7%	No	No	
CR 675															
US 301 to Rye Rd	2360	D	2	2,290	2.1%	0	4.4%	87	3.1%	14	101	4.4%	No	No	
Erie Road (CR 10)															
69th St E to Harrison Ranch Blvd	2480	D	2	2,170	5.1%	1	4.9%	97	5.4%	25	123	5.7%	**Yes**	No	9
Harrison Ranch Blvd to Fort Hamer Rd	2485	D	2	2,270	6.6%	1	7.4%	147	7.4%	34	182	8.0%	**Yes**	No	13
Fort Hamer Rd to US 301		D	2	2,270	0.3%	0	0.4%	8	0.3%	1	9	0.4%	No	No	
Erie Road (CR 75)															
69th St E to US 301	2490	D	2	2,270	0.8%	0	1.0%	20	0.8%	4	24	1.1%	No	No	
Fort Hamer Road															
Road JJ to Buckeye Rd	4130	D	2	1,520	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Buckeye Rd to Road FF	4120	D	2	1,520	6.6%	1	9.3%	185	7.3%	33	219	14.4%	**Yes**	No	16
Road FF to 4 Lane Section		D	2	1,520	12.4%	1	16.1%	320	14.2%	65	386	25.4%	**Yes**	**Yes**	28
4 Lane Section to Moccasin Wallow Rd		D	4	3,400	23.3%	3	19.5%	387	56.8%	260	650	19.1%	**Yes**	**Yes**	34
Moccasin Wallow Rd to Erie Rd	4110	D	4	3,400	22.2%	2	8.8%	175	16.4%	75	252	7.4%	**Yes**	No	15
Erie Rd to US 301	4100	D	2	1,520	14.1%	2	0.1%	2	7.2%	33	37	2.4%	No	No	
US 301 to Golf Course Rd	2520	D	2	1,250	5.3%	1	9.3%	185	5.1%	23	209	16.7%	**Yes**	No	16
Golf Course Rd to Old Tampa Rd	2521	D	2	1,510	4.6%	1	7.6%	151	4.4%	20	172	11.4%	**Yes**	No	13
Old Tampa Rd to Upper Manatee River Rd	2522	D	2	1,580	2.4%	0	3.1%	62	2.4%	11	73	4.6%	No	No	
Golf Course Road															
Fort Hamer Rd to Rye Rd	5090	D	2	1,330	0.2%	0	0.2%	4	0.2%	1	5	0.4%	No	No	
Harrison Ranch Boulevard															
US 301 to Erie Rd	5092	D	2	1,250	0.5%	0	0.8%	16	0.5%	2	18	1.4%	No	No	
Moccasin Wallow Road															
I-75 to Buffalo Rd	2749	D	4	5,900	17.5%	2	8.3%	165	14.2%	65	232	3.9%	No	No	
Buffalo Rd to Carter Rd	2750	D	2	2,290	18.9%	2	9.3%	185	15.2%	70	257	11.2%	**Yes**	No	16
Carter Rd to 115th Ave E	2751	D	2	2,190	36.6%	4	19.6%	389	28.0%	128	521	23.8%	**Yes**	No	34
115th Ave E to Fort Hamer Rd	2752	D	2	2,290	3.9%	0	26.1%	519	33.6%	154	673	29.4%	**Yes**	No	45
Fort Hamer Rd to Project Dwy		D	2	2,290	12.3%	1	17.6%	350	3.1%	14	365	15.9%	**Yes**	**Yes**	30
Project Dwy to US 301		D	2	2,290	12.3%	1	16.7%	332	3.1%	14	347	15.2%	**Yes**	**Yes**	29
Old Tampa Road															
Chin Rd to Fort Hamer Rd	2832	D	2	1,580	0.4%	0	0.8%	16	0.4%	2	18	1.1%	No	No	
SR 62															
US 301 to Saffold Rd	2960	C	2	2,190	1.0%	0	4.8%	95	1.4%	6	101	4.6%	No	No	
US 301															
Erie Rd to Harrison Ranch Blvd	3410	D	4	3,750	6.4%	1	5.8%	115	10.9%	50	166	4.4%	No	No	
Harrison Ranch Blvd to Chin Rd	3412	D	4	3,750	7.8%	1	7.4%	147	12.2%	56	204	5.4%	**Yes**	No	13
Chin Rd to Fort Hamer Rd	3413	D	4	3,750	9.6%	1	10.5%	209	13.8%	63	273	7.3%	**Yes**	No	18
Fort Hamer Rd to CR 675	3414	D	4	3,580	0.7%	0	19.8%	393	11.8%	54	447	12.5%	**Yes**	No	34
CR 675 to Erie Rd/SR 62	3415	C	4	3,420	3.1%	0	24.8%	493	15.0%	69	562	16.4%	**Yes**	No	43
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	C	3	2,520	3.1%	0	25.6%	509	15.0%	69	578	22.9%	**Yes**	No	44
Moccasin Wallow Rd to Site	3421	C	2	1,550	5.8%	1	16.7%	332	15.8%	72	405	26.1%	**Yes**	**Yes**	29
Site to Buckeye Rd		C	2	1,550	5.4%	1	8.3%	165	12.1%	55	221	14.3%	**Yes**	**Yes**	14
Buckeye Rd to Hillsborough Co.	3422	C	2	790	2.6%	0	1.9%	38	4.6%	21	59	7.5%	**Yes**	No	3

2024 Existing Traffic Conditions

Vehicle turning movement counts were conducted at the study area intersections on June 11, 12, and 13, 2024. Traffic data were then adjusted by FDOT's peak-season conversion factor of 1.13. The existing AM and PM peak-hour peak-season traffic volumes are shown in **Figure 6**. As part of the existing data collection, signal timing data was obtained from FDOT and Manatee County. The FDOT peak-season conversion factors, turning movement counts, and signal timing information are attached in **Appendix C**.

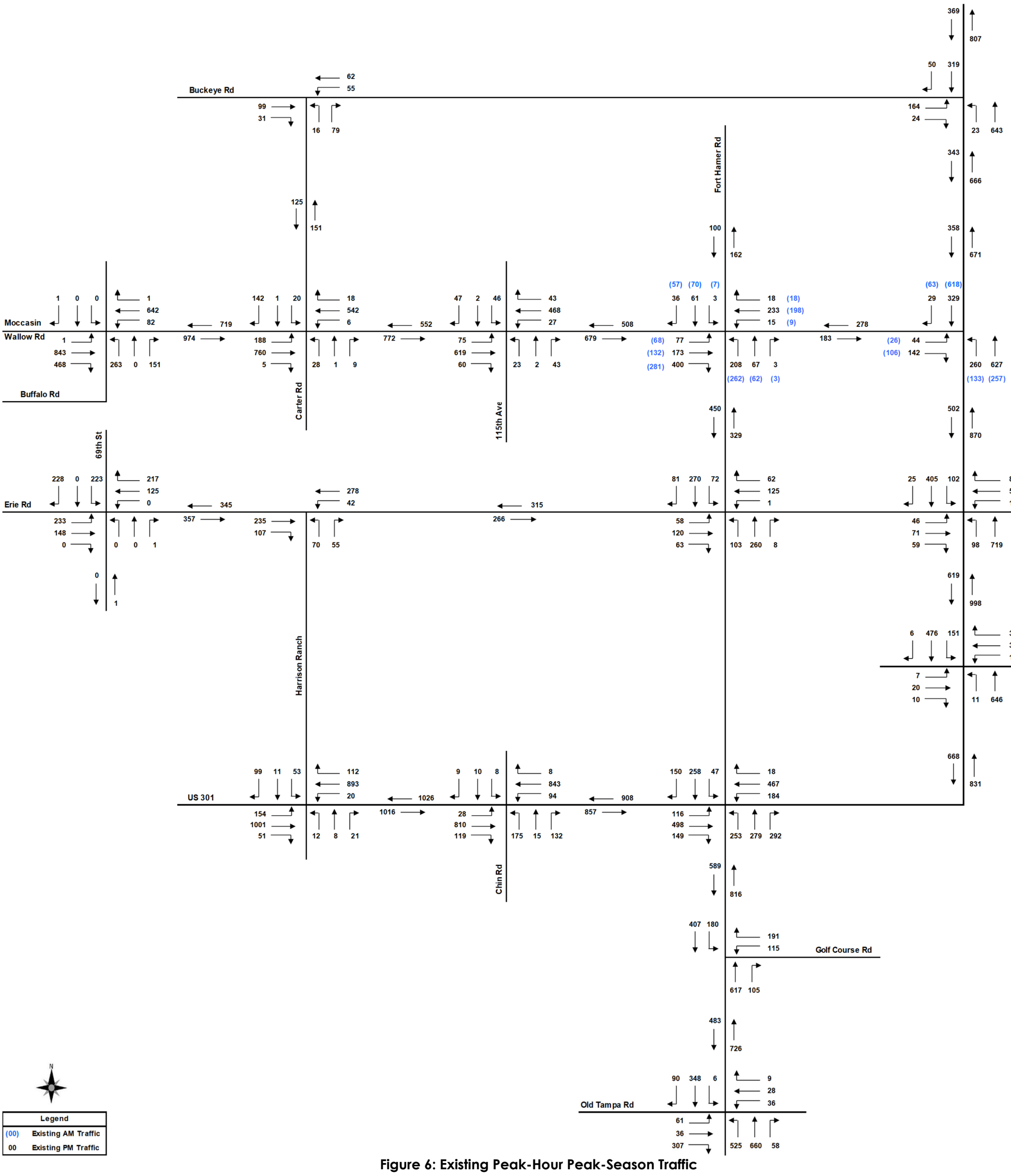


Figure 6: Existing Peak-Hour Peak-Season Traffic

ROADWAY ANALYSIS

Existing traffic was analyzed on the study area roadway segments to establish the existing conditions. The level-of-service standards and service volumes were obtained from the Manatee County's *Concurrency Transportation Link Sheet*. Existing segment volumes were obtained from the peak-season volumes entering/exiting the intersections during the PM peak-hour. The results of the 2024 existing level-of-service analysis are summarized in **Table 6** and indicate that all roadway segments within the study area, with the exception of Fort Hamer Road from US 301 to Golf Course Road and US 301 from Buckeye Road to Hillsborough County, are operating within acceptable level-of-service standards.

Table 6: 2024 Existing Segment Conditions

Road Name and Segment	Link Number	Adopted LOS			2024 Existing Traffic	Exceeds LOS Std?
		LOS Standard	Number of Lanes	Service Volume		
Carter Road						
Buckeye Rd to Moccasin Wallow Rd	2275	D	2	1,050	276	No
Erie Road (CR 10)						
69th St E to Harrison Ranch Blvd	2480	D	2	2,170	702	No
Harrison Ranch Blvd to Fort Hamer Rd	2485	D	2	2,270	581	No
Fort Hamer Road						
Buckeye Rd to Road FF	4120	D	2	1,520	0	No
Road FF to 4 Lane Section	4120	D	2	1,520	0	No
4 Lane Section to Moccasin Wallow Rd	4120	D	4	3,400	262	No
Moccasin Wallow Rd to Erie Rd	4110	D	4	3,400	779	No
US 301 to Golf Course Rd	2520	D	2	1,250	1,405	**Yes**
Golf Course Rd to Old Tampa Rd	2521	D	2	1,510	1,209	No
Moccasin Wallow Road						
Buffalo Rd to Carter Rd	2750	D	2	2,290	1,693	No
Carter Rd to 115th Ave E	2751	D	2	2,190	1,324	No
115th Ave E to Fort Hamer Rd	2752	D	2	2,290	1,187	No
Fort Hamer Rd to Project Dwy	2752	D	2	2,290	461	No
Project Dwy to US 301	2752	D	2	2,290	461	No
US 301						
Harrison Ranch Blvd to Chin Rd	3412	D	4	3,750	2,042	No
Chin Rd to Fort Hamer Rd	3413	D	4	3,750	1,765	No
Fort Hamer Rd to CR 675	3414	D	4	3,580	1,499	No
CR 675 to Erie Rd/SR 62	3415	C	4	3,420	1,617	No
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	C	3	2,520	1,372	No
Moccasin Wallow Rd to Site	3421	C	2	1,550	1,029	No
Site to Buckeye Rd	3421	C	2	1,550	1,009	No
Buckeye Rd to Hillsborough Co.	3422	C	2	790	1,176	**Yes**

INTERSECTION ANALYSIS

The intersection analysis was performed using Trafficware's Synchro 11 Software (implementing the HCM 6th Edition methodology). As part of the analysis, existing lane geometry and signal timing were used at the study intersections. The adopted intersection level-of-service standard for Manatee County is all movements having a volume to capacity (v/c) ratio less than 1.0. The results of the intersection analysis are summarized in **Table 7** and indicate that all intersections currently operate within acceptable level-of-service standards.

Table 7: 2024 Existing Intersection Conditions

Intersection	Type	Time Period	Max v/c Ratio (Movement)
Buffalo Rd & Moccasin Wallow Rd	Signalized	PM	0.74 (EBR)
Carter Rd & Moccasin Wallow Rd	TWSC	PM	0.89 (EBT/R)
115th Ave E & Moccasin Wallow Rd	Signalized	PM	0.83 (EBT)
Ft Hamer Rd & Moccasin Wallow Rd	Signalized	AM	0.50 (NBL)
		PM	0.48 (WBT)
US 301 & Moccasin Wallow Rd	TWSC	AM	0.34 (EBL/R)
		PM	0.42 (EBL/R)
US 301 & Harrison Ranch Blvd	TWSC	PM	0.54 (SBL)
US 301 & Chin Rd	Signalized	PM	0.71 (NBL)
US 301 & Ft Hamer Rd	Signalized	PM	0.76 (SBT)
US 301 & CR 675	Signalized	PM	0.77 (NBT/R)
US 301 & Erie Rd/SR 62	Signalized	PM	0.77 (NBT)
US 301 & Buckeye Rd	TWSC	PM	0.86 (EBL/R)
69th St & Erie Rd	TWSC	PM	0.44 (SBL)
Harrison Ranch Blvd & Erie Rd	TWSC	PM	0.20 (NBL)
Ft Hamer Rd & Erie Rd	Signalized	PM	0.66 (SBT)
Ft Hamer Rd & Golf Course Rd	Signalized	PM	0.76 (WBL)
Ft Hamer Rd & Old Tampa Rd	Signalized	PM	0.76 (NBL)
Carter Rd & Buckeye Rd	TWSC	PM	0.12 (NBL/R)

The intersection volume tables are provided in **Appendix D**. The 2024 existing intersection worksheets are provided in **Appendix E** and electronic versions of the files have been uploaded to Accela.

Scheduled Improvements

A review of the Manatee County Capital Improvements Program (CIP) and FDOT Five Year Work Program revealed the following programmed improvements scheduled for construction in the first three years within the study area.

- Erie Road from 69th Street East to Martha Road
  - Widen from two to four lanes.
  - Extend Harrison Ranch Boulevard to the north.
- Erie Road from Martha Road to US 301
  - Widen from two to four lanes.
- Fort Hamer Road from Moccasin Wallow Road to Fort Hamer Bridge
  - Widen from two to four lanes.
- Moccasin Wallow Road Segment 1 from US 301 to 115th Avenue East
  - Widen from two to four lanes.
  - Construct a roundabout at the US 301 & Moccasin Wallow Road intersection.
- Moccasin Wallow Road Segment 2 from 115th Avenue East to Sawgrass Road
  - Widen from two to four lanes.
- Moccasin Wallow Road Segment 3 from Sawgrass Road to Buffalo Road
  - Widen from two to four lanes.

These improvements were considered to be in place for the background traffic conditions. The applicable pages from the Manatee County CIP and FDOT Work Program are attached in **Appendix F**.

2035 Background Traffic Conditions

The background traffic volumes consist of the existing traffic plus reserved trips from Manatee County's *August 2024 Concurrency Reservation Link Sheets*. The two-way reserved trips, as provided by the County, do not balance from segment to segment. The two-way reserved traffic volumes were directionally split 55% northbound/eastbound and 45% southbound/westbound based on existing travel patterns and the types of reserved land uses. Turning movements at the intersections were initially calculated based on the percent of reserved traffic on the adjacent legs of the intersection and then smoothed so that the reserved traffic balanced between study area intersections. Reserved trips on study area roadway segments were held at 100% of the traffic from the approved projects. Side streets of some study area intersections have less than 100% percent of the reserved traffic in order for the remining intersection legs to balance and the fact that a portion of the reserved traffic may use the other endpoint of the side street road segment. Documentation of the reserved trips are provided in **Appendix G**, including the assignment of the reserved traffic at the study area intersections.

Reserved traffic for the AM analysis was assumed to be 87% of the PM reserved traffic. This was based on the ratio of the AM to PM peak-hour traffic at the Fort Hamer Road & Moccasin Wallow Road and US 301 & Moccasin Wallow Road intersections. Reserved trips for the AM peak-hour were assigned to the complementary movement (i.e., eastbound right and northbound left), as AM traffic is typically the reverse of the PM peak-hour traffic.

As shown in **Table 8**, the reserved traffic volumes from Manatee County's *August 2024 Concurrency Transportation Link Sheets* represents a 28% annual growth rate, equivalent to a 313% increase in traffic compared to the existing conditions.

Table 8: Reserved Traffic Annual Growth Rate

Road Name and Segment	Link Number	2024 Existing Traffic	Reserved Traffic	2035 Bkgd Traffic	Growth Rate
Carter Road					
Buckeye Rd to Moccasin Wallow Rd	2275	181	2,595	2,776	130.3%
Erie Road (CR 10)					
69th St E to Harrison Ranch Blvd	2480	702	953	1,655	12.3%
Harrison Ranch Blvd to Fort Hamer Rd	2485	581	1,435	2,016	22.5%
Fort Hamer Road					
Buckeye Rd to Road FF	4120	0	3,068	3,068	n/a
Road FF to 4 Lane Section	4120	0	3,068	3,068	n/a
4 Lane Section to Moccasin Wallow Rd	4120	262	3,068	3,330	106.5%
Moccasin Wallow Rd to Erie Rd	4110	779	1,091	1,870	12.7%
US 301 to Golf Course Rd	2520	1,405	2,088	3,493	13.5%
Golf Course Rd to Old Tampa Rd	2521	1,209	1,523	2,732	11.5%
Moccasin Wallow Road					
Buffalo Rd to Carter Rd	2750	1,622	6,381	8,003	35.8%
Carter Rd to 115th Ave E	2751	1,324	6,769	8,093	46.5%
115th Ave E to Fort Hamer Rd	2752	1,187	4,988	6,175	38.2%
Fort Hamer Rd to Project Dwy	2752	461	3,433	3,894	67.7%
Project Dwy to US 301	2752	461	3,433	3,894	67.7%
US 301					
Harrison Ranch Blvd to Chin Rd	3412	2,042	1,985	4,027	8.8%
Chin Rd to Fort Hamer Rd	3413	1,765	2,755	4,520	14.2%
Fort Hamer Rd to CR 675	3414	1,499	2,860	4,359	17.3%
CR 675 to Erie Rd/SR 62	3415	1,617	4,195	5,812	23.6%
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	1,372	4,427	5,799	29.3%
Moccasin Wallow Rd to Site	3421	1,029	4,144	5,173	36.6%
Site to Buckeye Rd	3421	1,009	2,073	3,082	18.7%
Buckeye Rd to Hillsborough Co.	3422	1,176	1,515	2,691	11.7%
TOTAL		**21,683**	**67,847**	**89,530**	**28.4%**

Reserved traffic volumes from approved projects are expressed as trip ends. When totaling all of the trips ends from the approved projects, certain trips are double counted. For instance, entering traffic from one approved project and exiting traffic from another approved project (and vice versa) are represented as trip ends from each project. In reality, these are the same trips interacting between the two projects. In addition, buildout of reserved traffic may extend beyond the analysis period, creating a situation where the volume of traffic analyzed is higher than what will be on the roadway network.

For perspective, future growth rates were calculated based on historical annual average daily traffic (AADT) volumes within the study area from FDOT Portable Monitoring Sites. FDOT's Traffic Trends Version 3.a was used to calculate the growth rate to the design year. The results are summarized in **Table 9** and the historical AADT and traffic trends graphs are provided in **Appendix H**.

Table 9: Historical Growth Rate to the Design Year

Road (Location)	FDOT Count Site	2023 AADT	Growth Rate to Design Year	R^2 Value
Carter Road (N of Moccasin Wallow Rd)	134235	350	6.25%	67.1%
Erie Road (W of 121st Ave E)	130086	4,700	7.02%	72.2%
Fort Hamer Road (S of Old Tampa Rd)	131102	8,400	6.40%	86.4%
Moccasin Wallow Road (500' W of Buffalo Rd)	134020	18,900	5.20%	82.2%
US 301 (NE of 100th Ave E)	130080	23,500	3.11%	88.8%
US 301 (NE of Chin Rd)	130081	17,000	2.93%	59.6%
US 301 (S of SR 63/81st St)	130014	18,200	4.33%	73.7%
US 301 (N of Moccasin Wallow Rd)	130060	9,200	5.14%	85.4%
US 301 (N of Manatee County Line)	100085	4,700	2.98%	60.1%
WEIGHTED AVERAGE			**4.29%**	**77.7%**

In addition, AADT volumes from the D1RPM v2.0 were reviewed. The modified 2023 Existing plus Committed travel demand model with 2045 socioeconomic data AADT volumes were compared to the 2015 Base Year AADT volumes to establish a projected annual growth rate. The projected growth rates from the model are shown in **Table 10** and the volume plots from the are provided in **Appendix H**. Please note that the model considers the additional road network available to the developments in the area that the *Concurrency Transportation Link Sheets* does not consider.

Table 10: Projected Growth Rate

Road Name and Segment	2015 AADT	2045 AADT	Growth Rate
Carter Road			
Buckeye Rd to Moccasin Wallow Rd	400	16,250	132.1%
Erie Road (CR 10)			
69th St E to Harrison Ranch Blvd	6,200	20,600	7.7%
Harrison Ranch Blvd to US 301	4,050	10,550	5.3%
Fort Hamer Road			
US 301 to Golf Course Rd	6,800	21,700	7.3%
Golf Course Rd to Old Tampa Rd	6,250	18,200	6.4%
Moccasin Wallow Road			
Buffalo Rd to Carter Rd	15,450	54,150	8.3%
Carter Rd to 115th Ave E	10,700	50,400	12.4%
115th Ave E to US 301	9,400	35,400	9.2%
US 301			
Harrison Ranch Blvd to Chin Rd	13,000	33,900	5.4%
Chin Rd to Fort Hamer Rd	8,300	28,000	7.9%
Fort Hamer Rd to CR 675	12,000	24,100	3.4%
CR 675 to Erie Rd/SR 62	10,600	26,800	5.1%
Erie Rd/SR 62 to Moccasin Wallow Rd	9,300	23,700	5.2%
Moccasin Wallow Rd to Buckeye Rd	6,000	16,450	5.8%
Buckeye Rd to Hillsborough Co.	5,000	17,100	8.1%
Total	**123,450**	**397,300**	**7.4%**

As shown in **Table 9** and **Table 10**, the projected growth rate is significantly less than what 100% of the reserved traffic volumes produce within the study area. Due to the unrealistic growth, 50% of the reserved traffic was used for the background traffic conditions. This still represents a 14% annual growth rate, three times the historical growth rate to the design year and double the projected model growth rate. By reducing the amount of background traffic, any potential project related impacts within the study area will be more likely to be identified, as the project traffic represents a greater percentage of the overall traffic. The 50% reduction of the reserved traffic volumes is shown in the intersection volume tables provided in **Appendix D**.

Lastly, reserved traffic from a number of previously approved development such as VOAS, Haval Farms, Parrish Lakes, and IA Manatee developments did not assign any project traffic onto Fort Hamer Road between Moccasin Wallow Road to US 301. It was not a committed improvement at the time those studies were completed, and all project traffic was assigned to the parallel segment of US 301. Based on the D1RPM distribution of the VOAS Phase 1, Phase 2, and Phase 3 (shown in **Figure 2**, **Figure 3**, and **Figure 4)**, 21.1% (14% + 0% + 7.1%) of project traffic utilizes Fort

Hamer Road north of US 301 and 32.3% (0.7% + 19.8% + 11.8%) of project traffic utilizes US 301 east of Fort Hamer Road. That equates to a 40%/60% split of traffic between Fort Hamer Road and US 301. Therefore, the 40% of the reserved traffic on Link Number 3414 was shifted from US 301 and onto Fort Hamer Road. The shift of reserved traffic is provided in **Appendix G**.

The resulting background traffic turning movement volumes are illustrated in **Figure 7**.

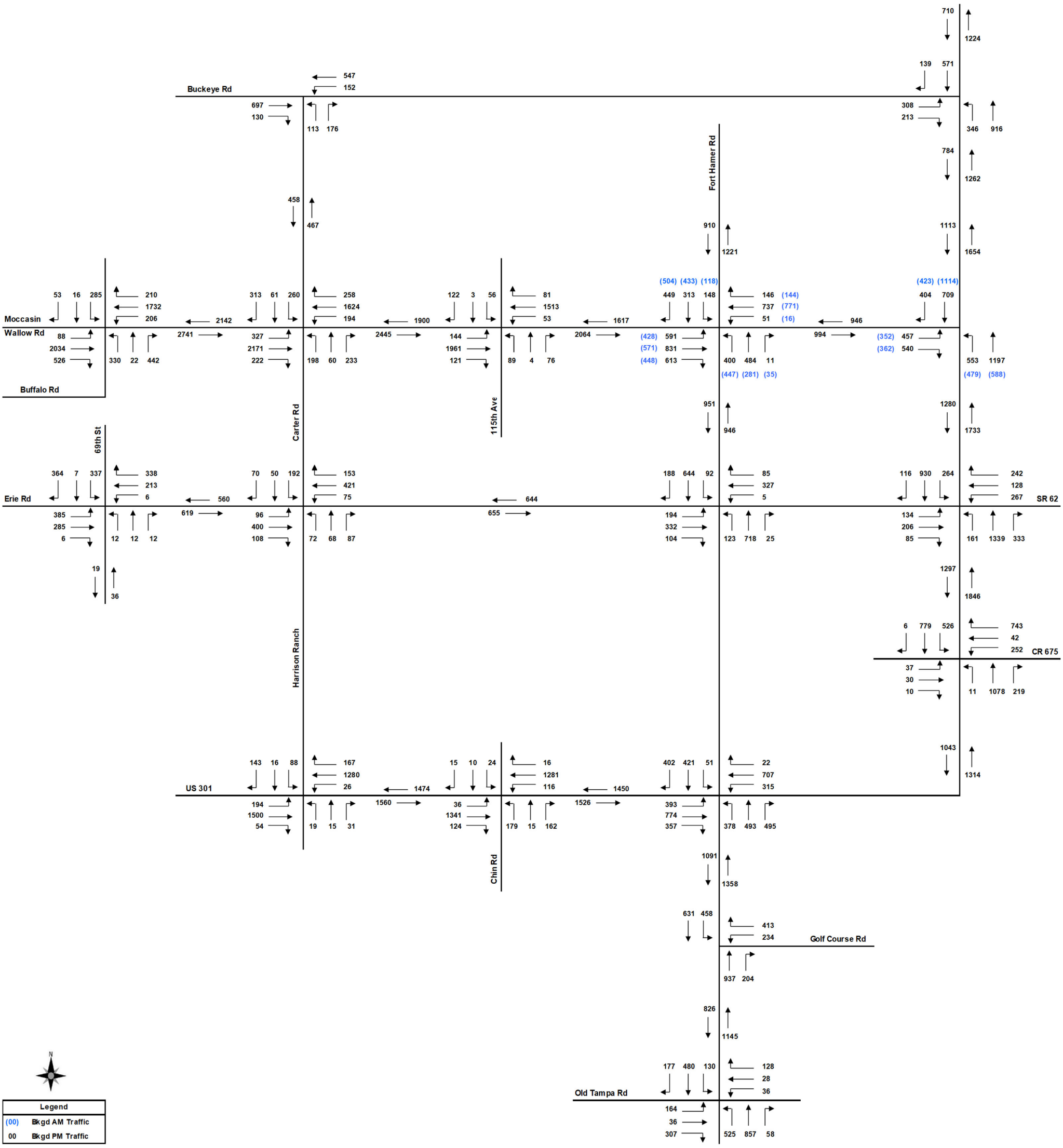


Figure 7: 2035 Peak-Hour Background Traffic

ROADWAY ANALYSIS

Background roadway segment volumes were obtained from the background volumes entering/exiting the intersections during the PM peak hour. The widening improvements identified in the Scheduled Improvements Section of the report were included in the background traffic conditions. Four lane maximum service volumes were obtained from the 2023 FDOT *Multimodal Quality/Level of Service Handbook* for a C3R Context Classification with exclusive left turn, right turn and non-state roadway adjustments. The FDOT maximum service volume tables are provided in **Appendix I**. The results of the 2035 background traffic level-of-service analysis are summarized in **Table 11** and indicate that 10 of the 22 roadway segments within the study area are anticipated to operate at unacceptable level-of-service standards under the background traffic conditions.

Table 11: 2035 Background Traffic Segment Conditions

Road Name and Segment	Link Number	Adopted LOS			2024 Existing Traffic	Reserved Traffic	Ft Hamer Rd Adj.	2035 Bkgd Traffic	Exceeds LOS Std?
		LOS Standard	Number of Lanes	Service Volume					
Carter Road									
Buckeye Rd to Moccasin Wallow Rd	2275	D	2	1,050	276	1,298		1,574	**Yes**
Erie Road (CR 10)									
69th St E to Harrison Ranch Blvd	2480	D	4	3,360	702	477		1,179	No
Harrison Ranch Blvd to Fort Hamer Rd	2485	D	4	3,360	581	718		1,299	No
Fort Hamer Road									
Buckeye Rd to Road FF	4120	D	2	1,520	0	1,535	334	1,869	**Yes**
Road FF to 4 Lane Section	4120	D	2	1,520	0	1,535	334	1,869	**Yes**
4 Lane Section to Moccasin Wallow Rd	4120	D	4	3,400	262	1,535	334	2,131	No
Moccasin Wallow Rd to Erie Rd	4110	D	4	3,400	779	546	572	1,897	No
US 301 to Golf Course Rd	2520	D	4	3,360	1,405	1,044		2,449	No
Golf Course Rd to Old Tampa Rd	2521	D	4	3,360	1,209	762		1,971	No
Moccasin Wallow Road									
Buffalo Rd to Carter Rd	2750	D	4	3,360	1,693	3,190		4,883	**Yes**
Carter Rd to 115th Ave E	2751	D	4	3,360	1,324	3,385		4,709	**Yes**
115th Ave E to Fort Hamer Rd	2752	D	4	3,360	1,187	2,494		3,681	**Yes**
Fort Hamer Rd to Project Dwy	2752	D	4	3,360	461	1,717	-238	1,940	No
Project Dwy to US 301	2752	D	4	3,360	461	1,717	-238	1,940	No
US 301									
Harrison Ranch Blvd to Chin Rd	3412	D	4	3,750	2,042	992		3,034	No
Chin Rd to Fort Hamer Rd	3413	D	4	3,750	1,765	1,378		3,143	No
Fort Hamer Rd to CR 675	3414	D	4	3,580	1,499	1,430	-572	2,357	No
CR 675 to Erie Rd/SR 62	3415	C	4	3,420	1,617	2,098	-572	3,143	No
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	C	3	2,520	1,372	2,213	-572	3,013	**Yes**
Moccasin Wallow Rd to Site	3421	C	2	1,550	1,029	2,072	-334	2,767	**Yes**
Site to Buckeye Rd	3421	C	2	1,550	1,009	1,037		2,046	**Yes**
Buckeye Rd to Hillsborough Co.	3422	C	2	790	1,176	758		1,934	**Yes**

Segment with an identified scheduled improvement.

INTERSECTION ANALYSIS

The 2035 background traffic analysis used the same geometry as the existing conditions except for those locations where scheduled improvements were identified. The background intersection analysis was again performed using Trafficware's Synchro 11 Software. The roundabout analysis at the US 301 & Moccasin Wallow Road intersection was performed using the Sidra Software. The results of the intersection analysis are summarized in **Table 12** and indicate that six (6) of the 17 intersections are anticipated to operate at unacceptable level-of-service standards with at least one movement having a v/c ratio greater than 1.0.

Table 12: 2035 Background Traffic Intersection Conditions

Intersection	Type	Time Period	Max v/c Ratio (Movement)
Buffalo Rd & Moccasin Wallow Rd	Signalized	PM	**1.27 (EBT)**
Carter Rd & Moccasin Wallow Rd	Signalized	PM	**1.16 (EBT)**
115th Ave E & Moccasin Wallow Rd	Signalized	PM	0.97 (EBT)
Ft Hamer Rd & Moccasin Wallow Rd	Signalized	AM	0.94 (SBR)
		PM	0.92 (NBL)
US 301 & Moccasin Wallow Rd	Roundbaout	AM	0.95 (SBT/R)
		PM	0.98 (NBT/L)
US 301 & Harrison Ranch Blvd	TWSC	PM	**1.30 (SBL)**
US 301 & Chin Rd	Signalized	PM	0.96 (EBT)
US 301 & Ft Hamer Rd	Signalized	PM	0.89 (WBL)
US 301 & CR 675	Signalized	PM	**1.56 (WBT/R)**
US 301 & Erie Rd/SR 62	Signalized	PM	0.95 (NBT)
US 301 & Buckeye Rd	TWSC	PM	**1.27 (EBL/R)**
69th St & Erie Rd	Signalized	PM	0.80 (SBT/R)
Harrison Ranch Blvd & Erie Rd	Signalized	PM	0.42 (WBT)
Ft Hamer Rd & Erie Rd	Signalized	PM	0.78 (NBT)
Ft Hamer Rd & Golf Course Rd	Signalized	PM	0.97 (SBL)
Ft Hamer Rd & Old Tampa Rd	Signalized	PM	0.82 (WBR)
Carter Rd & Buckeye Rd	TWSC	PM	**2.26 (NBL/R)**

The intersection volume tables are provided in **Appendix D**. The 2035 background traffic intersection worksheets are provided in **Appendix J** and electronic versions of the files have been uploaded to Accela.

IMPROVED BACKGROUND TRAFFIC ANALYSIS

The large amount of background traffic creates deficiencies on numerous roadway segments and intersections. The failures are a preexisting condition and not caused by the addition of this project's traffic. Chapter 2011-139, Laws of Florida; and Chapter 163.3180 of the Florida Statutes as amended by HB 319, exempts developers from contributing proportionate-share monies to correct preexisting transportation deficiencies. Because the identified failures are a preexisting condition and not caused by the addition of this project's traffic, improvements to correct the deficiencies can be considered in place. The improvements needed to correct the preexisting deficiencies are:

Moccasin Wallow Road

- Widen to 6 lanes from Buffalo Road to Carter Road

US 301

- Widen to 4 lanes from Erie Road/SR 62 to Hillsborough County

Buffalo Road & Moccasin Wallow Road Intersection

- Construct 3 eastbound/westbound through lanes
- Construct a northbound right turn lane

Carter Road & Moccasin Wallow Road Intersection

- Construct 3 eastbound/westbound through lanes

US 301 & Harrison Ranch Boulevard Intersection

- Signalize

US 301 & CR 675 Intersection

- Construct a northbound right turn lane
- Construct a westbound right turn lane and add an overlap phase

US 301 & Buckeye Road Intersection

- Signalize
- Construct 2 northbound/southbound through lanes
- Construct a northbound left turn lane
- Construct an eastbound right turn lane

Carter Road & Buckeye Road Intersection

- Signalize
- Construct a westbound left turn lane

The improvements identified above are anticipated to allow the roadway segments and six (6) intersections to operate within acceptable level-of-service standards. In addition, updating the maximum generalized service volume for the failing roadway segments on Carter Road and Fort Hamer Road to the 2023 FDOT *Multimodal Quality/Level of Service Handbook* for a C3R Context

Classification demonstrates that both roadways will continue to operate within acceptable level-of-service standards as two-lane roadways. The FDOT maximum service volume tables are provided in **Appendix I**.

Table 13 shows results of the improved background traffic roadway segment analysis and **Table 14** shows the results of the improved background traffic intersection analysis. The two segments of Moccasin Wallow Road from Carter Road to Fort Hamer Road are projected to exceed their generalized level-of-service volume; however, a detailed arterial analysis indicates that the segments are anticipated to operate within Manatee County's level-of-service standards. The Synchro arterial analysis results are provided in **Appendix K**.

Table 13: Improved 2035 Background Traffic Segment Conditions

Road Name and Segment	Link Number	Adopted LOS			2024 Existing Traffic	Reserved Traffic	Ft Hamer Rd Adj.	2035 Bkgd Traffic	Exceeds LOS Std?
		LOS Standard	Number of Lanes	Service Volume					
Carter Road[1]									
Buckeye Rd to Moccasin Wallow Rd	2275	D	2	1,818	276	1,298		1,574	No
Fort Hamer Road[2]									
Buckeye Rd to Road FF	4120	D	2	2,020	0	1,535	334	1,869	No
Road FF to 4 Lane Section	4120	D	2	2,020	0	1,535	334	1,869	No
Moccasin Wallow Road									
Buffalo Rd to Carter Rd	2750	D	6	4,960	1,693	3,190		4,883	No
Carter Rd to 115th Ave E	2751	D	4	3,360	1,324	3,385		4,709	Yes[3]
115th Ave E to Fort Hamer Rd	2752	D	4	3,360	1,187	2,494		3,681	Yes[4]
US 301									
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	C	4	3,245	1,372	2,213	-572	3,013	No
Moccasin Wallow Rd to Site	3421	C	4	3,400	1,029	2,072	-334	2,767	No
Site to Buckeye Rd	3421	C	4	4,350	1,009	1,037		2,046	No
Buckeye Rd to Hillsborough Co.	3422	C	4	4,350	1,176	758		1,934	No

1. *Maximum Service Volume based on a C3R Context Classification with a non-State road factor.*
2. *Maximum Service Volume based on a C3R Context Classification with left turn, right turn, and non-State road factors.*
3. *The Synchro analysis indicates that the arterial segment is operating at LOS A with an average travel speed of 37.4 mph for the eastbound direction and operating at LOS A with an average travel speed of 39.0 mph for the westbound direction.*
4. *The Synchro analysis indicates that the arterial segment is operating at LOS D with an average travel speed of 20.5 mph for the eastbound direction and operating at LOS D with an average travel speed of 19.7 mph for the westbound direction.*

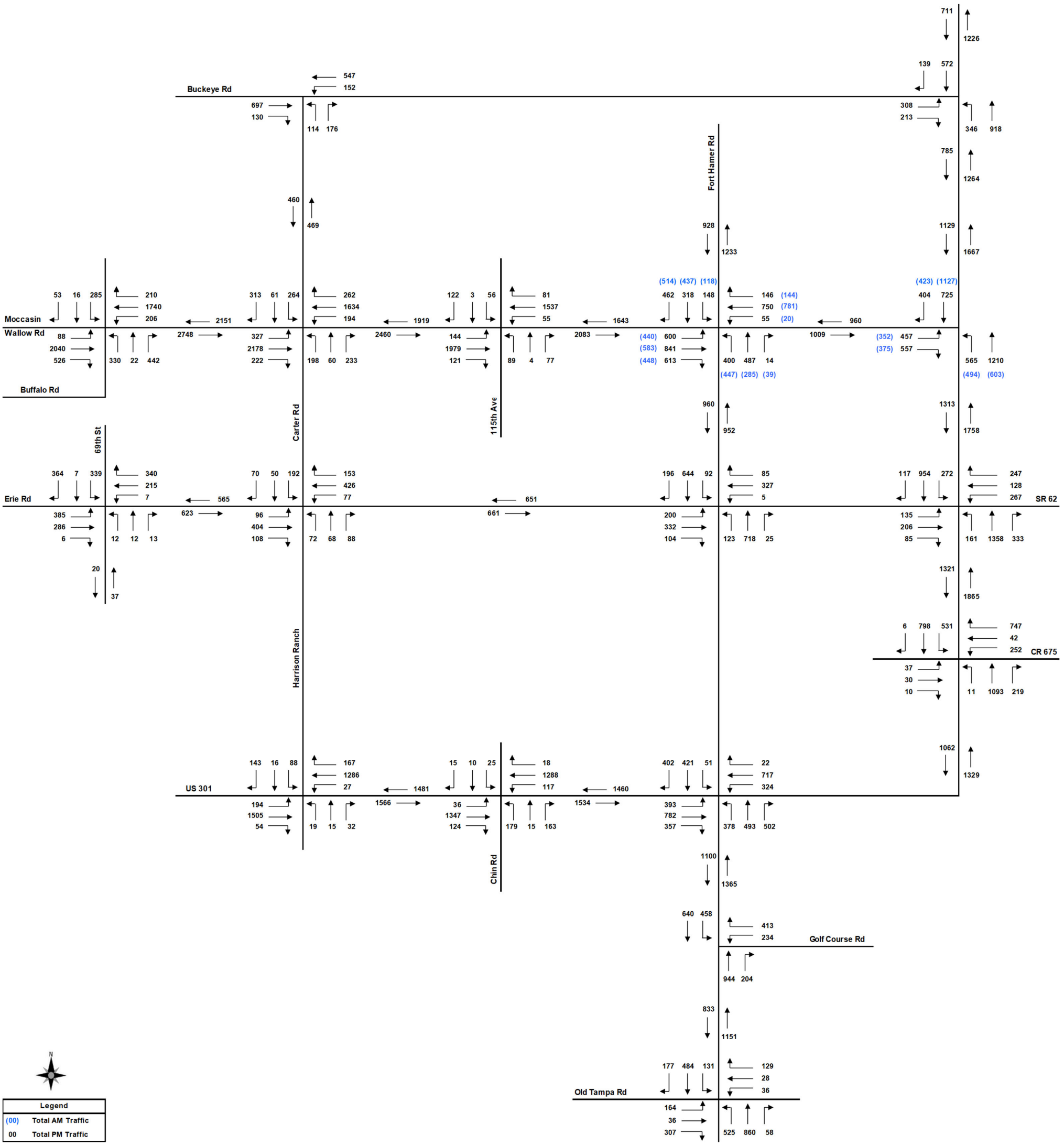
Table 14: Improved 2035 Background Traffic Intersection Conditions

Intersection	Type	Time Period	Max v/c Ratio (Movement)
Buffalo Rd & Moccasin Wallow Rd	Signalized	PM	0.99 (EBT)
Carter Rd & Moccasin Wallow Rd	Signalized	PM	0.97 (NBR)
US 301 & Harrison Ranch Blvd	Signalized	PM	0.72 (EBT)
US 301 & CR 675	Signalized	PM	0.94 (WBR)
US 301 & Buckeye Rd	Signalized	PM	0.93 (EBL/R)
Carter Rd & Buckeye Rd	Signalized	PM	0.96 (EBT/R)

The 2035 improved background traffic intersection worksheets are provided in **Appendix K** and electronic versions of the files have been uploaded to Accela.

2035 Total Traffic Conditions

The total traffic conditions were analyzed for 2035. The total traffic conditions consist of the project traffic added to the 2035 background traffic volumes. The 2035 total traffic turning movement volumes are shown in **Figure 8**.



Legend	
(00)	Total AM Traffic
00	Total PM Traffic

Figure 8: 2035 Peak-Hour Total Traffic

ROADWAY ANALYSIS

Total traffic segment volumes were obtained from the total traffic volumes entering/exiting the intersections during the PM peak hour. The results of the 2035 total traffic level-of-service analysis are summarized in **Table 15** and indicate that all roadway segments are anticipated to continue to operate at acceptable adopted level-of-service standards for the total traffic conditions. Like the improved background traffic conditions, the two segments of Moccasin Wallow Road from Carter Road to Fort Hamer Road are projected to exceed their generalized level-of-service volume; however, a detailed arterial analysis indicates that the segments are anticipated to operate within Manatee County's level-of-service standards. The Synchro arterial analysis results are provided in **Appendix L**.

Table 15: 2035 Total Traffic Segment Conditions

Road Name and Segment	Link Number	Adopted LOS			2035 Bkgd Traffic	Project Traffic	2035 Total Traffic	Exceeds LOS Std?
		LOS Standard	Number of Lanes	Service Volume				
Carter Road								
Buckeye Rd to Moccasin Wallow Rd	2275	D	2	1,818	1,574	4	1,578	No
Erie Road (CR 10)								
69th St E to Harrison Ranch Blvd	2480	D	4	3,360	1,179	9	1,188	No
Harrison Ranch Blvd to Fort Hamer Rd	2485	D	4	3,360	1,299	13	1,312	No
Fort Hamer Road								
Buckeye Rd to Road FF	4120	D	2	2,020	1,869	16	1,885	No
Road FF to 4 Lane Section	4120	D	2	2,020	1,869	28	1,897	No
4 Lane Section to Moccasin Wallow Rd	4120	D	4	3,400	2,131	34	2,165	No
Moccasin Wallow Rd to Erie Rd	4110	D	4	3,400	1,897	15	1,912	No
US 301 to Golf Course Rd	2520	D	4	3,360	2,449	16	2,465	No
Golf Course Rd to Old Tampa Rd	2521	D	4	3,360	1,971	13	1,984	No
Moccasin Wallow Road								
Buffalo Rd to Carter Rd	2750	D	6	4,960	4,883	16	4,899	No
Carter Rd to 115th Ave E	2751	D	4	3,360	4,709	34	4,743	Yes[1]
115th Ave E to Fort Hamer Rd	2752	D	4	3,360	3,681	45	3,726	Yes[2]
Fort Hamer Rd to Project Dwy	2752	D	4	3,360	1,940	30	1,970	No
Project Dwy to US 301	2752	D	4	3,360	1,940	29	1,969	No
US 301								
Harrison Ranch Blvd to Chin Rd	3412	D	4	3,750	3,034	13	3,047	No
Chin Rd to Fort Hamer Rd	3413	D	4	3,750	3,143	18	3,161	No
Fort Hamer Rd to CR 675	3414	D	4	3,580	2,357	34	2,391	No
CR 675 to Erie Rd/SR 62	3415	C	4	3,420	3,143	43	3,186	No
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	C	4	3,245	3,013	58	3,071	No
Moccasin Wallow Rd to Site	3421	C	4	3,400	2,767	29	2,796	No
Site to Buckeye Rd	3421	C	4	4,350	2,046	14	2,060	No
Buckeye Rd to Hillsborough Co.	3422	C	4	4,350	1,934	3	1,937	No

1. *The Synchro analysis indicates that the arterial segment is operating at LOS A with an average travel speed of 37.2 mph for the eastbound direction and operating at LOS A with an average travel speed of 39.0 mph for the westbound direction.*
2. *The Synchro analysis indicates that the arterial segment is operating at LOS D with an average travel speed of 20.5 mph for the eastbound direction and operating at LOS D with an average travel speed of 19.4 mph for the westbound direction.*

INTERSECTION ANALYSIS

The total traffic intersection analysis was again performed using Trafficware's Synchro 11 Software and Sidra Software. The 2035 total traffic intersection analysis used the same geometry as the improved background traffic analysis. The results of the intersection analysis are summarized in **Table 16** and indicate that all intersections are anticipated to continue to operate at acceptable level-of-service standards with the addition of project traffic except.

Table 16: 2035 Total Traffic Intersection Conditions

Intersection	Type	Time Period	Max v/c Ratio (Movement)
Buffalo Rd & Moccasin Wallow Rd	Signalized	PM	0.99 (EBT)
Carter Rd & Moccasin Wallow Rd	Signalized	PM	0.97 (NBR)
115th Ave E & Moccasin Wallow Rd	Signalized	PM	0.98 (EBT)
Ft Hamer Rd & Moccasin Wallow Rd	Signalized	AM	0.96 (SBR)
		PM	0.93 (NBL)
US 301 & Moccasin Wallow Rd	Roundbaout	AM	0.98 (SBT/R)
		PM	0.99 (NBT/L)
US 301 & Harrison Ranch Blvd	TWSC	PM	0.72 (EBT)
US 301 & Chin Rd	Signalized	PM	0.96 (EBT)
US 301 & Ft Hamer Rd	Signalized	PM	0.90 (WBL)
US 301 & CR 675	Signalized	PM	0.95 (WBR)
US 301 & Erie Rd/SR 62	Signalized	PM	0.96 (NBT)
US 301 & Buckeye Rd	TWSC	PM	0.93 (EBL/R)
69th St & Erie Rd	Signalized	PM	0.80 (SBT/R)
Harrison Ranch Blvd & Erie Rd	Signalized	PM	0.42 (WBT)
Ft Hamer Rd & Erie Rd	Signalized	PM	0.78 (NBT)
Ft Hamer Rd & Golf Course Rd	Signalized	PM	0.97 (SBL)
Ft Hamer Rd & Old Tampa Rd	Signalized	PM	0.82 (WBR)
Carter Rd & Buckeye Rd	TWSC	PM	0.97 (EBT/R)

The intersection volume tables are provided in **Appendix D**. The 2035 total traffic intersection worksheets are provided in **Appendix L** and electronic versions of the files have been uploaded to Accela.

Site Access Analysis

Operational analyses to determine turn lane requirements at the project access points on Fort Hamer Road, Moccasin Wallow Road, and US 301 were not evaluated as part of this analysis. Consistent with the previous approvals of VOAS, the access analysis will be completed as part of each project's PSP/FSP submittal.

Multimodal Considerations

Multimodal transportation within the project will be made available primarily through the existing and proposed roadway/sidewalk network. There is currently no transit service in this area of Manatee County. There are currently no sidewalks or bicycle lanes on the adjacent segment of Moccasin Wallow Road; however, sidewalks and bike lanes will be provided as part of the Moccasin Wallow Road widening project. Sidewalks and bike lanes currently exist along Fort Hamer Road.

Within the development, sidewalks will connect homes to amenity centers, active and passive recreation and open space areas, and to the adjacent roadway network (Fort Hamer Road/ Moccasin Wallow Road/US 301). Pedestrian connections to the nonresidential will be made available through the sidewalk network on the main roadways within the project. At time of site design, bicycle racks will be provided for the nonresidential, consistent with the requirements of the LDC (LDC Sect. 1005.3 (Table 10-2/Footnote #16). Additionally, at time of site design, bicycle/motorbikes and/or motorcycle parking may be considered for the nonresidential to reduce the total number of parking spaces by up to five percent (5%), consistent with the requirements of the LDC. The project includes all practical means to advance the goals and objectives of the comprehensive plan to provide a safe, convenient, and energy-efficient multi-modal transportation system.

Conclusion

The Villages of Amazon South (VOAS) Phase 2 Amendment will modify the existing CLOS to allow for the development of the following additional land uses.

- 209 multifamily (mid-rise) dwelling units
- 18,000 square feet of commercial
- 30,000 square feet of office

The project is estimated to generate 169 AM peak-hour new external trip ends and 172 PM peak-hour new external trip ends. The analysis evaluated a build-out year of 2035. No project required transportation system improvements were identified.

APPENDIX A

METHODOLOGY STATEMENT

Crim, Matt

From: Prony BonnaireFils <prony.bonnairefils@mymanatee.org>
Sent: Wednesday, August 21, 2024 5:08 PM
To: Crim, Matt
Cc: Nelson Galeano; Daniel Uribeecheverri
Subject: VOAS Phase 2 Amendment

Good afternoon Matt,
Please consider this email as acceptance of the methodology for Village of Amazon South Phase 2 Amendment.
Submit with the Rezone and GDP application the following:

- The accepted methodology
- The Traffic Study
- Synchro/HCS/Sidra files used in the analysis
- D1RPM (network file, loaded network and SE data) input files used in the analysis
- Multimodal transportation analysis.
- Operational analysis
- Tables in excel format

Prony Bonnaire Fils, Ph.D./ Transportation Planning Section Manager

Manatee County Government
Development Services
1112 Manatee Avenue West, 4th Floor
Bradenton, FL 34205
(941)708-7450, ext.7226
Website:mymanatee.org

"Building with the Community"

Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

VOAS Phase 2 Amendment

Manatee County
Traffic Study Methodology Statement Data Summary

Submitted June 26, 2024
Revised August 5, 2024

Agent Name*: Tom Panaseny

Telephone: 941-328-1054 **Email Address*** tpanaseny@nealland.com

Traffic Consultant*: Matt Crim

Telephone: 513-842-8229 **Email Address*:** matt.crim@stantec.com

Note – 1. Include project owner or agent in all traffic study methodology related correspondence.
2. Include transportation.planning@mymanatee.org and traffic.review@mymanatee.org in your correspondence with Manatee County staff.
3. A TIA or an operational analysis shall be signed and sealed by a Florida licensed professional engineer.

Application Type: Rezone with an Amended GDP

Pre-App Record Number (if applicable): n/a

Site Information and ITE LUC:
Street Address/Parcel Id/Description: Northwest corner of Moccasin Wallow Rd and US 301
Proposed Land Uses 209 multifamily units, 30,000 sf office ,and 18,000 sf commercial
ITE Land Use Code(s) 221, 710, and 822 *ITE Trip Generation Manual, 11th Ed., 2021*

Access: Provide type and number of proposed project access location(s) (Attach site Plan)
Note –
1. **If the project has access to State FDOT facilities, attach access related correspondence from FDOT. Contact person for FDOT D1 is Kimberly Strickland 863-519-2236.**
2. **If the project has access to Manatee County facilities, ensure proposed access locations must comply with the Manatee County Land Development Code (LDC) and the Manatee County Public Works Standards Manual.**

a.
b.

Study Area: **I ACKNOWLEDGE** that the study area includes first-impacted thoroughfares AND each thoroughfare roadway segment for which project traffic is estimated to equal or exceed five percent of the maximum service volume of the segment's adopted level of service standard. The test for this threshold shall be based on the PM peak hour, two-way service volumes based on the roadway characteristics and the generalized service volume tables of the latest edition of the Florida Department of Transportation's Quality/Level of Service Handbook.

Proposed Trip Distribution Method:
Existing Traffic Patterns ☐ Include Traffic/AADT Counts in Study

D1RPM Model ☒ Include Model output and Input Files in Study

Disclaimer: This summary is based only on the information provided by the applicant at this time. In the event there is new information or significant changes prior to the formal project submission to Accela, please contact Transportation Planning to confirm if the changes require revision of the above assumptions.

Stantec Consulting Services Inc.
6920 Professional Parkway East
Sarasota FL 34240-8414
Tel: (941) 907-6900
Fax: (941) 907-6910

August 5, 2024

Nelson Galeano, P.E., PTP, PTOE, RSP1, MsM Via email: nelson.galeano@mymanatee.org
Manatee County Development Services
Transportation Planning & Traffic Engineering Division Manager
1112 Manatee Avenue West, 4th Floor
Bradenton, Florida 34205

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

Dear Mr. Galeano:

This letter serves to summarize the Transportation Methodology for the subject project for your review and approval. The property is located at the northwest corner of the Moccasin Wallow & US 301 intersection in northern Manatee County. The Villages of Amazon South (VOAS) was originally approved for the following land uses (CLOS-17-0528):

- 1,999 single-family detached dwelling units (620 in Phase 1 / 279 in Phase 2 / 1,100 in Phase 3)
- 40,000 square feet of commercial
- 20,000 square feet of office

To date, 610 certificates of occupancy have been issued in Phase 1 and 592 certificates of occupancy have been issued on Phase 3.

In 2022, the CLOS was modified to increase both the residential and non-residential entitlements in Phase 2 (PDMU-1806(G)(R)/PLN2201-0023). The change resulted in the following new cumulative land uses:

- 2,497 dwelling units (1,999 single-family detached, 498 single-family attached)
- 202,000 square feet of commercial
- 20,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

The petitioner now proposes to exchange the 279 single-family detached dwelling units and 378 multifamily (low-rise) dwelling units in Phase 2 for 1,109 multifamily (mid-rise) dwelling units per the approved Land Use Equivalency Matrix contained in the TIA. With the exchange of single-family detached and multifamily (low-rise) dwelling units to multifamily (mid-rise) dwelling units, the new development mix is:

- 2,949 dwelling units
  (1,720 single-family detached, 120 multifamily (low-rise), 1,109 multifamily (mid-rise))
- 202,000 square feet of commercial
- 20,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

After the exchange of residential units, it is proposed to modify the entitlements in Phase 2 to increase both the residential and non-residential development. The change will result in the following cumulative land uses:

- 3,158 dwelling units
  (1,720 single-family detached, 120 multifamily (low-rise), 1,318 multifamily (mid-rise))
- 220,000 square feet of commercial
- 50,000 square feet of office
- 247,000 square feet of medical office
- 326 Assisted Living Facility beds
- 150 bed Hospital

With the additional entitlement proposed in Phase 2, the existing CLOS will be modified. The analysis will evaluate a build-out year of 2035 for the new proposed entitlements which consist of:

- 209 multifamily (mid-rise) dwelling units
- 18,000 square feet of commercial
- 30,000 square feet of office

The analysis is for transportation concurrency approval from Manatee County. This analysis will serve to meet the GDP/rezone large project application requirements and be used to support the Amended and Restated LDA. The following is a summary of the methodology:

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

Trip Generation

The transportation analysis will be based on the PM peak-hour. Traffic volumes generated by the project will be estimated using the Institute of Transportation Engineers (ITE), *Trip Generation – 11th Edition (2021)*. To account for the interaction between land uses, internal capture and pass-by capture will be estimated based on information contained in the ITE *Trip Generation Handbook, 3rd Edition*. Internal capture percentages between mixed-use land uses will be obtained from Table 6.1 and Table 6.2 on pages 57 and 58 of the ITE *Trip Generation Handbook*. The pass-by capture for the shopping center will be estimated from Table E.9 on page 190 of the ITE *Trip Generation Handbook*. Pass-by trips will be checked to ensure that they do not exceed 10% of the future adjacent street traffic (background traffic conditions). **Table 1** summarizes the PM peak-hour trip generation from the additional entitlement. The detailed trip generation and internal capture calculations for both the additional entitlement and remaining cumulative development are attached.

Table 1: Phase 2 Additional Entitlement PM Peak-Hour Trip Generation

ITE Land Use Category	Development Size	PM Peak Total Trips			Internal Capture %	Pass-by %	New External Trips		
		Total	Enter	Exit			Total	Enter	Exit
Multifamily Housing (Mid-Rise) - 221	209 du	82	50	32	28%	0%	59	34	25
General Office Building - 710	30,000 sf	61	10	51	13%	0%	53	8	45
Strip Retail Plaza (<40k) - 822	18,000 sf	118	59	59	23%	34%	60	32	28
	TOTALS	**261**	**119**	**142**	**22%**	**12%**	**172**	**74**	**98**

In order to exchange residential and non-residential land uses, an updated equivalency matrix will be provided to allow for the tradeoff of different uses.

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

Trip Distribution

Traffic for the project will be distributed based on the FDOT D1 Districtwide v2.0 2023 Existing plus Committed travel demand model with 2045 socioeconomic data. The 2045 socioeconomic data includes modifications made along the Moccasin Wallow Road corridor to include approved projects. As part of adding the approved developments along Moccasin Wallow Road, edits to the roadway network were made and include the following edits.

- Added Fort Hamer Road from Moccasin Wallow Road to the County Line
- Added 2-lane Road FF from Sawgrass Road to US 301
- Added 2-lane Sawgrass Road from Erie Road to Buckeye Road
- Added 2-lane Carter Road from Moccasin Wallow Road to Erie Road
- Added 2-lane Groove Lagoon Road from Carter Road to Sawgrass Road
- Added 2-lane Harrison Ranch Boulevard from Erie Road to US 301
- Aligned SR 62 with Erie Road
- Added 2-lane Road JJ from Buckeye Road to US 301
- Added 2-lane Keen Road from US 301 to SR 62
- Added 2-lane Spencer Parrish Road from US 301 to SR 62 and from CR 675 to Golf Course Road
- Added 2-lane Moccasin Wallow Road from US 301 to SR 62

In addition, the 2045 socioeconomic data and associated roadway infrastructure was modified to include the following developments beyond the immediate study area:

- Rye Ranch
- Yort
- East River Ranch
- Taylor Ranch
- Palm Grove
- Amara
- Musgrave West
- Project Innovation

The Phase 1 development (west of Fort Hamer Road) is incorporated into TAZ 6108, the Phase 2 (east of Fort Hamer Road and south of the FPL easement) is incorporated in TAZ 5714, and the Phase 3 development (east of Fort Hamer Road and north of the FPL easement) is incorporated into TAZ 6260. A select zone analysis was conducted for the project TAZs and the trip distribution is attached. TAZ delineation was based on *A Recommended Approach to Delineating Traffic Analysis Zones in Florida, 2007* and the existing D1RPM TAZ structure, as applicable.

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

Study Area

The study area will consist of arterial and collector roads that:

- The remaining cumulative project impact (1,956 dwelling units, 220,000 square feet of commercial, 50,000 square feet of office, 247,000 square feet of medical office, 326 Assisted Living Facility beds, and 150 bed Hospital) equals or exceeds five percent of the adopted two-way peak-hour service volume at the appropriate level-of-service standard, as specified by Manatee County's transportation sources, for all applicable county and state roads.
- The first directly accessed functionally classified (concurrency regulated) roadway segment connected to the development site will also be considered in the study area regardless of whether the 5% threshold is met.

It is anticipated that 22 regulated roadway segments along Carter Road, Erie Road, Fort Hamer Road, Moccasin Wallow Road, and US 301 will exceed five percent of the adopted two-way peak-hour service volume. In addition, intersections at the termini of study area roadway segments will be evaluated. Intersection analyses will be performed for the PM peak-hour. A limited AM peak-hour analysis will be performed at the two intersections adjacent to the development. The 17 off-site intersections that will be evaluated are listed below.

1. Buffalo Rd & Moccasin Wallow Rd
2. Carter Rd & Moccasin Wallow Rd
3. 115th Ave E & Moccasin Wallow Rd
4. Ft Hamer Rd & Moccasin Wallow Rd*****
5. US 301 & Moccasin Wallow Rd*****
6. US 301 & Harrison Ranch Blvd
7. US 301 & Chin Rd
8. US 301 & Ft Hamer Rd
9. US 301 & CR 675
10. US 301 & Erie Rd/SR 62
11. US 301 & Buckeye Rd
12. Erie Rd & 69th St E
13. Erie Rd & Harrison Ranch Blvd
14. Erie Rd & Fort Hamer Rd
15. Ft Hamer Rd & Golf Course Rd
16. Ft Hamer Rd & Old Tampa Rd
17. Carter Rd & Buckeye Rd

*****_AM peak-hour analysis will be conducted as well._

A preliminary study area determination is shown in **Figure 1** and the study area determination table is attached.

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

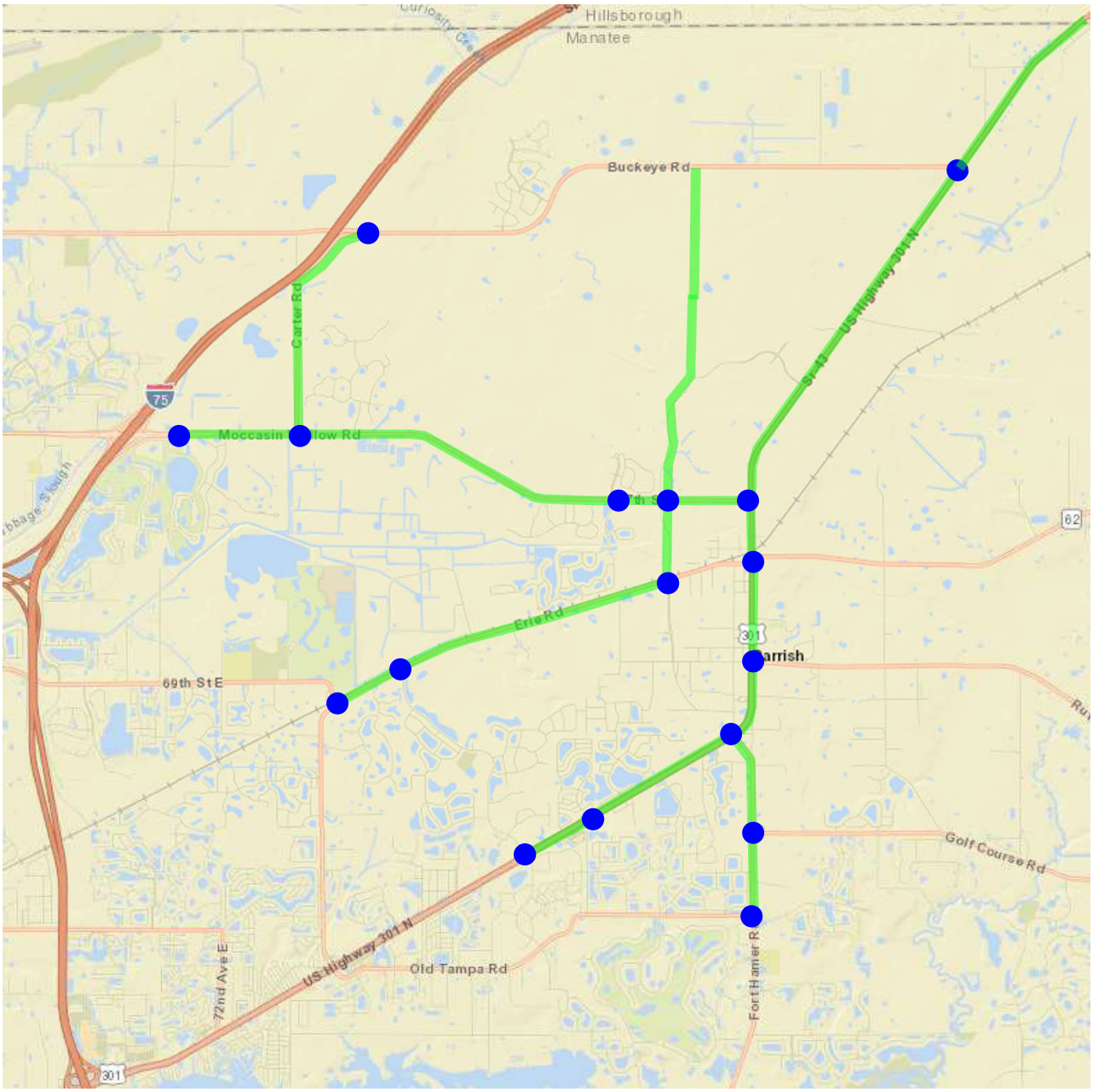


Figure 1: Study Area

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

Scheduled/Planned Improvements

Improvements scheduled for construction in the first three years of the Manatee County Capital Improvement Programs (CIP) or the FDOT Five Year Work Program within the study area will be included in the analysis. Improvements scheduled in the first three years will be assumed to be in place for the future traffic conditions.

Existing and Future Traffic

1. Existing Traffic:

   Will be based on the PM peak-hour turning movement counts collected at the study area intersections. The intersection counts will be adjusted to peak-season conditions based upon the most recent FDOT peak-season correction factors for Manatee County.

2. Future Traffic (Non-Project):

   Background traffic will consist of the reserved trips from the most recent Manatee County Link Sheets to the study area roadways.

Analysis Scenarios

The analysis will be undertaken for the PM peak-hour, and will include the following scenarios:

1. Existing traffic will be evaluated within the established study area (2024 conditions).
2. Existing traffic plus Future traffic will be evaluated for 2035.
3. Existing traffic plus Future traffic plus improvements will be evaluated for 2035 (if necessary).
4. Existing traffic plus Future traffic plus Project traffic will be evaluated for 2035.
5. Existing traffic plus Future traffic plus Project traffic plus improvements will be evaluated for 2035 (if necessary).

Proportionate Fair Share Analysis

Consistent with Chapter 2011-139, Laws of Florida and Chapter 163.3180 of the Florida Statutes, as amended by HB 319, a proportionate fair share impact will be provided for only those transportation deficiencies created by project traffic. If transportation improvements are needed to maintain the adopted level of service standards for Scenario 2 (Existing plus Future traffic), the necessary improvements will be identified and will be considered in place for Scenario 4 (Existing plus Future plus Project traffic). The project's proportionate fair share will be calculated only for any needed transportation improvements greater than those improvements required to remedy any deficiencies identified in Scenario 2. If a deficiency is created by project traffic in Scenario 4, the proportionate fair share will be calculated based upon the PM peak-hour two-way trip generation and the following formula:

Reference: Villages of Amazon South Phase 2 Amendment
Traffic Impact Analysis Methodology - Revised

Proportionate Fair Share (Roadway) = σ[(Two-Way Project Trips$_i$)/(Two-Way SV Increase$_i$)

Proportionate Fair Share (Intersection) = σ[(Project Trips Though Intersection$_i$)/
(Total – Existing Trips Through Intersection$_i$)]

Turn Lane Analysis

Turn lane warrants at project access points will not be evaluated as part of this analysis. These analyses will be conducted as part of the development approval process for property.

Multi-Modal Analysis

The analysis will also include a qualitative assessment of multi-modal travel options at the Project site, such as transit, bike, pedestrian, or other travel modes. This assessment will examine inter-neighborhood connectivity, the availability of ped/bike paths, other features that may affect alternative travel modes, transit infrastructure needs, and new transit routes.

Analysis Procedures

All analyses for study area intersections and roadways will be conducted in a manner consistent with the procedures and assumptions utilized by Manatee County. Specifically, the subject analyses will utilize Synchro Version 11 software, Sidra Version 9, and the FDOT's *Generalized Level of Service Volume Tables*. All roadway analyses will be conducted evaluating the two-way service volumes. For the intersection analyses, the HCM 6th Edition outputs in Synchro and Sidra will be used with an adopted performance standard of the v/c ratios for all movements maintained at less than 1.0. The analysis will be summarized in a report, consistent with Manatee County's Large Project requirements.

If the above methodology is acceptable, please send written confirmation so we can proceed with the study. Should you have any questions, please feel free to contact me.

Sincerely,

Stantec Consulting Services Inc.

Matthew R. Crim, P.E., PTOE
Transportation Engineer
Ph: 832-523-9111
matt.crim@stantec.com

Attachments: Trip Generation and Internal Capture Calculations
Project Traffic Distribution
Study Area Determination Table

Phase 2 Additional Entitlement PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Mid-Rise) - 221	Per Unit	209	T = 0.39(x) + 0.34	61%	39%	82	50	32	28%	23	16	7	0%	0	0	0	59	34	25
General Office Building - 710	Per ksf	30,000	ln(T) = 0.83ln(x) + 1.29	17%	83%	61	10	51	13%	8	2	6	0%	0	0	0	53	8	45
Strip Retail Plaza (<40k) - 822	Per ksf	18,000	ln(T) = 0.71ln(x) + 2.72	50%	50%	118	59	59	23%	27	11	16	34%	31	16	15	60	32	28
				TOTALS		**261**	**119**	**142**	**22%**	**58**	**29**	**29**	**12%**	**31**	**16**	**15**	**172**	**74**	**98**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Villages of Amazon South	**Organization:**	
Project Location:	Manatee County, Fl	**Performed By:**	
Scenario Description:	Phase 2 Additional Entitlement	**Date:**	
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**PM 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	30,000	sf	61	10	51
Retail	822	18,000	sf	118	59	59
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	209	du	82	50	32
Hotel				0		
All Other Land Uses[2]				0		
				261	119	142

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	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	1	0
Retail	1		0	0	15	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	6	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	261	119	142
Internal Capture Percentage	22%	24%	20%
External Vehicle-Trips[5]	203	90	113
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	20%	12%
Retail	19%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	32%	22%
Hotel	N/A	N/A

[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 made

[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

Phase 1 PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing - 210	Per Unit	10	ln(T) = 0.94ln(x) + 0.27	63%	37%	11	7	4	0%	0	0	0	0%	0	0	0	11	7	4

Phase 2 PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Low-Rise) - 220	Per Unit	120	T = 0.43(x) + 20.55	63%	37%	72	45	27	35%	25	18	7	0%	0	0	0	47	27	20
Multifamily Housing (Mid-Rise) - 221	Per Unit	1,318	T = 0.39(x) + 0.34	61%	39%	514	314	200	35%	180	130	50	0%	0	0	0	334	184	150
Assisted Living - 254	Per Bed	326	T = 0.24(x)	39%	61%	78	30	48	0%	0	0	0	0%	0	0	0	78	30	48
Hospital - 610	Per Bed	150	T = 1.69(x)	33%	67%	254	84	170	0%	0	0	0	0%	0	0	0	254	84	170
General Office Building - 710	Per ksf	50,000	ln(T) = 0.83ln(x) + 1.29	17%	83%	93	16	77	9%	8	2	6	0%	0	0	0	85	14	71
Medical-Dental Office Building - 720	Per ksf	247,000	T = 3.05(x) - 7.38	25%	75%	746	187	559	8%	62	17	45	0%	0	0	0	684	170	514
Shopping Center (>150k) - 820	Per ksf	220,000	ln(T) = 0.72ln(x) + 3.02	48%	52%	996	478	518	23%	231	86	145	34%	260	133	127	505	259	246
				TOTALS		**2,753**	**1,154**	**1,599**	**18%**	**506**	**253**	**253**	**9%**	**260**	**133**	**127**	**1,987**	**768**	**1,219**

Phase 3 PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing - 210	Per Unit	508	ln(T) = 0.94ln(x) + 0.27	63%	37%	458	289	169	0%	0	0	0	0%	0	0	0	458	289	169

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Villages of Amazon South	**Organization:**	
Project Location:	Manatee County, Fl	**Performed By:**	
Scenario Description:	Buildout	**Date:**	
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**PM 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	710/720	297,000	sf	839	203	636
Retail	820	220,000	sf	996	478	518
Restaurant				0		
Cinema/Entertainment				0		
Residential	220/221	1,438	du	586	359	227
Hotel				0		
All Other Land Uses[2]	254/610	326/150	beds	332	114	218
				2,753	1,154	1,599

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	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

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		38	0	0	13	0
Retail	10		0	0	135	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	48	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,753	1,154	1,599
Internal Capture Percentage	18%	22%	16%
External Vehicle-Trips[5]	2,247	901	1,346
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	9%	8%
Retail	18%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	41%	25%
Hotel	N/A	N/A

[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*).

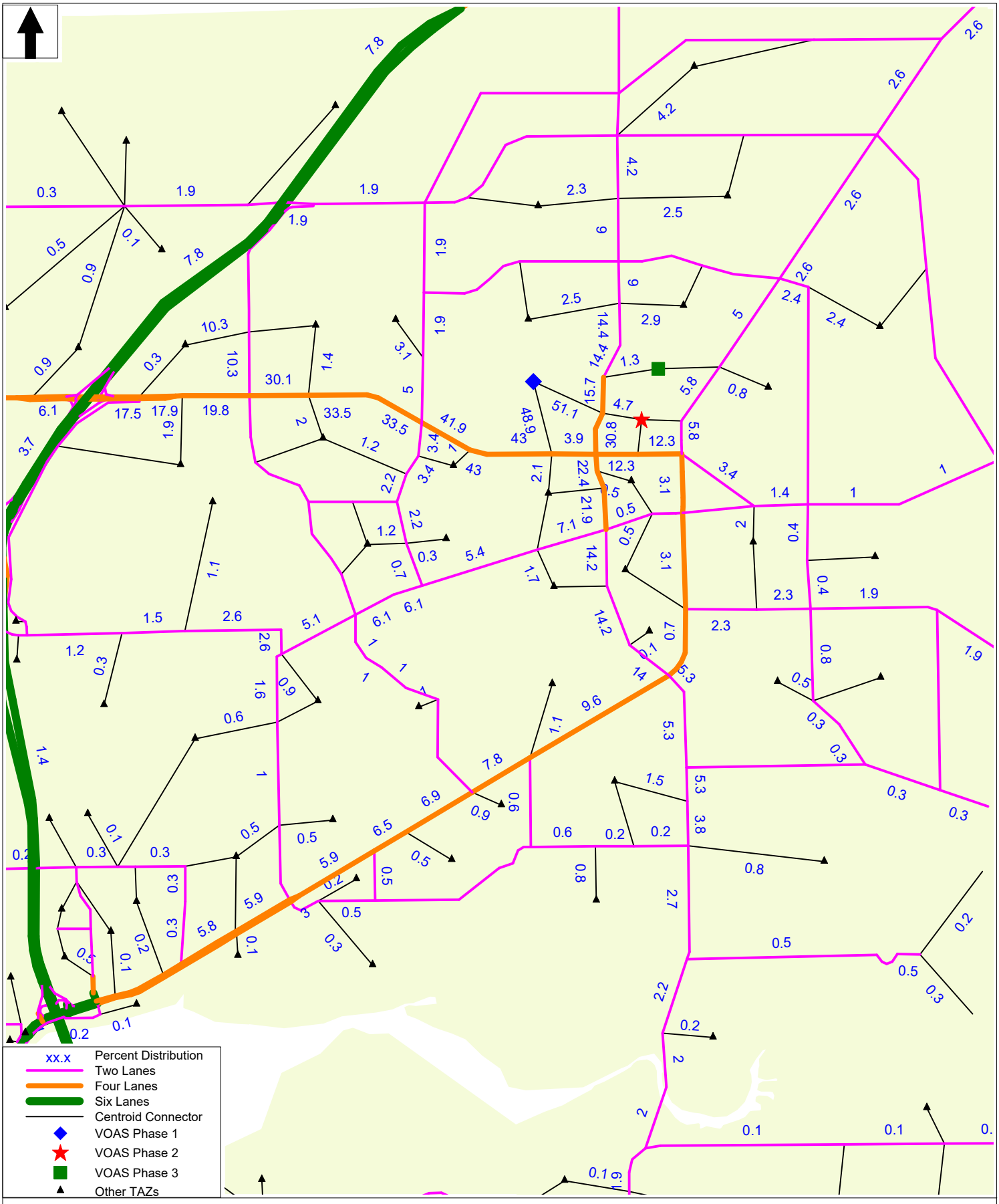
[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[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.

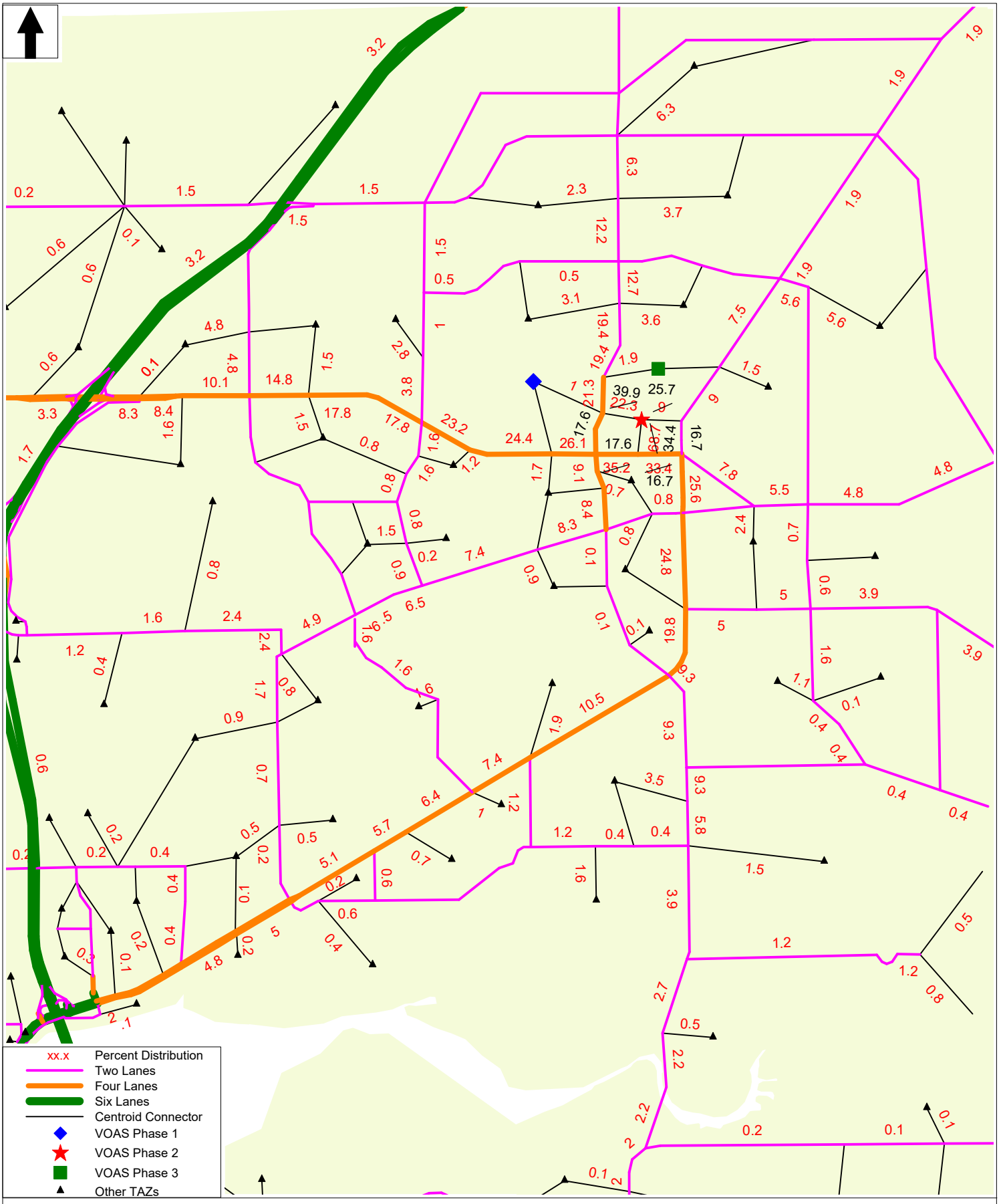
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1



VOAS Phase 1 Project Traffic Distribution
2023 Existing Plus Committed Network

cube

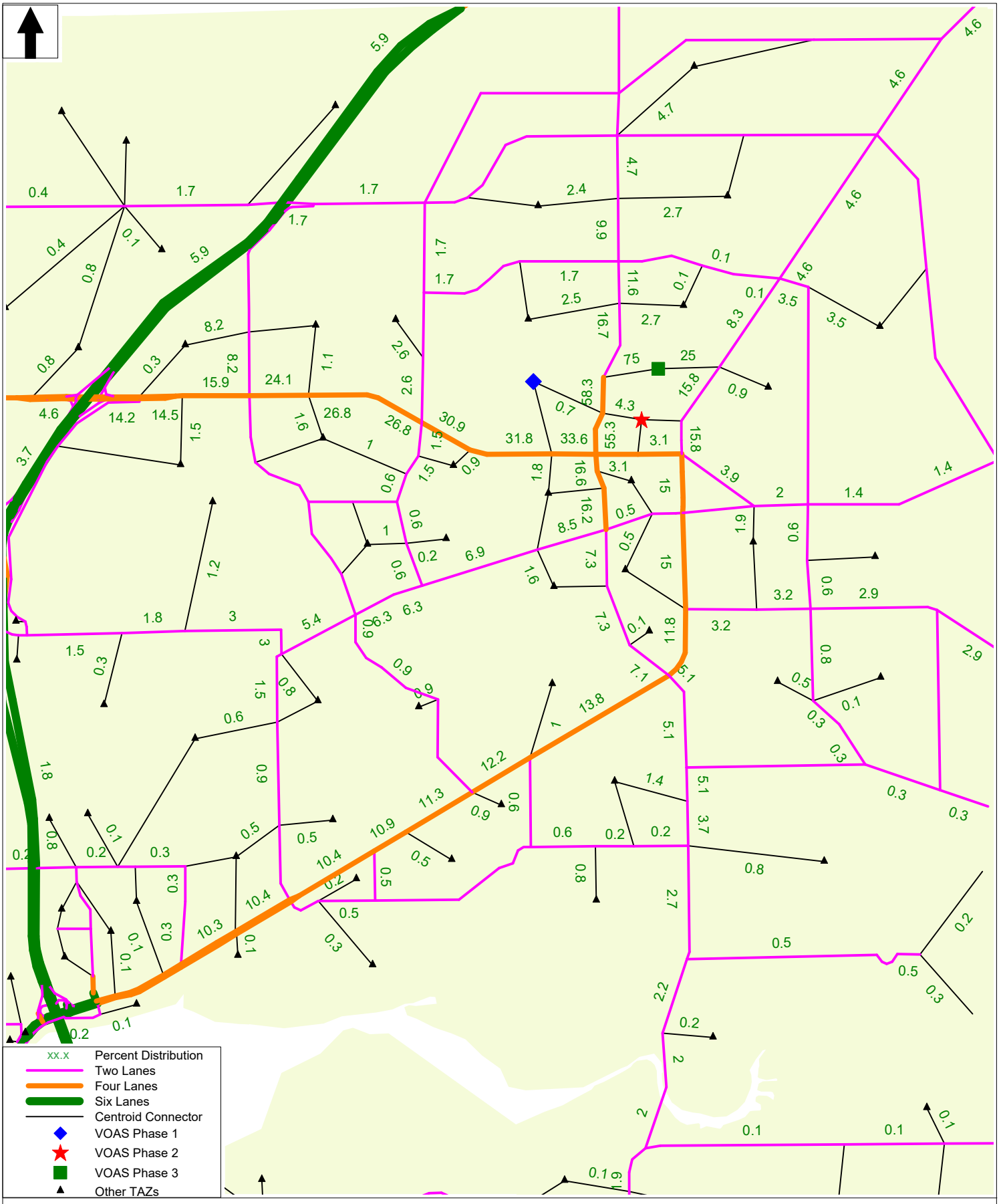
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VOAS Phase 2 Project Traffic Distribution
2023 Existing Plus Committed Network

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VOAS Phase 3 Project Traffic Distribution
2023 Existing Plus Committed Network

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STUDY AREA

Road Name and Segment	Link Number	Adopted LOS			Phase 1		Phase 2		Phase 3		Cum. Project Traffic	% Impact	Significant Impact? (>5%)	Direct Access?	Phase 2 New Traffic
		LOS Standard	Number of Lanes	Service Volume	Percent Project Traffic	Project Traffic	Percent Project Traffic	Project Traffic	Percent Project Traffic	Project Traffic					
69th Street E															
I-75 to Erie Rd (CR 75)	2470	D	2	2,270	1.9%	0	1.8%	36	2.3%	11	47	2.1%	No	No	
Buckeye Road															
Artisan Lakes Pkwy to Sawgrass Rd	2200	D	2	2,190	1.9%	0	1.5%	30	1.7%	8	38	1.7%	No	No	
Sawgrass Rd to Fort Hamer Rd	2205	C	2	1,550	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Fort Hamer Rd to US 301	2210	C	2	1,550	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Buffalo Road															
69th St E to Moccasin Wallow Rd	2230	D	2	1,250	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Carter Road															
Buckeye Rd to Moccasin Wallow Rd	2275	D	2	1,050	5.2%	1	2.4%	48	4.1%	19	68	6.5%	Yes	No	4
CR 675															
US 301 to Rye Rd	2360	D	2	2,290	2.1%	0	4.4%	87	3.1%	14	101	4.4%	No	No	
Erie Road (CR 10)															
69th St E to Harrison Ranch Blvd	2480	D	2	2,170	5.1%	1	4.9%	97	5.4%	25	123	5.7%	Yes	No	8
Harrison Ranch Blvd to Fort Hamer Rd	2485	D	2	2,270	6.6%	1	7.4%	147	7.4%	34	182	8.0%	Yes	No	13
Fort Hamer Rd to US 301		D	2	2,270	0.3%	0	0.4%	8	0.3%	1	9	0.4%	No	No	
Erie Road (CR 75)															
69th St E to US 301	2490	D	2	2,270	0.8%	0	1.0%	20	0.8%	4	24	1.1%	No	No	
Fort Hamer Road															
Road JJ to Buckeye Rd	4130	D	2	1,520	0.0%	0	0.0%	0	0.0%	0	0	0.0%	No	No	
Buckeye Rd to Road FF	4120	D	2	1,520	6.6%	1	9.3%	185	7.3%	33	219	14.4%	Yes	No	16
Road FF to 4 Lane Section		D	2	1,520	12.4%	1	16.1%	320	14.2%	65	386	25.4%	Yes	Yes	28
4 Lane Section to Moccasin Wallow Rd		D	4	3,400	23.3%	3	19.5%	387	56.8%	260	650	19.1%	Yes	Yes	34
Moccasin Wallow Rd to Erie Rd	4110	D	4	3,400	22.2%	2	8.8%	175	16.4%	75	252	7.4%	Yes	No	15
Erie Rd to US 301	4100	D	2	1,520	14.1%	2	0.1%	2	7.2%	33	37	2.4%	No	No	
US 301 to Golf Course Rd	2520	D	2	1,250	5.3%	1	9.3%	185	5.1%	23	209	16.7%	Yes	No	16
Golf Course Rd to Old Tampa Rd	2521	D	2	1,510	4.6%	1	7.6%	151	4.4%	20	172	11.4%	Yes	No	13
Old Tampa Rd to Upper Manatee River Rd	2522	D	2	1,580	2.4%	0	3.1%	62	2.4%	11	73	4.6%	No	No	
Golf Course Road															
Fort Hamer Rd to Rye Rd	5090	D	2	1,330	0.2%	0	0.2%	4	0.2%	1	5	0.4%	No	No	
Harrison Ranch Boulevard															
US 301 to Erie Rd	5092	D	2	1,250	0.5%	0	0.8%	16	0.5%	2	18	1.4%	No	No	
Moccasin Wallow Road															
I-75 to Buffalo Rd	2749	D	4	5,900	17.5%	2	8.3%	165	14.2%	65	232	3.9%	No	No	
Buffalo Rd to Carter Rd	2750	D	2	2,290	18.9%	2	9.3%	185	15.2%	70	257	11.2%	Yes	No	16
Carter Rd to 115th Ave E	2751	D	2	2,190	36.6%	4	19.6%	389	28.0%	128	521	23.8%	Yes	No	34
115th Ave E to Fort Hamer Rd	2752	D	2	2,290	3.9%	0	26.1%	519	33.6%	154	673	29.4%	Yes	No	45
Fort Hamer Rd to Project Dwy		D	2	2,290	12.3%	1	17.6%	350	3.1%	14	365	15.9%	Yes	Yes	30
Project Dwy to US 301		D	2	2,290	12.3%	1	16.7%	332	3.1%	14	347	15.2%	Yes	Yes	29
Old Tampa Road															
Chin Rd to Fort Hamer Rd	2832	D	2	1,580	0.4%	0	0.8%	16	0.4%	2	18	1.1%	No	No	
SR 62															
US 301 to Saffold Rd	2960	C	2	2,190	1.0%	0	4.8%	95	1.4%	6	101	4.6%	No	No	
US 301															
Erie Rd to Harrison Ranch Blvd	3410	D	4	3,750	6.4%	1	5.8%	115	10.9%	50	166	4.4%	No	No	
Harrison Ranch Blvd to Chin Rd	3412	D	4	3,750	7.8%	1	7.4%	147	12.2%	56	204	5.4%	Yes	No	13
Chin Rd to Fort Hamer Rd	3413	D	4	3,750	9.6%	1	10.5%	209	13.8%	63	273	7.3%	Yes	No	18
Fort Hamer Rd to CR 675	3414	D	4	3,580	0.7%	0	19.8%	393	11.8%	54	447	12.5%	Yes	No	34
CR 675 to Erie Rd/SR 62	3415	C	4	3,420	3.1%	0	24.8%	493	15.0%	69	562	16.4%	Yes	No	43
Erie Rd/SR 62 to Moccasin Wallow Rd	3420	C	3	2,520	3.1%	0	25.6%	509	15.0%	69	578	22.9%	Yes	No	44
Moccasin Wallow Rd to Site	3421	C	2	1,550	5.8%	1	16.7%	332	15.8%	72	405	26.1%	Yes	Yes	29
Site to Buckeye Rd		C	2	1,550	5.4%	1	8.3%	165	12.1%	55	221	14.3%	Yes	Yes	14
Buckeye Rd to Hillsborough Co.	3422	C	2	790	2.6%	0	1.9%	38	4.6%	21	59	7.5%	Yes	No	3

APPENDIX B

DETAILED TRIP GENERATION CALCULATIONS

INTERNAL CAPTURE CALCULATIONS

CUMULATIVE DEVELOPMENT TRIP GENERATION CALCULATIONS

CUMULATIVE DEVELOPMENT INTERNAL CAPTURE CALCULATIONS

Phase 2 Additional Entitlement AM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	AM Peak Trip Rate/ Equation	AM Enter Split	AM Exit Split	AM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Mid-Rise) - 221	Per Unit	209	T = 0.44(x) - 11.61	23%	77%	80	18	62	3%	2	0	2	0%	0	0	0	78	18	60
General Office Building - 710	Per ksf	30,000	ln(T) = 0.86ln(x) + 1.16	88%	12%	59	52	7	8%	5	3	2	0%	0	0	0	54	49	5
Strip Retail Plaza (<40k) - 822	Per ksf	18,000	ln(T) = 0.66ln(x) + 1.84	60%	40%	42	25	17	12%	5	3	2	0%	0	0	0	37	22	15
				TOTALS		**181**	**95**	**86**	**7%**	**12**	**6**	**6**	**0%**	**0**	**0**	**0**	**169**	**89**	**80**

Phase 2 Additional Entitlement PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Mid-Rise) - 221	Per Unit	209	T = 0.39(x) + 0.34	61%	39%	82	50	32	28%	23	16	7	0%	0	0	0	59	34	25
General Office Building - 710	Per ksf	30,000	ln(T) = 0.83ln(x) + 1.29	17%	83%	61	10	51	13%	8	2	6	0%	0	0	0	53	8	45
Strip Retail Plaza (<40k) - 822	Per ksf	18,000	ln(T) = 0.71ln(x) + 2.72	50%	50%	118	59	59	23%	27	11	16	34%	31	16	15	60	32	28
				TOTALS		**261**	**119**	**142**	**22%**	**58**	**29**	**29**	**15%**	**31**	**16**	**15**	**172**	**74**	**98**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Villages of Amazon South	**Organization:**	
Project Location:	Manatee County, Fl	**Performed By:**	
Scenario Description:	Phase 2 Amendment	**Date:**	
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**AM 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	30,000	sf	59	52	7
Retail	822	18,000	sf	42	25	17
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	209	du	80	18	62
Hotel				0		
All Other Land Uses[2]				0		
				181	95	86

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	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

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		2	0	0	0	0
Retail	2		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	181	95	86
Internal Capture Percentage	7%	6%	7%
External Vehicle-Trips[5]	169	89	80
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	6%	29%
Retail	12%	12%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	3%
Hotel	N/A	N/A

[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

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Villages of Amazon South	**Organization:**	
Project Location:	Manatee County, Fl	**Performed By:**	
Scenario Description:	Phase 2 Amendment	**Date:**	
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**PM 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	30,000	sf	61	10	51
Retail	822	18,000	sf	118	59	59
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	209	du	82	50	32
Hotel				0		
All Other Land Uses[2]				0		
				261	119	142

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	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	1	0
Retail	1		0	0	15	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	6	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	261	119	142
Internal Capture Percentage	22%	24%	20%
External Vehicle-Trips[5]	203	90	113
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	20%	12%
Retail	19%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	32%	22%
Hotel	N/A	N/A

[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 made

[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.

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Phase 1 PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing - 210	Per Unit	10	ln(T) = 0.94ln(x) + 0.27	63%	37%	11	7	4	0%	0	0	0	0%	0	0	0	11	7	4

Phase 2 PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Multifamily Housing (Low-Rise) - 220	Per Unit	120	T = 0.43(x) + 20.55	63%	37%	72	45	27	35%	25	18	7	0%	0	0	0	47	27	20
Multifamily Housing (Mid-Rise) - 221	Per Unit	1,318	T = 0.39(x) + 0.34	61%	39%	514	314	200	35%	180	130	50	0%	0	0	0	334	184	150
Assisted Living - 254	Per Bed	326	T = 0.24(x)	39%	61%	78	30	48	0%	0	0	0	0%	0	0	0	78	30	48
Hospital - 610	Per Bed	150	T = 1.69(x)	33%	67%	254	84	170	0%	0	0	0	0%	0	0	0	254	84	170
General Office Building - 710	Per ksf	50,000	ln(T) = 0.83ln(x) + 1.29	17%	83%	93	16	77	9%	8	2	6	0%	0	0	0	85	14	71
Medical-Dental Office Building - 720	Per ksf	247,000	T = 3.05(x) - 7.38	25%	75%	746	187	559	8%	62	17	45	0%	0	0	0	684	170	514
Shopping Center (>150k) - 820	Per ksf	220,000	ln(T) = 0.72ln(x) + 3.02	48%	52%	996	478	518	23%	231	86	145	34%	260	133	127	505	259	246
				TOTALS		**2,753**	**1,154**	**1,599**	**18%**	**506**	**253**	**253**	**9%**	**260**	**133**	**127**	**1,987**	**768**	**1,219**

Phase 3 PM Peak-Hour Trip Generation

ITE Land Use Category	Variable	Size	PM Peak Trip Rate/ Equation	PM Enter Split	PM Exit Split	PM Peak Gross Trips			Internal Capture %	Internal Capture Trips			Pass-by %	Pass-by Capture Trips			New External Trips		
						Total	Enter	Exit		Total	Enter	Exit		Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing - 210	Per Unit	508	ln(T) = 0.94ln(x) + 0.27	63%	37%	458	289	169	0%	0	0	0	0%	0	0	0	458	289	169

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Villages of Amazon South	**Organization:**	
Project Location:	Manatee County, Fl	**Performed By:**	
Scenario Description:	Buildout	**Date:**	
Analysis Year:	2035	**Checked By:**	
Analysis Period:	**PM 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	710/720	297,000	sf	839	203	636
Retail	820	220,000	sf	996	478	518
Restaurant				0		
Cinema/Entertainment				0		
Residential	220/221	1,438	du	586	359	227
Hotel				0		
All Other Land Uses[2]	254/610	326/150	beds	332	114	218
				2,753	1,154	1,599

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	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

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		38	0	0	13	0
Retail	10		0	0	135	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	9	48	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,753	1,154	1,599
Internal Capture Percentage	18%	22%	16%
External Vehicle-Trips[5]	2,247	901	1,346
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	9%	8%
Retail	18%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	41%	25%
Hotel	N/A	N/A

[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 made

[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.

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APPENDIX C

FDOT PEAK-SEASON CONVERSION FACTORS

TURNING MOVEMENT COUNTS

EXISTING SIGNAL TIMING

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1300 MANATEE COUNTYWIDE

MOCF: 0.94

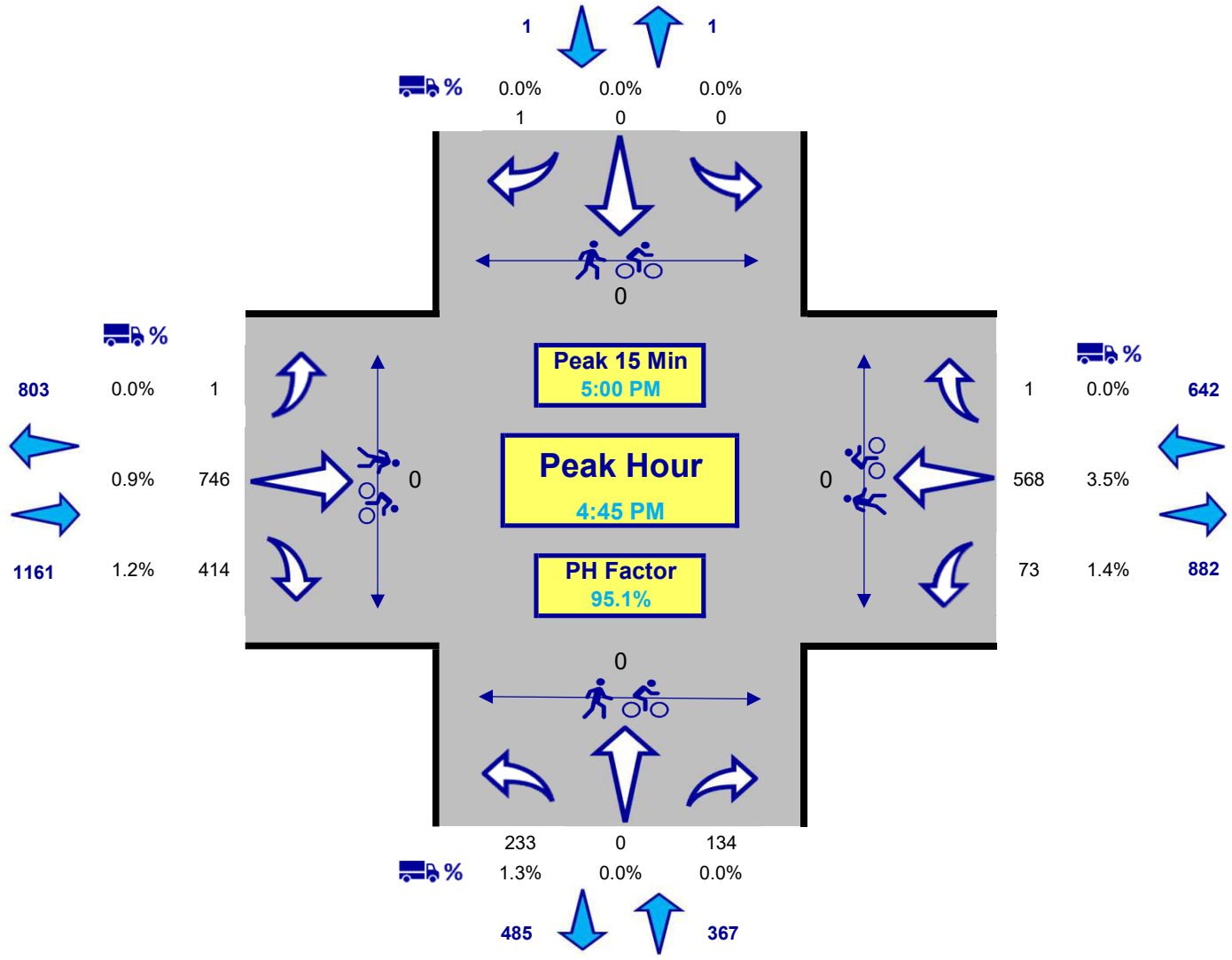
WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.07
2	01/08/2023 - 01/14/2023	1.00	1.06
3	01/15/2023 - 01/21/2023	0.99	1.05
4	01/22/2023 - 01/28/2023	0.98	1.04
* 5	01/29/2023 - 02/04/2023	0.96	1.02
* 6	02/05/2023 - 02/11/2023	0.94	1.00
* 7	02/12/2023 - 02/18/2023	0.92	0.98
* 8	02/19/2023 - 02/25/2023	0.92	0.98
* 9	02/26/2023 - 03/04/2023	0.92	0.98
*10	03/05/2023 - 03/11/2023	0.92	0.98
*11	03/12/2023 - 03/18/2023	0.92	0.98
*12	03/19/2023 - 03/25/2023	0.93	0.99
*13	03/26/2023 - 04/01/2023	0.94	1.00
*14	04/02/2023 - 04/08/2023	0.95	1.01
*15	04/09/2023 - 04/15/2023	0.96	1.02
*16	04/16/2023 - 04/22/2023	0.97	1.03
*17	04/23/2023 - 04/29/2023	0.98	1.04
18	04/30/2023 - 05/06/2023	0.99	1.05
19	05/07/2023 - 05/13/2023	1.00	1.06
20	05/14/2023 - 05/20/2023	1.01	1.07
21	05/21/2023 - 05/27/2023	1.02	1.09
22	05/28/2023 - 06/03/2023	1.03	1.10
23	06/04/2023 - 06/10/2023	1.05	1.12
24	06/11/2023 - 06/17/2023	1.06	1.13
25	06/18/2023 - 06/24/2023	1.06	1.13
26	06/25/2023 - 07/01/2023	1.07	1.14
27	07/02/2023 - 07/08/2023	1.07	1.14
28	07/09/2023 - 07/15/2023	1.08	1.15
29	07/16/2023 - 07/22/2023	1.08	1.15
30	07/23/2023 - 07/29/2023	1.08	1.15
31	07/30/2023 - 08/05/2023	1.08	1.15
32	08/06/2023 - 08/12/2023	1.08	1.15
33	08/13/2023 - 08/19/2023	1.08	1.15
34	08/20/2023 - 08/26/2023	1.08	1.15
35	08/27/2023 - 09/02/2023	1.07	1.14
36	09/03/2023 - 09/09/2023	1.06	1.13
37	09/10/2023 - 09/16/2023	1.05	1.12
38	09/17/2023 - 09/23/2023	1.04	1.11
39	09/24/2023 - 09/30/2023	1.02	1.09
40	10/01/2023 - 10/07/2023	1.01	1.07
41	10/08/2023 - 10/14/2023	0.99	1.05
42	10/15/2023 - 10/21/2023	0.98	1.04
43	10/22/2023 - 10/28/2023	0.98	1.04
44	10/29/2023 - 11/04/2023	0.98	1.04
45	11/05/2023 - 11/11/2023	0.99	1.05
46	11/12/2023 - 11/18/2023	0.99	1.05
47	11/19/2023 - 11/25/2023	0.99	1.05
48	11/26/2023 - 12/02/2023	1.00	1.06
49	12/03/2023 - 12/09/2023	1.00	1.06
50	12/10/2023 - 12/16/2023	1.01	1.07
51	12/17/2023 - 12/23/2023	1.00	1.06
52	12/24/2023 - 12/30/2023	1.00	1.06
53	12/31/2023 - 12/31/2023	0.99	1.05

* PEAK SEASON

Turning Movement Count Summary

Location: Buffalo Rd & Moccasin Wallow Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

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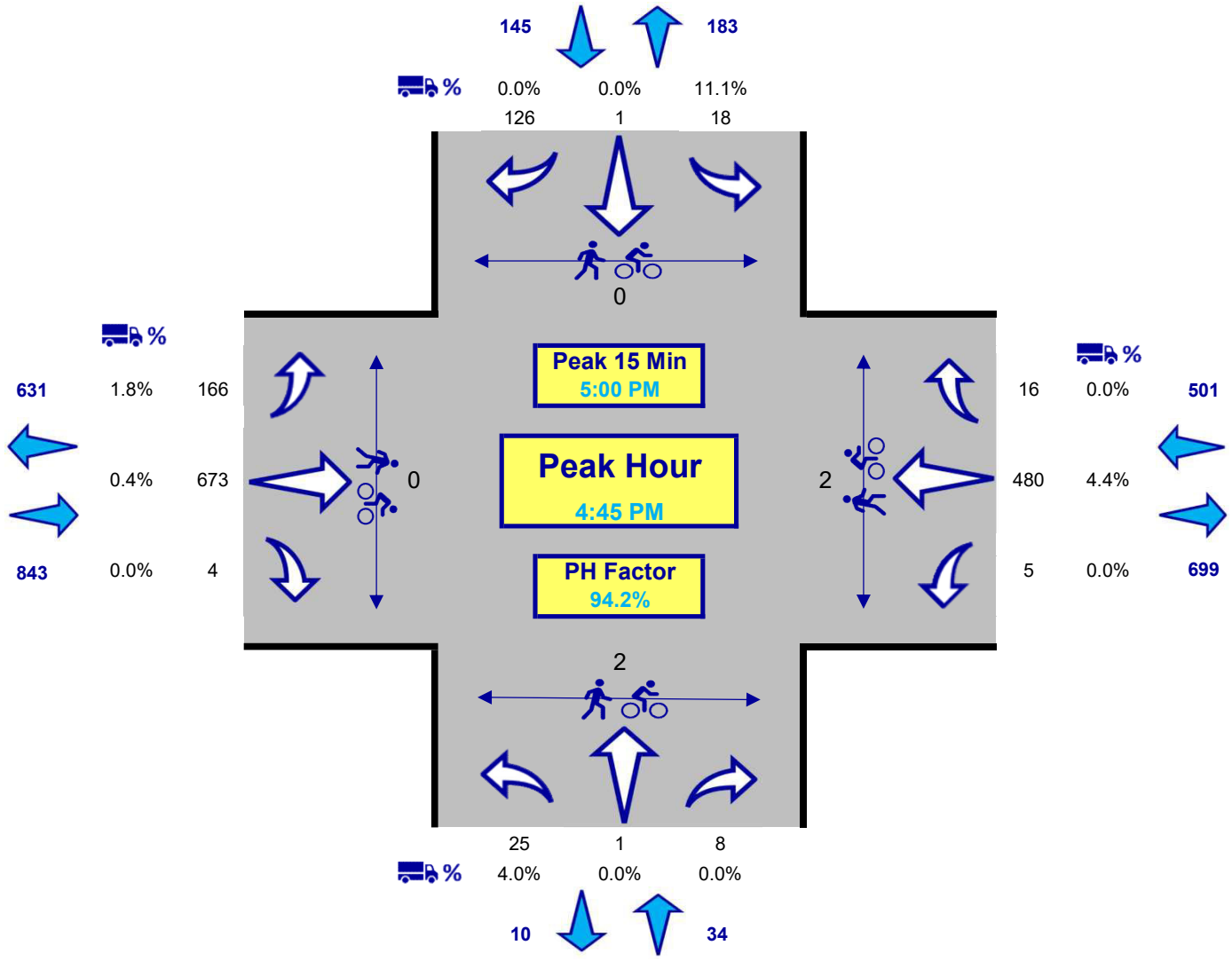


Time Period	Moccasin Wallow Rd Eastbound				Moccasin Wallow Rd Westbound				Buffalo Rd Northbound				Buffalo Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	0	177	83	0	35	163	0	0	45	0	24	0	0	0	0	527	
4:15 PM	0	0	165	88	0	22	115	0	0	62	0	32	0	0	0	0	484	
4:30 PM	0	0	182	93	0	16	132	0	0	65	0	22	0	0	0	0	510	
4:45 PM	0	0	171	94	1	18	134	1	0	50	0	41	0	0	0	1	511	2032
5:00 PM	**1**	**0**	**205**	**105**	**0**	**21**	**167**	**0**	**0**	**50**	**0**	**22**	**0**	**0**	**0**	**0**	**571**	2076
5:15 PM	0	0	193	111	1	14	140	0	0	68	0	34	0	0	0	0	561	2153
5:30 PM	0	0	177	104	0	18	127	0	0	65	0	37	0	0	0	0	528	2171
5:45 PM	1	0	175	90	0	27	111	0	0	69	1	28	0	1	0	0	503	2163
Total	**2**	**0**	**1445**	**768**	**2**	**171**	**1089**	**1**	**0**	**474**	**1**	**240**	**0**	**1**	**0**	**1**	**4195**	

Turning Movement Count Summary

Location: Carter Rd & Moccasin Wallow Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

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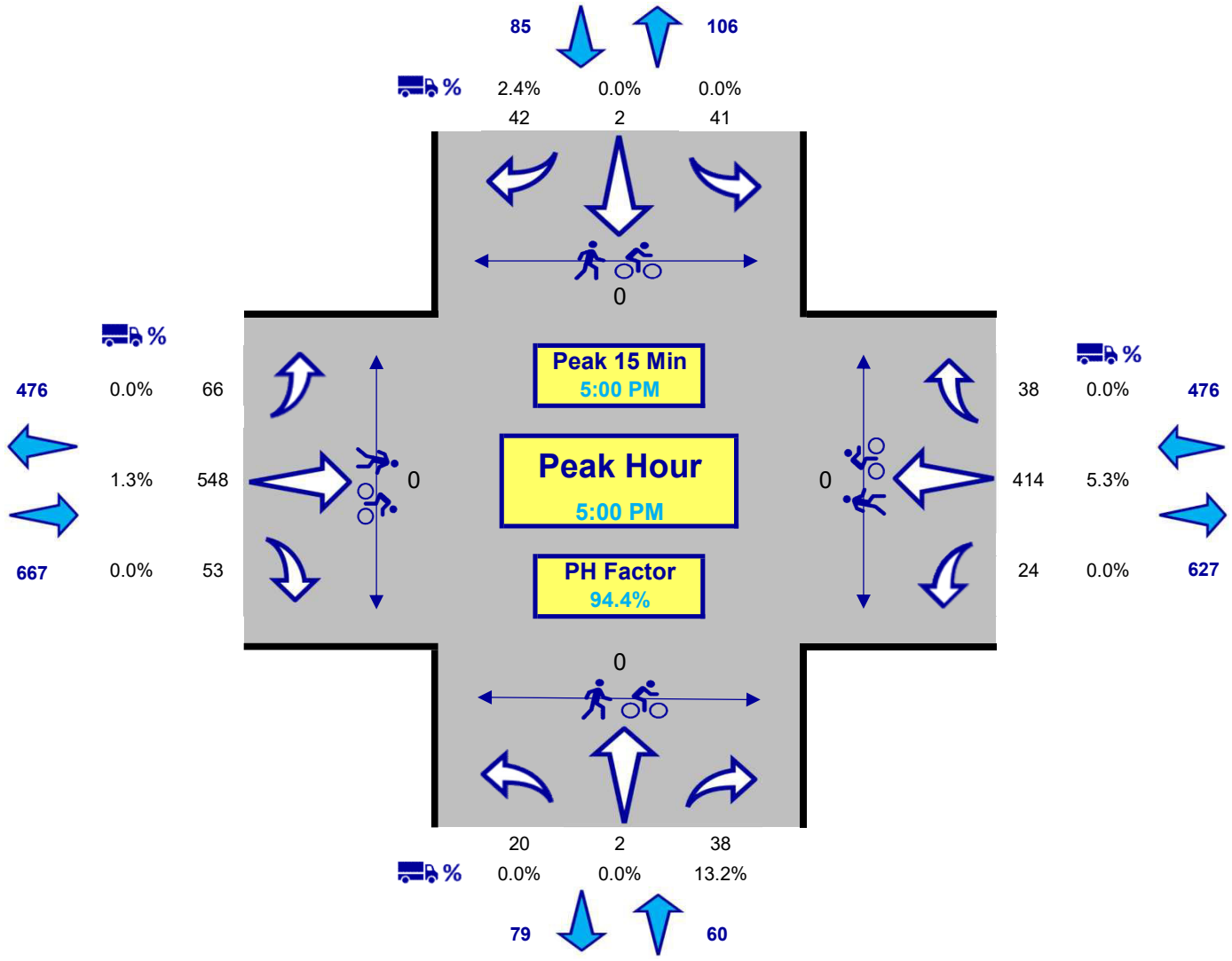


Time Period	Moccasin Wallow Rd Eastbound				Moccasin Wallow Rd Westbound				Carter Rd Northbound				Carter Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	39	154	0	0	2	158	5	0	5	1	1	0	3	0	27	395	
4:15 PM	0	34	157	2	0	1	109	8	0	5	1	0	0	5	0	33	355	
4:30 PM	0	37	162	2	0	0	106	9	0	6	0	0	0	2	0	28	352	
4:45 PM	0	36	152	0	0	1	121	5	0	10	0	1	0	4	0	31	361	1463
5:00 PM	**0**	**43**	**182**	**1**	**0**	**0**	**115**	**3**	**0**	**10**	**1**	**3**	**0**	**10**	**0**	**36**	**404**	1472
5:15 PM	0	40	171	2	0	2	138	5	0	2	0	2	0	2	1	21	386	1503
5:30 PM	0	47	168	1	0	2	106	3	0	3	0	2	0	2	0	38	372	1523
5:45 PM	0	30	155	1	0	1	92	2	0	3	1	6	0	4	0	32	327	1489
Total	**0**	**306**	**1301**	**9**	**0**	**9**	**945**	**40**	**0**	**44**	**4**	**15**	**0**	**32**	**1**	**246**	**2952**	

Turning Movement Count Summary

Location: 115th Ave E & Moccasin Wallow Rd
Date: 6/11/2024
Count Period: 4:00 PM - 6:00 PM

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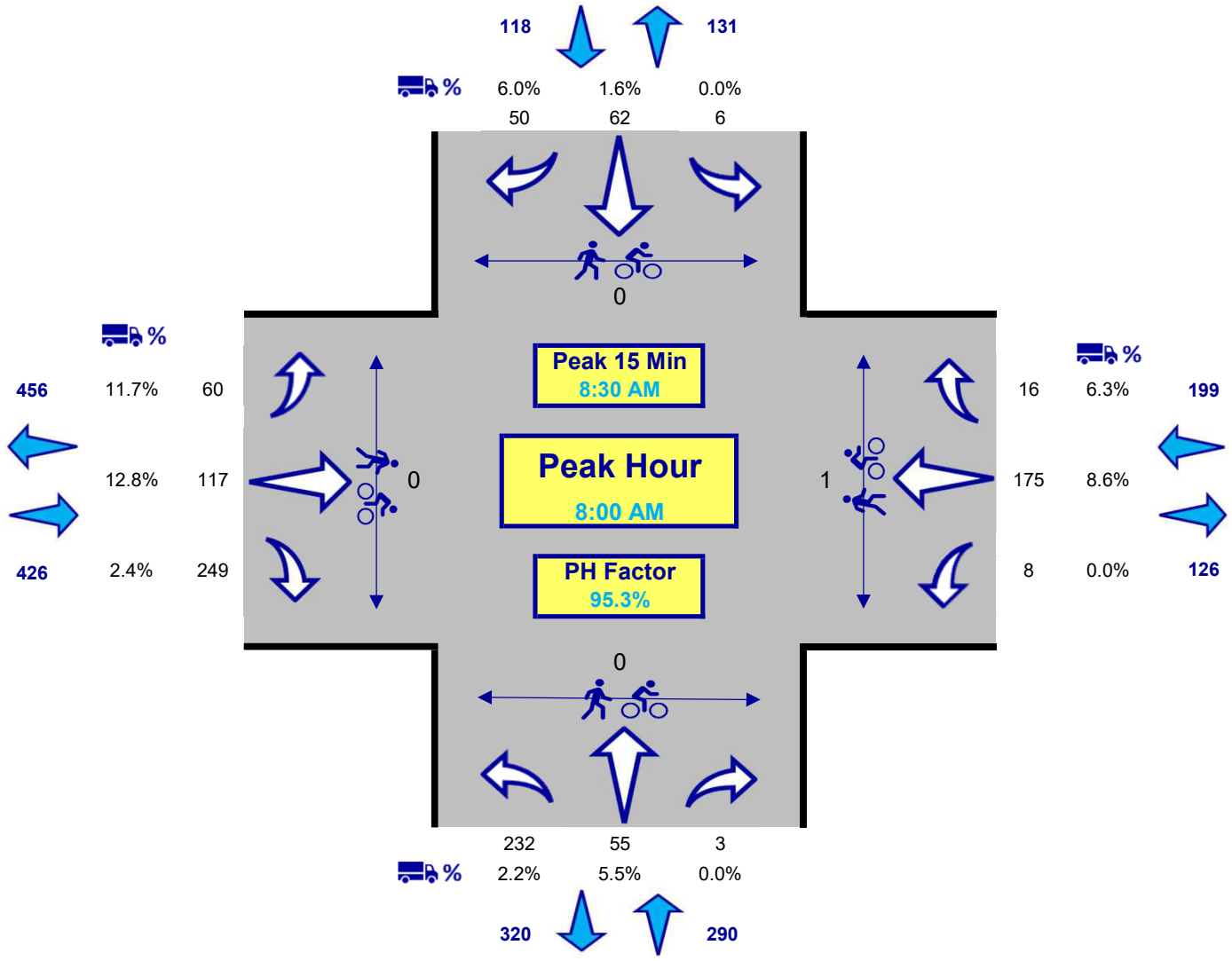


Time Period	Moccasin Wallow Rd Eastbound				Moccasin Wallow Rd Westbound				115th Ave E Northbound				115th Ave E Southbound				Totals :15	Totals Hour
	↶	←	↑	→	↶	←	↑	→	↶	←	↑	→	↶	←	↑	→		
4:00 PM	0	16	128	13	0	6	84	7	0	5	1	4	0	8	0	9	281	
4:15 PM	0	13	143	12	0	5	82	12	0	6	0	7	0	6	1	7	294	
4:30 PM	0	22	123	16	0	2	106	11	0	5	1	0	0	9	0	7	302	
4:45 PM	0	19	134	7	0	4	91	9	0	2	1	0	0	6	0	0	273	1150
5:00 PM	**0**	**13**	**143**	**14**	**0**	**6**	**116**	**11**	**0**	**2**	**0**	**17**	**0**	**9**	**0**	**10**	**341**	1210
5:15 PM	0	14	129	13	0	3	115	10	0	5	1	13	0	11	0	16	330	1246
5:30 PM	0	20	138	12	0	7	93	13	0	6	0	5	0	13	1	10	318	1262
5:45 PM	0	19	138	14	0	8	90	4	0	7	1	3	0	8	1	6	299	1288
Total	**0**	**136**	**1076**	**101**	**0**	**41**	**777**	**77**	**0**	**38**	**5**	**49**	**0**	**70**	**3**	**65**	**2438**	

Turning Movement Count Summary

Location: Fort Hamer Rd & Moccasin Wallow Rd
Date: 6/12/2024
Count Period: 7:00 AM - 9:00 AM

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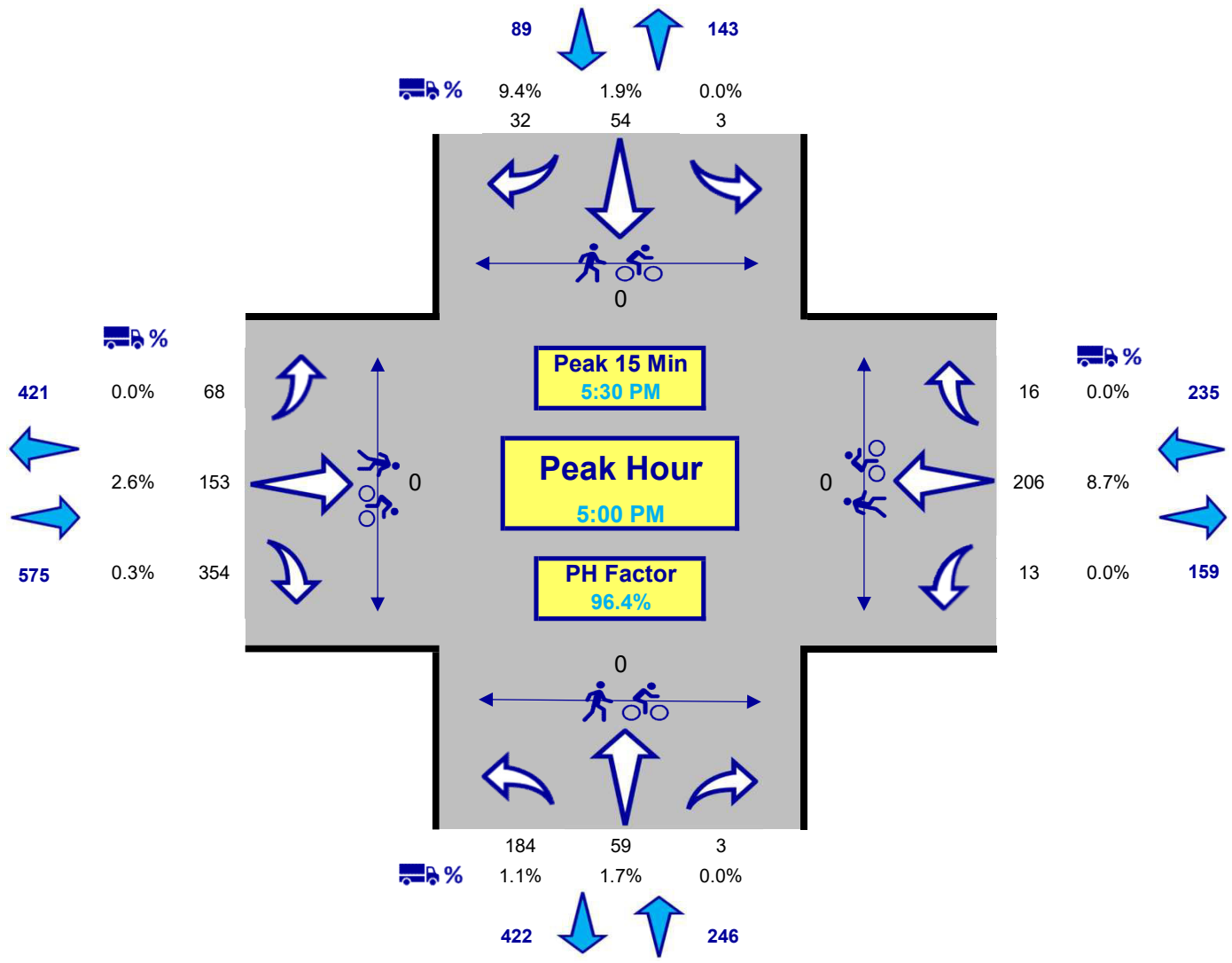


Time Period	Moccasin Wallow Rd Eastbound				Moccasin Wallow Rd Westbound				Fort Hamer Rd Northbound				Fort Hamer Rd Southbound				Totals :15	Totals Hour
7:00 AM	0	11	22	41	0	1	43	3	0	26	2	0	0	2	20	12	183	
7:15 AM	0	10	29	44	0	4	47	3	0	29	5	0	0	1	14	11	197	
7:30 AM	0	9	25	48	0	3	46	1	2	45	12	1	0	1	15	11	219	
7:45 AM	0	16	34	48	0	1	33	0	0	35	4	1	1	2	15	10	200	799
8:00 AM	0	13	32	43	0	2	41	3	0	52	12	1	0	2	12	15	228	844
8:15 AM	0	11	29	49	0	1	55	1	0	75	12	0	0	1	13	16	263	910
8:30 AM	0	23	29	70	0	0	41	6	0	57	15	0	0	2	15	13	271	962
8:45 AM	0	13	27	87	0	5	38	6	1	47	16	2	0	1	22	6	271	1033
Total	**0**	**106**	**227**	**430**	**0**	**17**	**344**	**23**	**3**	**366**	**78**	**5**	**1**	**12**	**126**	**94**	**1832**	

Turning Movement Count Summary

Location: Fort Hamer Rd & Moccasin Wallow Rd
Date: 6/11/2024
Count Period: 4:00 PM - 6:00 PM

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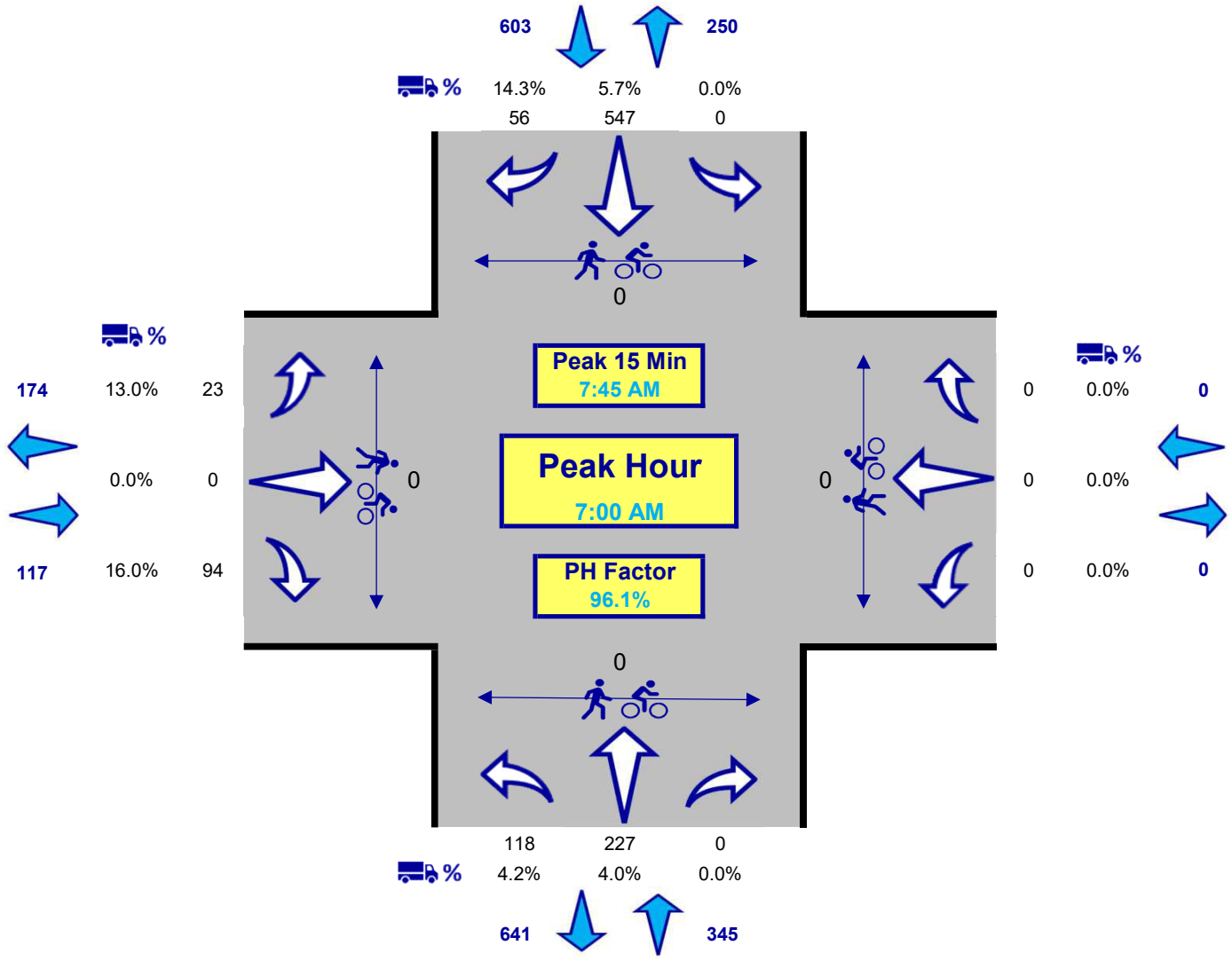


Time Period	Moccasin Wallow Rd Eastbound				Moccasin Wallow Rd Westbound				Fort Hamer Rd Northbound				Fort Hamer Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	13	44	71	0	1	48	1	0	33	21	2	0	2	13	5	254	
4:15 PM	0	18	49	78	0	4	49	1	0	40	25	1	0	5	13	4	287	
4:30 PM	0	18	46	68	0	2	38	2	0	45	15	2	0	0	21	8	265	
4:45 PM	0	17	34	83	0	4	58	3	0	46	18	0	0	1	8	2	274	1080
5:00 PM	**0**	**12**	**41**	**90**	**0**	**2**	**62**	**3**	**0**	**44**	**17**	**1**	**0**	**2**	**14**	**9**	**297**	1123
5:15 PM	0	16	42	78	0	5	60	4	0	53	15	1	0	0	16	7	297	1133
5:30 PM	0	13	35	90	0	3	38	3	0	43	11	1	0	0	12	8	257	1125
5:45 PM	0	27	35	96	0	3	46	6	1	43	16	0	0	1	12	8	294	1145
Total	**0**	**134**	**326**	**654**	**0**	**24**	**399**	**23**	**1**	**347**	**138**	**8**	**0**	**11**	**109**	**51**	**2225**	

Turning Movement Count Summary

Location: US 301 & Moccasin Wallow Rd
Date: 6/12/2024
Count Period: 7:00 AM - 9:00 AM

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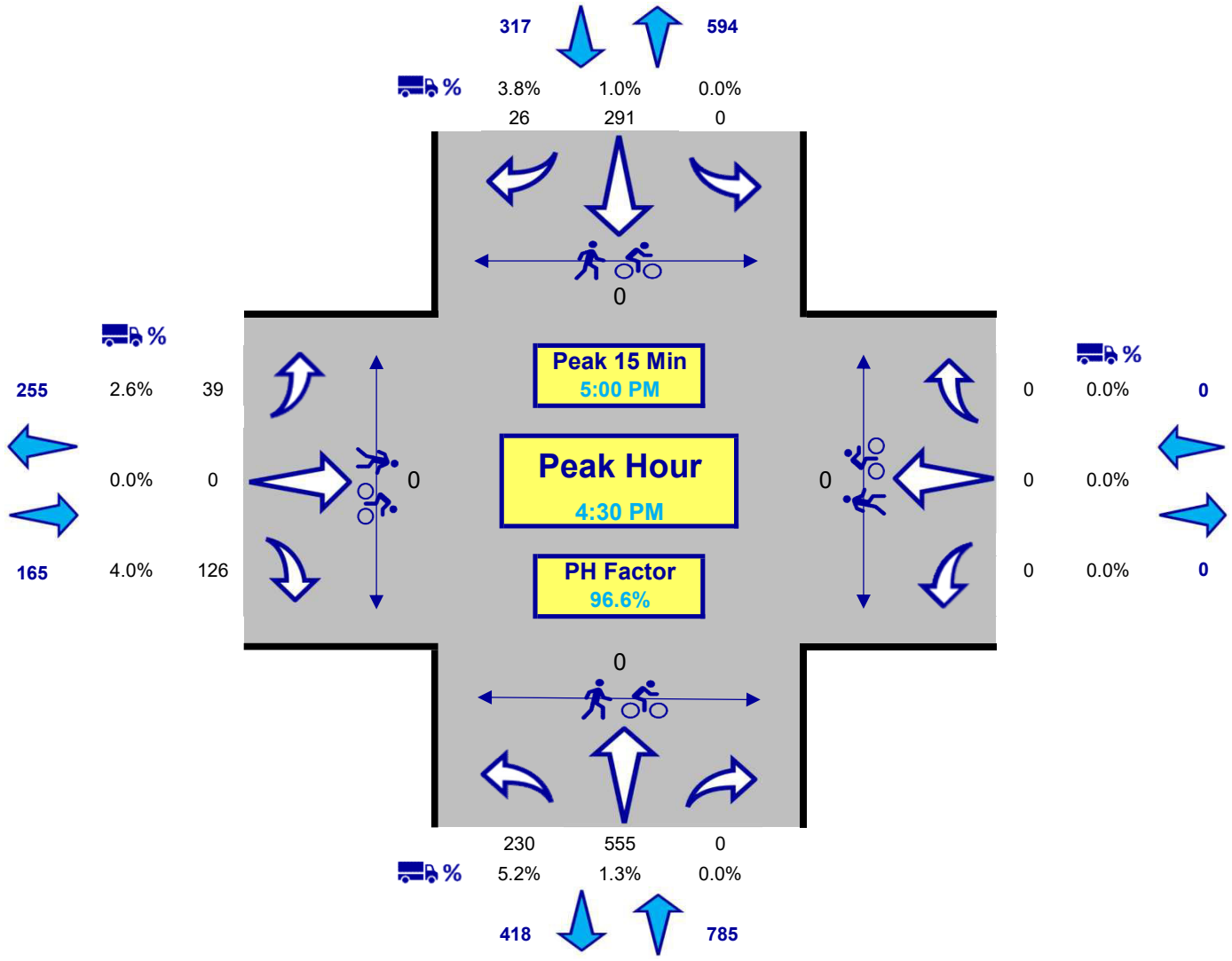


Time Period	Moccasin Wallow Rd								US 301								Totals	
	Eastbound				Westbound				Northbound				Southbound					
	↶	←	↑	↷	↶	←	↑	↷	↶	←	↑	↷	↶	←	↑	↷	:15	Hour
7:00 AM	0	4	0	19	0	0	0	0	0	21	37	0	0	0	167	18	266	
7:15 AM	0	5	0	25	0	0	0	0	0	39	49	0	0	0	123	15	256	
7:30 AM	0	4	0	26	0	0	0	0	0	31	55	0	0	0	135	15	266	
7:45 AM	**0**	**10**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**27**	**86**	**0**	**0**	**0**	**122**	**8**	**277**	**1065**
8:00 AM	0	12	0	22	0	0	0	0	0	30	75	0	0	0	103	19	261	1060
8:15 AM	0	6	0	26	0	0	0	0	0	42	62	0	0	0	106	14	256	1060
8:30 AM	0	5	0	21	0	0	0	0	0	34	56	0	0	0	105	16	237	1031
8:45 AM	0	9	0	31	0	0	0	0	0	27	66	0	0	0	91	20	244	998
Total	**0**	**55**	**0**	**194**	**0**	**0**	**0**	**0**	**0**	**251**	**486**	**0**	**0**	**0**	**952**	**125**	**2063**	

Turning Movement Count Summary

Location: US 301 & Moccasin Wallow Rd
Date: 6/11/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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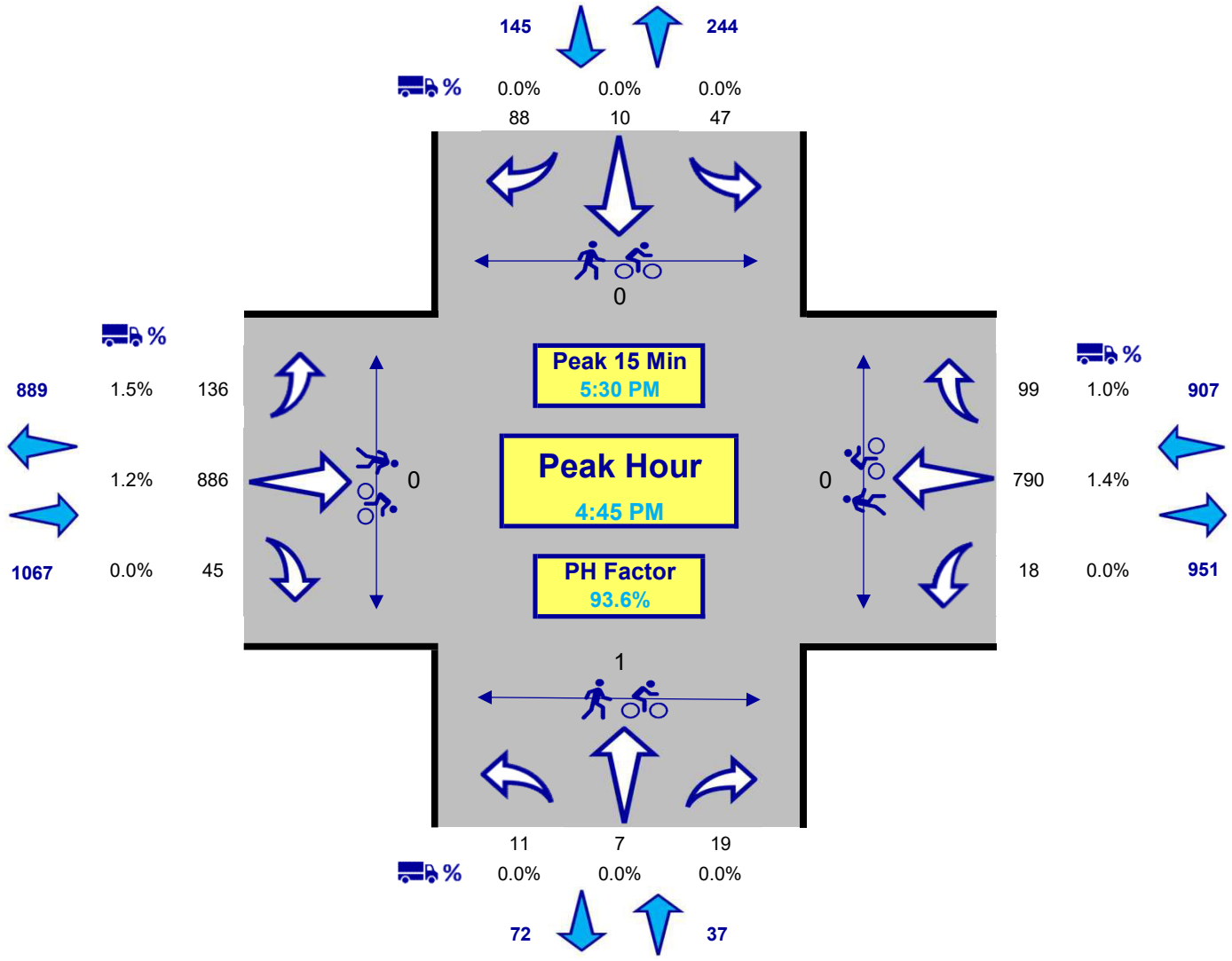


Time Period	Moccasin Wallow Rd Eastbound				Moccasin Wallow Rd Westbound				US 301 Northbound				US 301 Southbound				Totals :15	Totals Hour
4:00 PM	0	13	0	39	0	0	0	0	0	35	143	0	0	0	61	12	303	
4:15 PM	0	17	0	35	0	0	0	0	0	45	126	0	0	0	63	8	294	
4:30 PM	0	12	0	37	0	0	0	0	0	49	142	0	0	0	73	2	315	
4:45 PM	0	5	0	29	0	0	0	0	1	55	140	0	0	0	71	7	308	1220
5:00 PM	**0**	**9**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**65**	**136**	**0**	**0**	**0**	**74**	**13**	**328**	1245
5:15 PM	0	13	0	29	0	0	0	0	0	60	137	0	0	0	73	4	316	1267
5:30 PM	0	8	0	32	0	0	0	0	1	31	144	0	0	0	78	4	298	1250
5:45 PM	0	7	0	27	0	0	0	0	0	36	138	0	0	0	68	11	287	1229
Total	**0**	**84**	**0**	**259**	**0**	**0**	**0**	**0**	**2**	**376**	**1106**	**0**	**0**	**0**	**561**	**61**	**2449**	

Turning Movement Count Summary

Location: Harrison Ranch Blvd & US 301
Date: 6/13/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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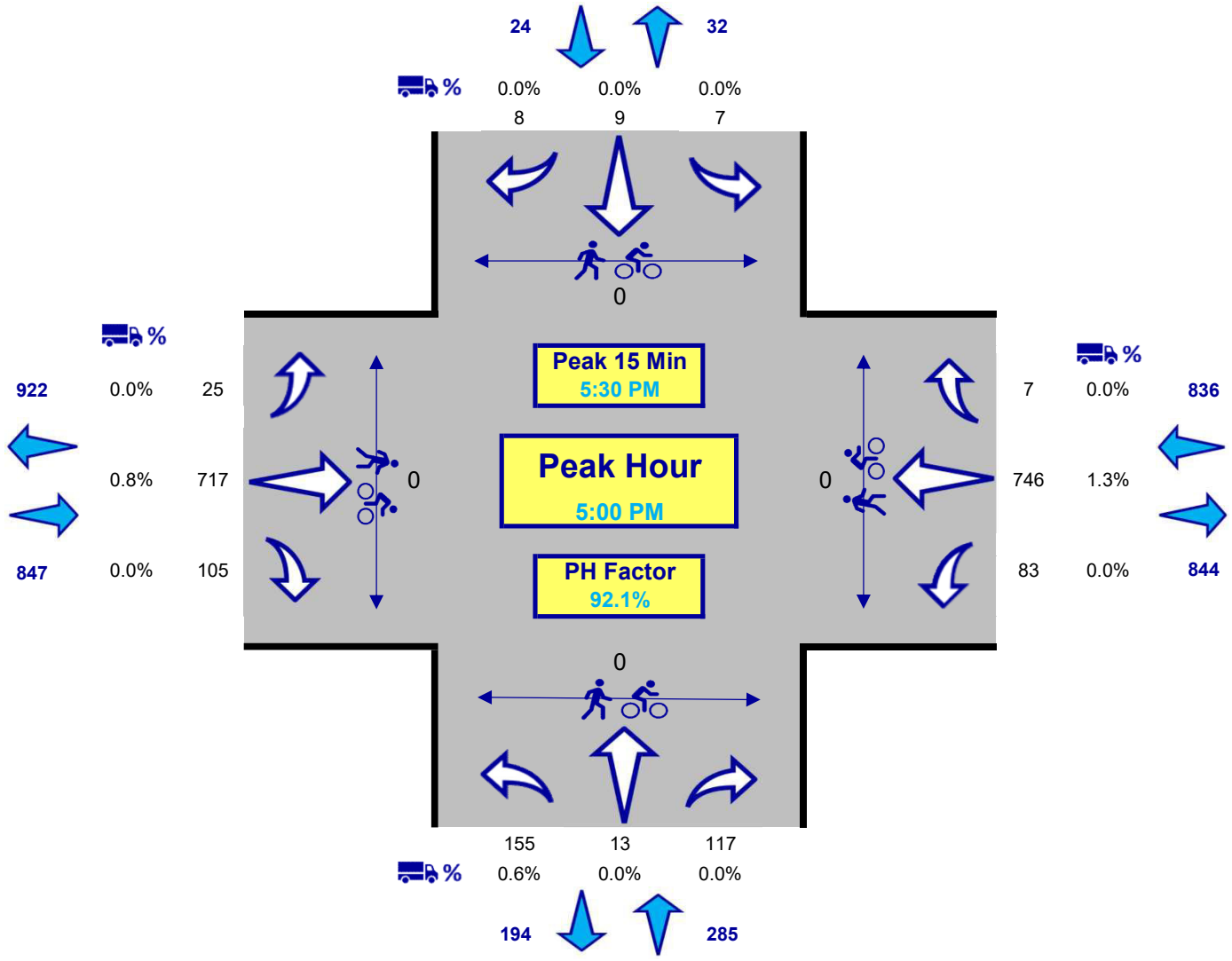


Time Period	US 301 Eastbound				US 301 Westbound				Harrison Ranch Blvd Northbound				Harrison Ranch Blvd Southbound				Totals :15	Totals Hour
4:00 PM	0	42	192	8	0	5	165	34	0	2	1	3	0	17	4	25	498	
4:15 PM	1	35	179	4	1	2	185	34	0	9	2	2	0	14	3	29	500	
4:30 PM	0	25	209	11	0	3	187	31	0	3	0	2	0	13	2	13	499	
4:45 PM	0	32	211	11	0	5	189	26	0	0	1	6	0	14	2	22	519	2016
5:00 PM	0	28	194	12	0	1	215	20	0	3	1	5	1	6	2	20	508	2026
5:15 PM	0	41	234	17	1	5	185	23	0	3	4	5	1	10	3	21	553	2079
5:30 PM	**0**	**35**	**247**	**5**	**0**	**6**	**201**	**30**	**0**	**5**	**1**	**3**	**0**	**15**	**3**	**25**	**576**	**2156**
5:45 PM	0	29	191	8	1	5	203	37	0	2	2	1	0	9	1	26	515	2152
Total	**1**	**267**	**1657**	**76**	**3**	**32**	**1530**	**235**	**0**	**27**	**12**	**27**	**2**	**98**	**20**	**181**	**4168**	

Turning Movement Count Summary

Location: Chin Rd & US 301
Date: 6/13/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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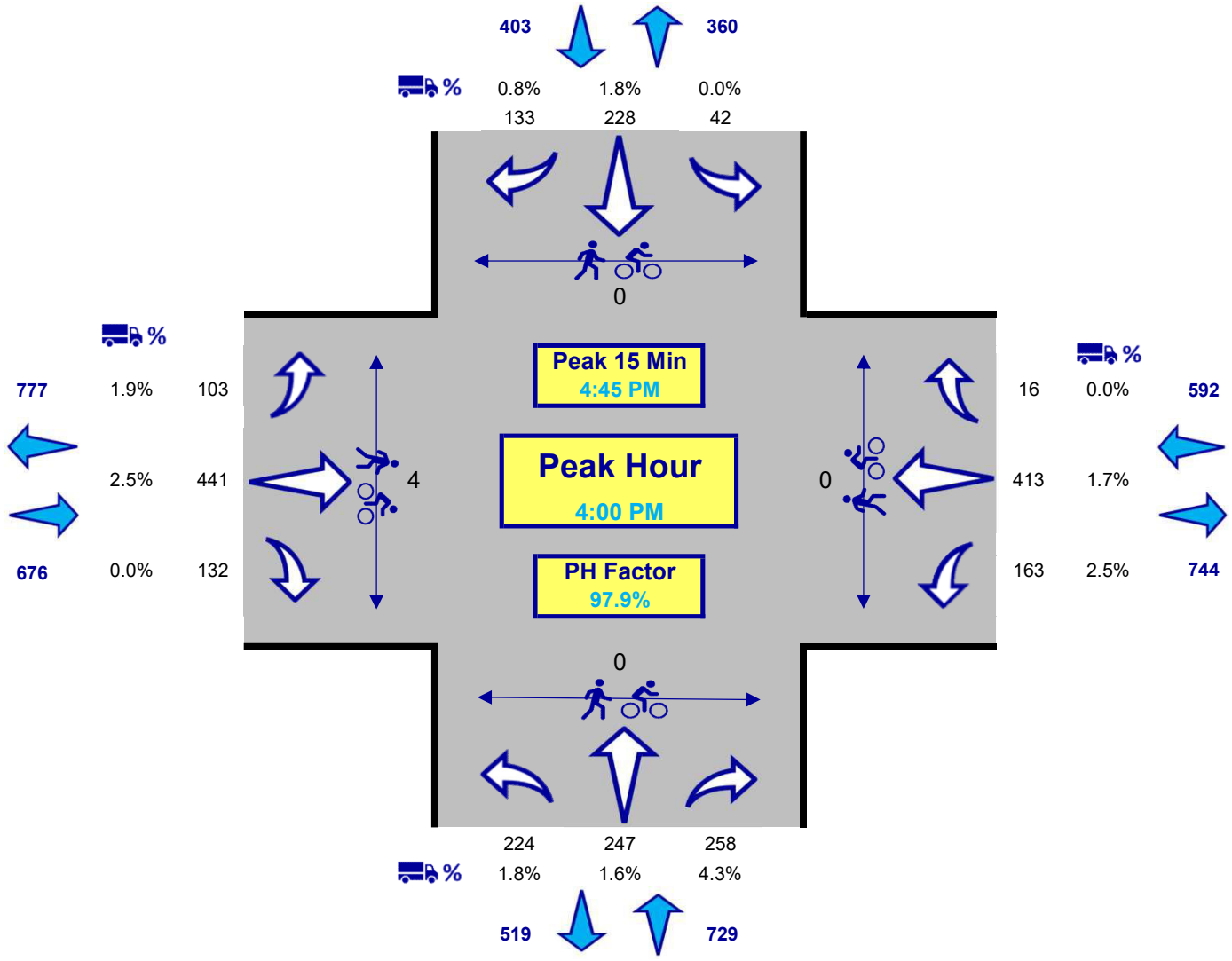


Time Period	US 301 Eastbound				US 301 Westbound				Chin Rd Northbound				Chin Rd Southbound				Totals :15	Totals Hour
4:00 PM	2	3	185	16	4	29	164	3	0	47	1	22	0	2	2	4	484	
4:15 PM	2	6	131	18	2	23	178	1	0	41	2	30	0	3	2	2	441	
4:30 PM	3	4	183	24	0	20	165	2	0	39	1	29	0	0	2	9	481	
4:45 PM	4	1	175	27	0	16	175	2	0	45	1	28	0	0	1	2	477	1883
5:00 PM	2	2	172	24	1	22	183	2	0	37	3	34	0	1	3	4	490	1889
5:15 PM	3	8	179	25	1	16	176	2	0	32	2	25	0	3	4	2	478	1926
5:30 PM	5	1	207	32	1	23	205	1	0	37	4	20	0	2	2	1	541	1986
5:45 PM	3	1	159	24	0	19	182	2	0	49	4	38	0	1	0	1	483	1992
Total	**24**	**26**	**1391**	**190**	**9**	**168**	**1428**	**15**	**0**	**327**	**18**	**226**	**0**	**12**	**16**	**25**	**3875**	

Turning Movement Count Summary

Location: Fort Hamer Rd & US 301
Date: 6/13/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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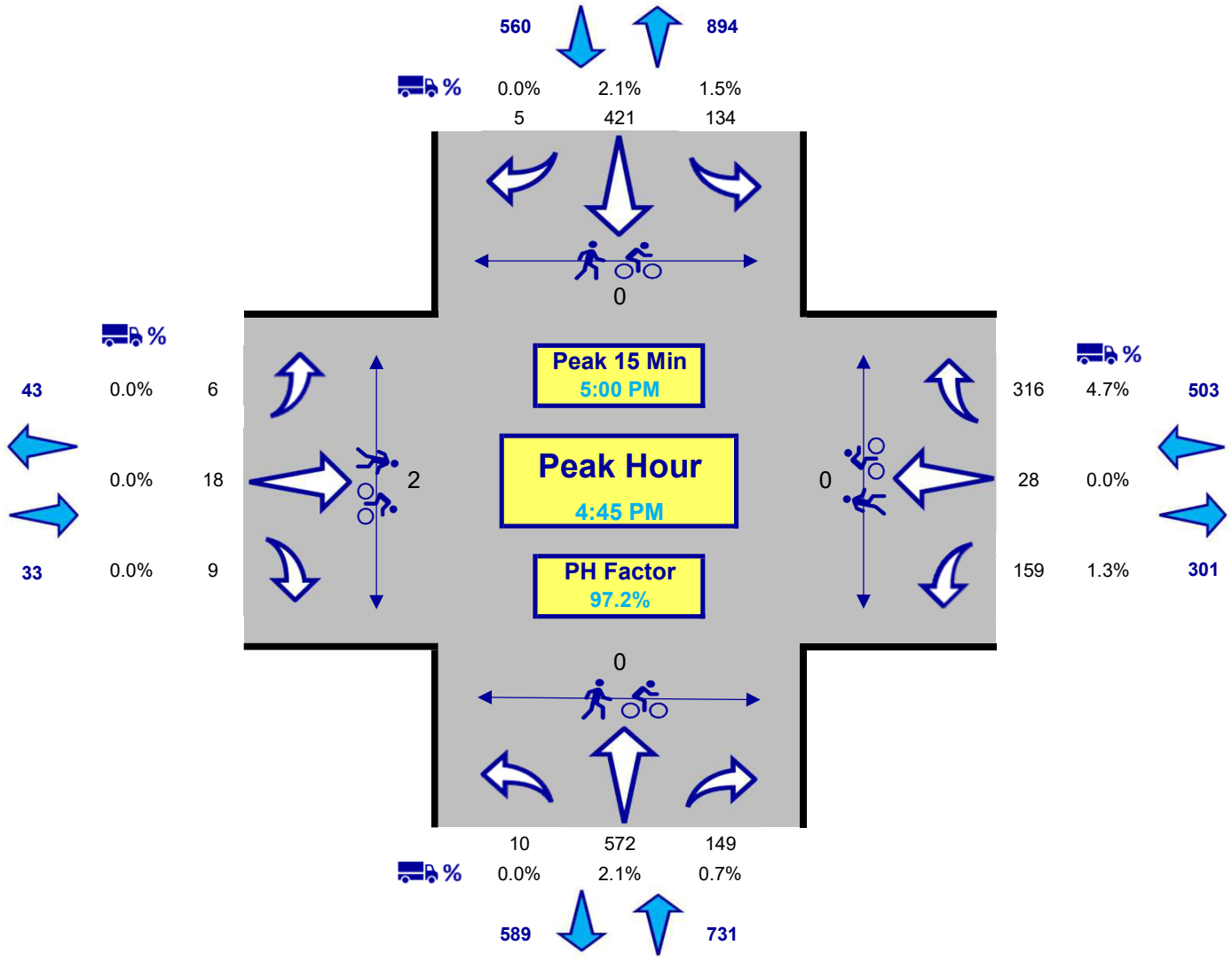


Time Period	US 301 Eastbound				US 301 Westbound				Fort Hamer Rd Northbound				Fort Hamer Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	16	106	33	2	39	90	3	0	71	52	63	0	17	57	54	603	
4:15 PM	2	28	98	25	0	52	105	5	0	57	46	61	0	10	76	34	599	
4:30 PM	4	16	125	33	2	30	109	5	0	44	62	76	1	9	48	21	585	
4:45 PM	**1**	**36**	**112**	**41**	**0**	**38**	**109**	**3**	**0**	**52**	**87**	**58**	**0**	**5**	**47**	**24**	**613**	**2400**
5:00 PM	2	24	140	36	0	39	126	2	0	44	37	55	0	9	50	24	588	2385
5:15 PM	3	28	97	38	0	28	110	3	0	63	55	56	1	5	37	23	547	2333
5:30 PM	4	25	119	36	0	42	112	4	0	65	49	67	2	7	39	22	593	2341
5:45 PM	5	29	89	42	0	26	114	1	0	59	52	58	0	9	45	16	545	2273
Total	**21**	**202**	**886**	**284**	**4**	**294**	**875**	**26**	**0**	**455**	**440**	**494**	**4**	**71**	**399**	**218**	**4673**	

Turning Movement Count Summary

Location: US 301 & CR 675
Date: 6/13/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
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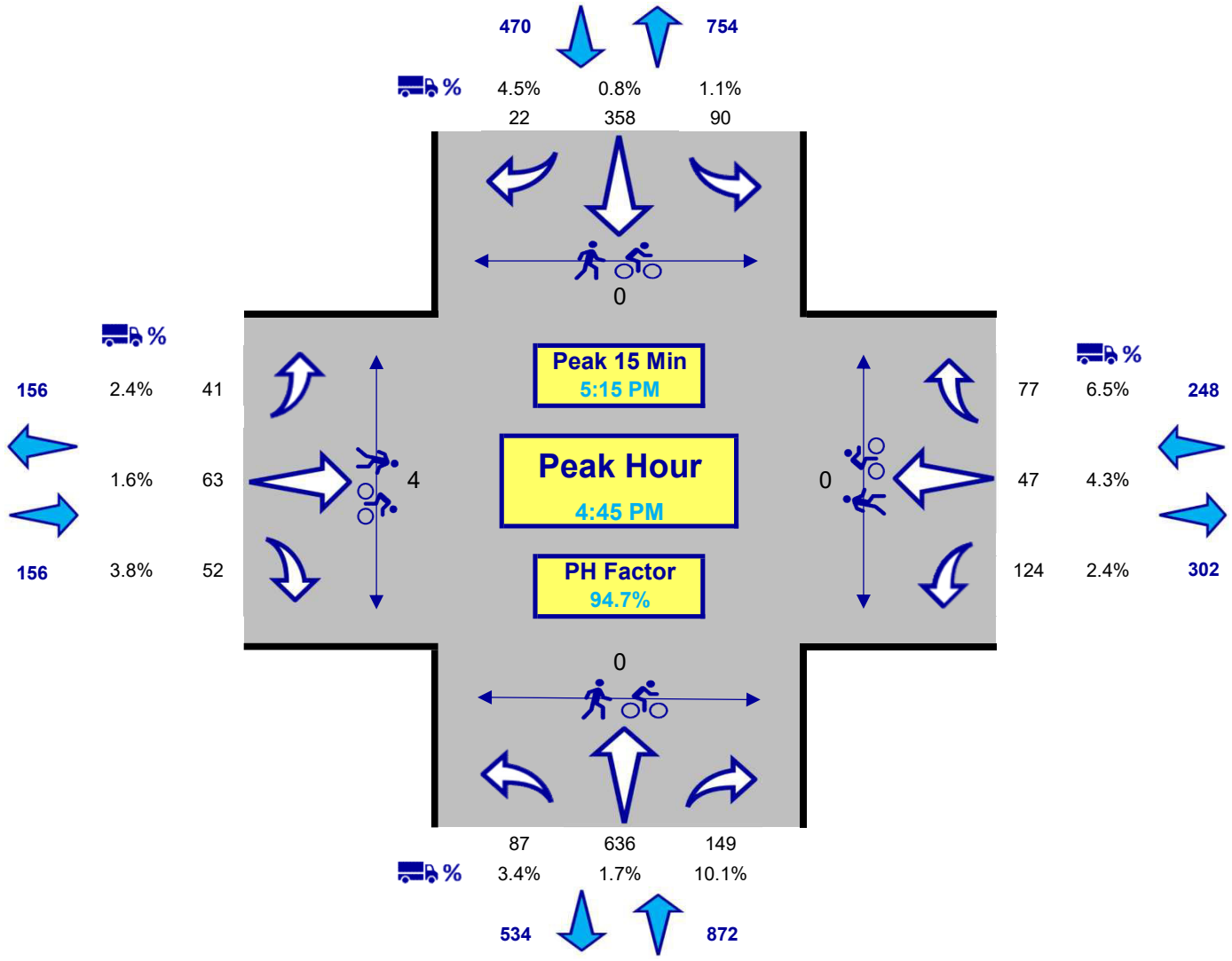


Time Period	CR 675 Eastbound				CR 675 Westbound				US 301 Northbound				US 301 Southbound				Totals :15	Totals Hour
4:00 PM	0	1	6	4	0	30	2	58	0	2	146	30	0	33	97	1	410	
4:15 PM	0	0	2	4	0	35	1	57	0	4	151	36	0	36	101	0	427	
4:30 PM	0	2	1	0	0	57	3	61	0	3	158	37	0	31	92	2	447	
4:45 PM	0	0	7	1	0	31	7	68	0	4	155	37	0	44	110	1	465	1749
5:00 PM	**0**	**4**	**4**	**4**	**0**	**53**	**4**	**74**	**0**	**1**	**151**	**42**	**0**	**33**	**100**	**0**	**470**	1809
5:15 PM	0	1	2	3	0	35	7	92	0	4	117	40	0	23	108	1	433	1815
5:30 PM	0	1	5	1	0	40	10	82	0	1	149	30	0	34	103	3	459	1827
5:45 PM	0	2	4	4	0	34	4	100	0	6	114	28	0	21	105	4	426	1788
Total	**0**	**11**	**31**	**21**	**0**	**315**	**38**	**592**	**0**	**25**	**1141**	**280**	**0**	**255**	**816**	**12**	**3537**	

Turning Movement Count Summary

Location: US 301 & Erie Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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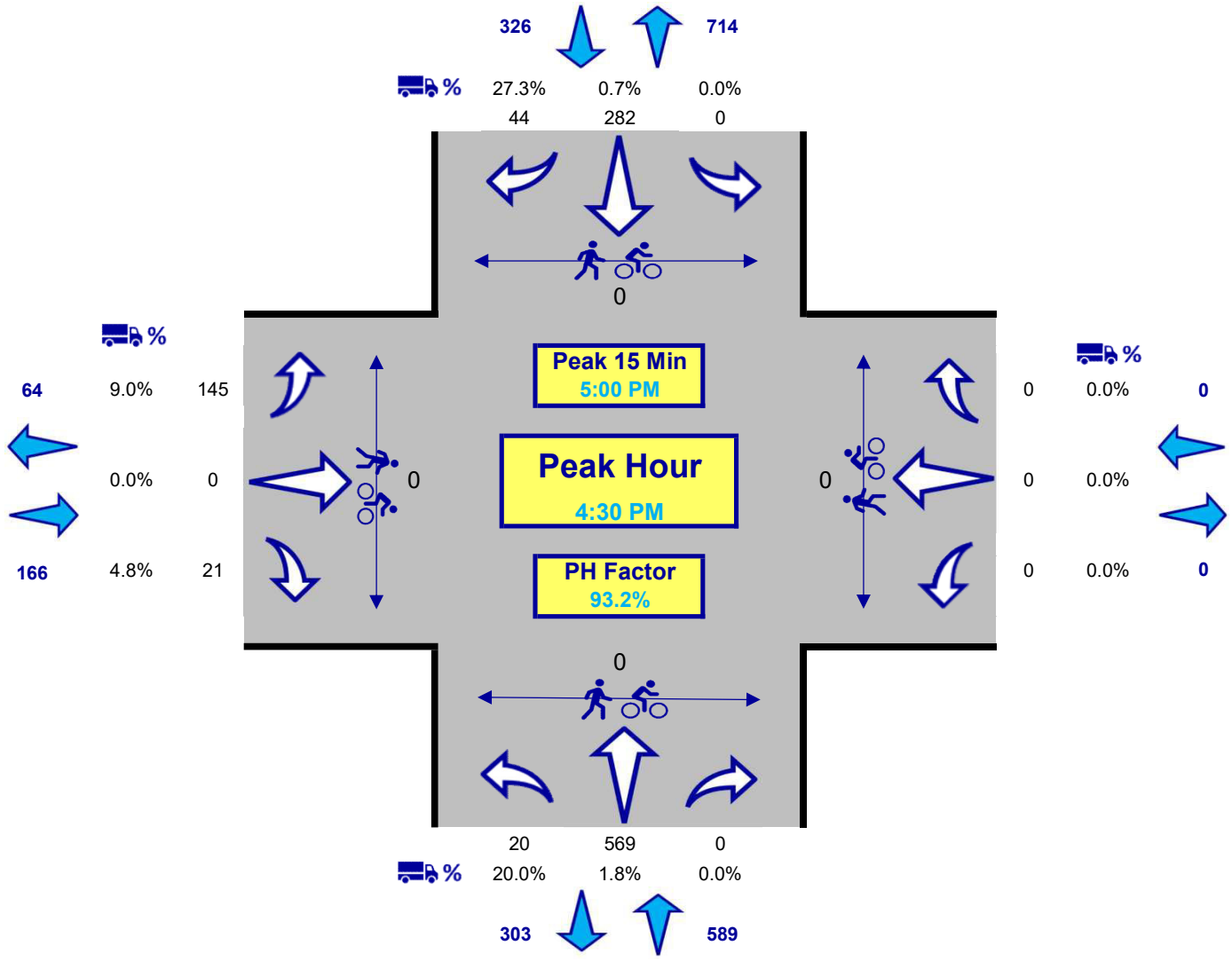


Time Period	Erie Rd Eastbound				Erie Rd Westbound				US 301 Northbound				US 301 Southbound				Totals :15	Totals Hour
4:00 PM	0	18	18	11	0	29	13	23	0	19	143	32	0	14	85	8	413	
4:15 PM	0	14	16	12	0	36	2	16	0	14	126	41	0	18	80	4	379	
4:30 PM	0	11	12	8	0	35	7	14	0	25	137	42	0	19	85	12	407	
4:45 PM	0	9	14	19	0	40	9	20	0	18	160	33	0	18	87	3	430	1629
5:00 PM	0	10	10	12	0	26	13	19	0	19	157	46	0	22	102	7	443	1659
5:15 PM	**0**	**11**	**11**	**14**	**0**	**27**	**11**	**26**	**0**	**21**	**180**	**40**	**0**	**27**	**84**	**9**	**461**	1741
5:30 PM	0	11	28	7	0	31	14	12	0	29	139	30	0	23	85	3	412	1746
5:45 PM	0	13	12	11	0	27	4	15	0	15	123	30	0	14	74	3	341	1657
Total	**0**	**97**	**121**	**94**	**0**	**251**	**73**	**145**	**0**	**160**	**1165**	**294**	**0**	**155**	**682**	**49**	**3286**	

Turning Movement Count Summary

Location: US 301 & Buckeye Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
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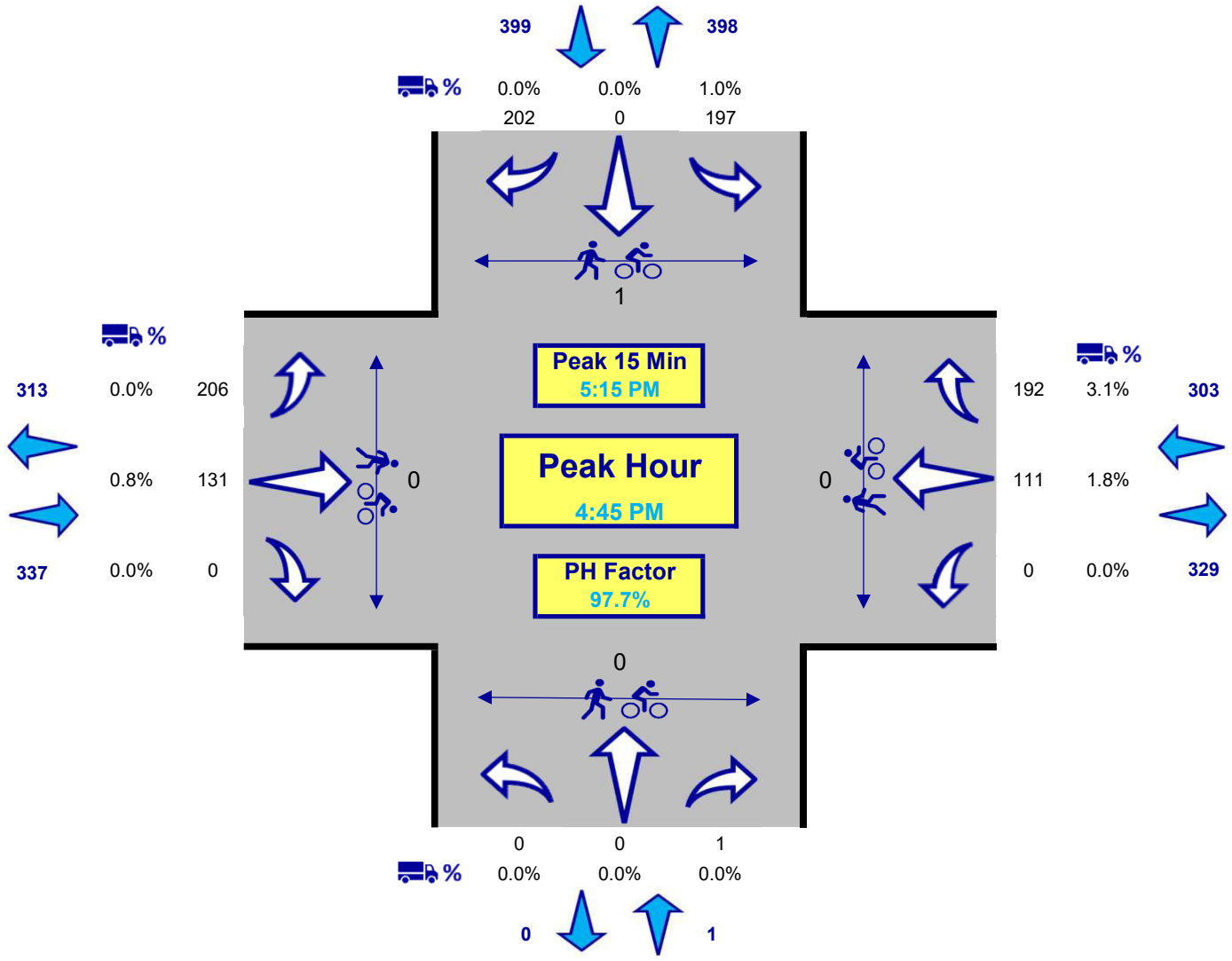


Time Period	Buckeye Rd Eastbound				Buckeye Rd Westbound				US 301 Northbound				US 301 Southbound				Totals :15	Totals Hour
4:00 PM	0	22	0	5	0	0	0	0	0	5	121	0	0	0	56	5	214	
4:15 PM	0	38	0	5	0	0	0	0	0	6	146	0	0	0	56	8	259	
4:30 PM	0	34	0	6	0	0	0	0	0	4	146	0	0	0	67	10	267	
4:45 PM	0	36	0	1	0	0	0	0	0	7	125	0	0	0	68	9	246	986
5:00 PM	**0**	**40**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**150**	**0**	**0**	**0**	**77**	**12**	**290**	1062
5:15 PM	0	35	0	7	0	0	0	0	0	5	148	0	0	0	70	13	278	1081
5:30 PM	0	44	0	7	0	0	0	0	0	3	132	0	0	0	69	8	263	1077
5:45 PM	0	25	0	6	0	0	0	0	0	6	114	0	0	0	56	6	213	1044
Total	**0**	**274**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**40**	**1082**	**0**	**0**	**0**	**519**	**71**	**2030**	

Turning Movement Count Summary

Location: 69th St E & Erie Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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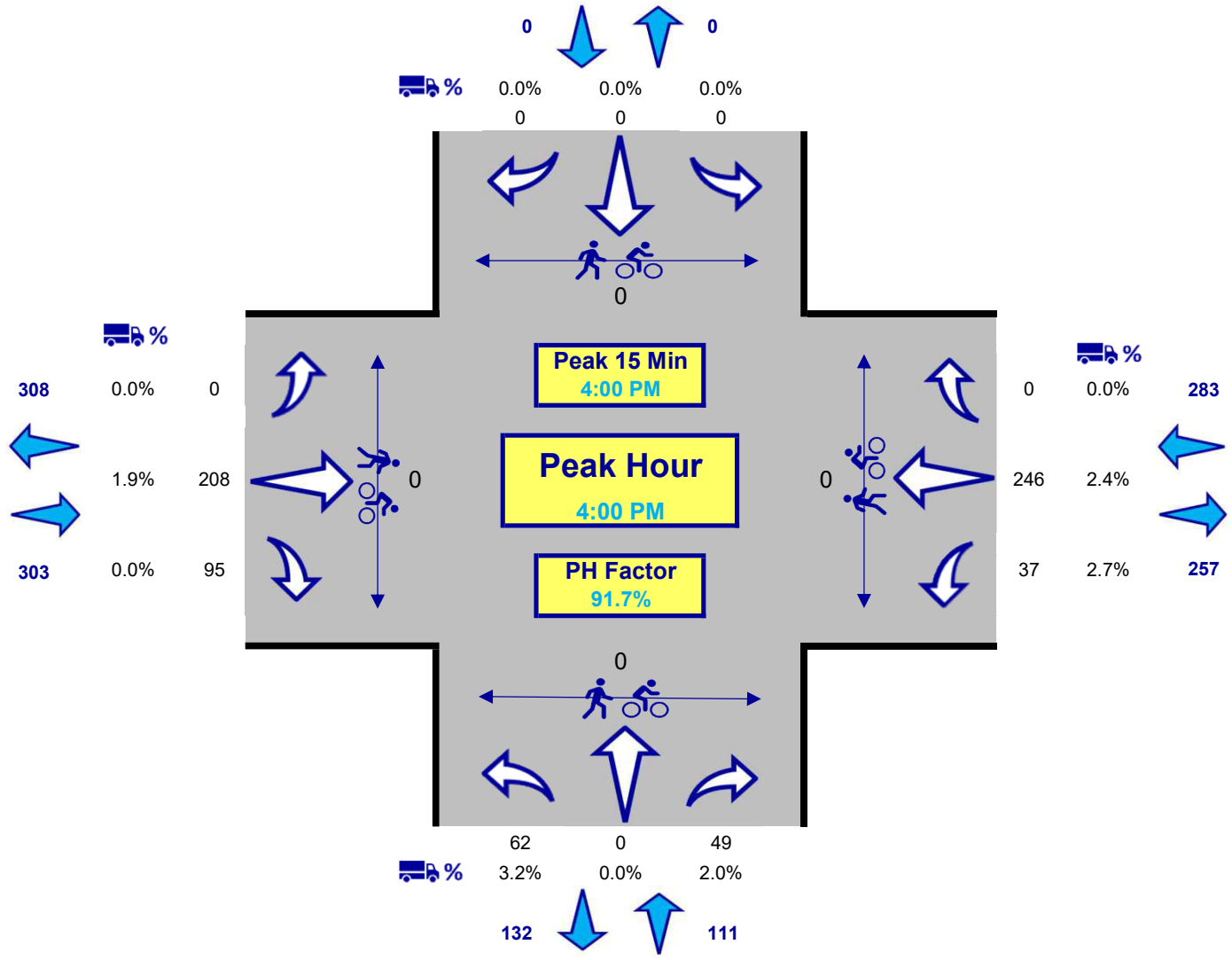


Time Period	Erie Rd Eastbound				Erie Rd Westbound				69th St E Northbound				69th St E Southbound				Totals :15	Totals Hour
4:00 PM	0	45	37	0	0	1	32	53	0	0	0	0	0	53	0	42	263	
4:15 PM	0	46	24	0	0	3	16	51	0	0	0	1	0	38	1	41	221	
4:30 PM	0	53	20	0	0	1	24	40	0	0	0	3	0	44	0	52	237	
4:45 PM	0	60	20	0	0	0	23	58	0	0	0	1	0	54	0	39	255	976
5:00 PM	0	62	36	0	0	0	26	39	0	0	0	0	0	52	0	48	263	976
5:15 PM	**0**	**44**	**34**	**0**	**0**	**0**	**28**	**46**	**0**	**0**	**0**	**0**	**0**	**56**	**0**	**58**	**266**	1021
5:30 PM	0	40	41	0	0	0	34	49	0	0	0	0	0	35	0	57	256	1040
5:45 PM	0	51	30	0	0	0	20	38	0	0	0	0	0	31	0	34	204	989
Total	**0**	**401**	**242**	**0**	**0**	**5**	**203**	**374**	**0**	**0**	**0**	**5**	**0**	**363**	**1**	**371**	**1965**	

Turning Movement Count Summary

Location: Harrison Ranch Blvd & Erie Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
ENGINEERING • QUALITY • SOLUTIONS

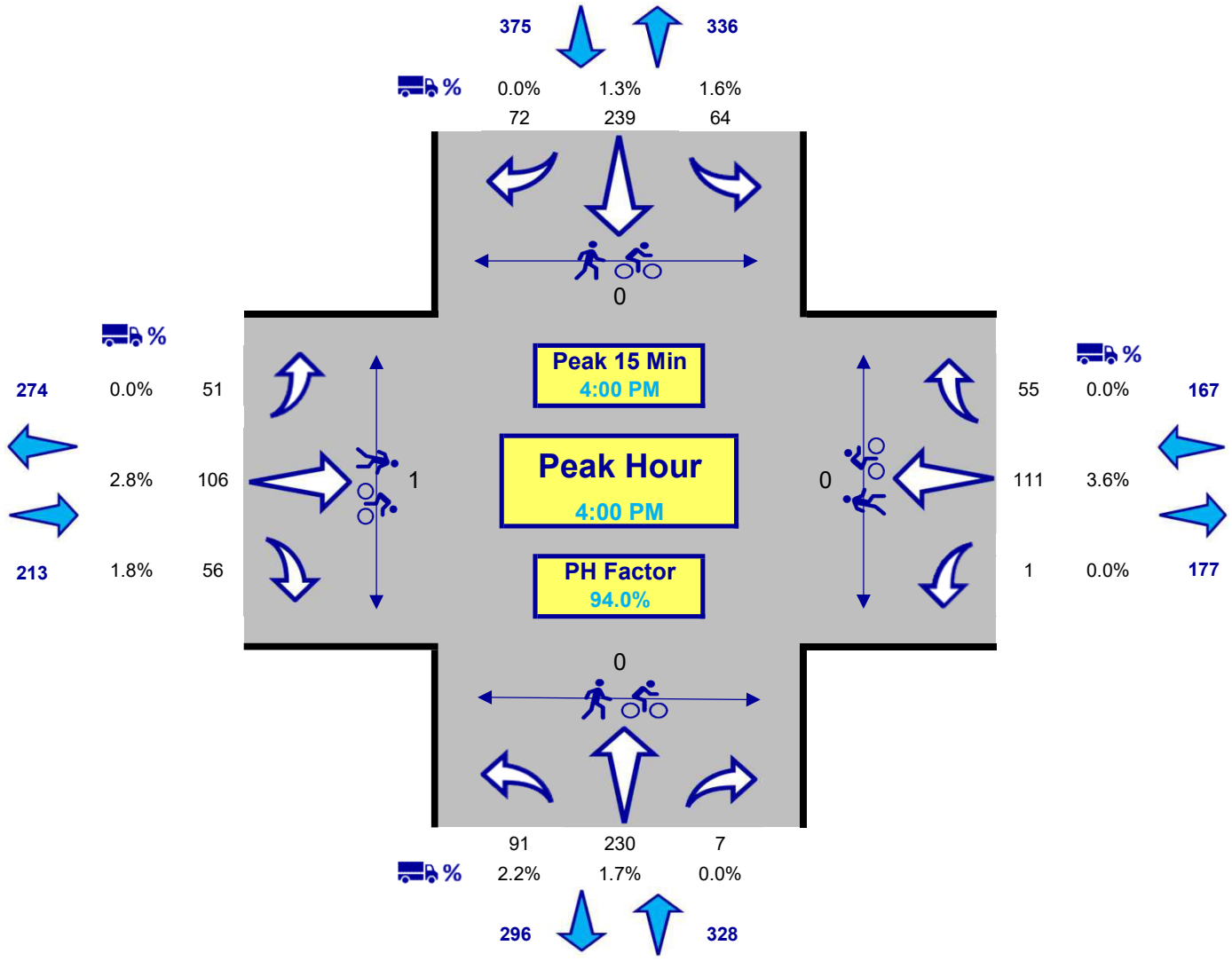


Time Period	Erie Rd Eastbound				Erie Rd Westbound				Harrison Ranch Blvd Northbound				Harrison Ranch Blvd Southbound				Totals :15	Totals Hour
4:00 PM	0	0	55	27	0	15	63	0	0	15	0	15	0	0	0	0	190	
4:15 PM	0	0	58	21	0	9	59	0	0	13	0	11	0	0	0	0	171	
4:30 PM	0	0	37	25	0	11	60	0	0	16	0	15	0	0	0	0	164	
4:45 PM	0	0	58	22	0	2	64	0	0	18	0	8	0	0	0	0	172	697
5:00 PM	0	0	59	22	0	6	51	0	0	12	0	4	0	0	0	0	154	661
5:15 PM	0	0	68	24	0	4	62	0	0	12	0	1	0	0	0	0	171	661
5:30 PM	0	0	58	15	0	10	63	0	0	16	0	9	0	0	0	0	171	668
5:45 PM	0	0	38	17	0	16	39	0	0	17	0	2	0	0	0	0	129	625
Total	**0**	**0**	**431**	**173**	**0**	**73**	**461**	**0**	**0**	**119**	**0**	**65**	**0**	**0**	**0**	**0**	**1322**	

Turning Movement Count Summary

Location: Fort Hamer Rd & Erie Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
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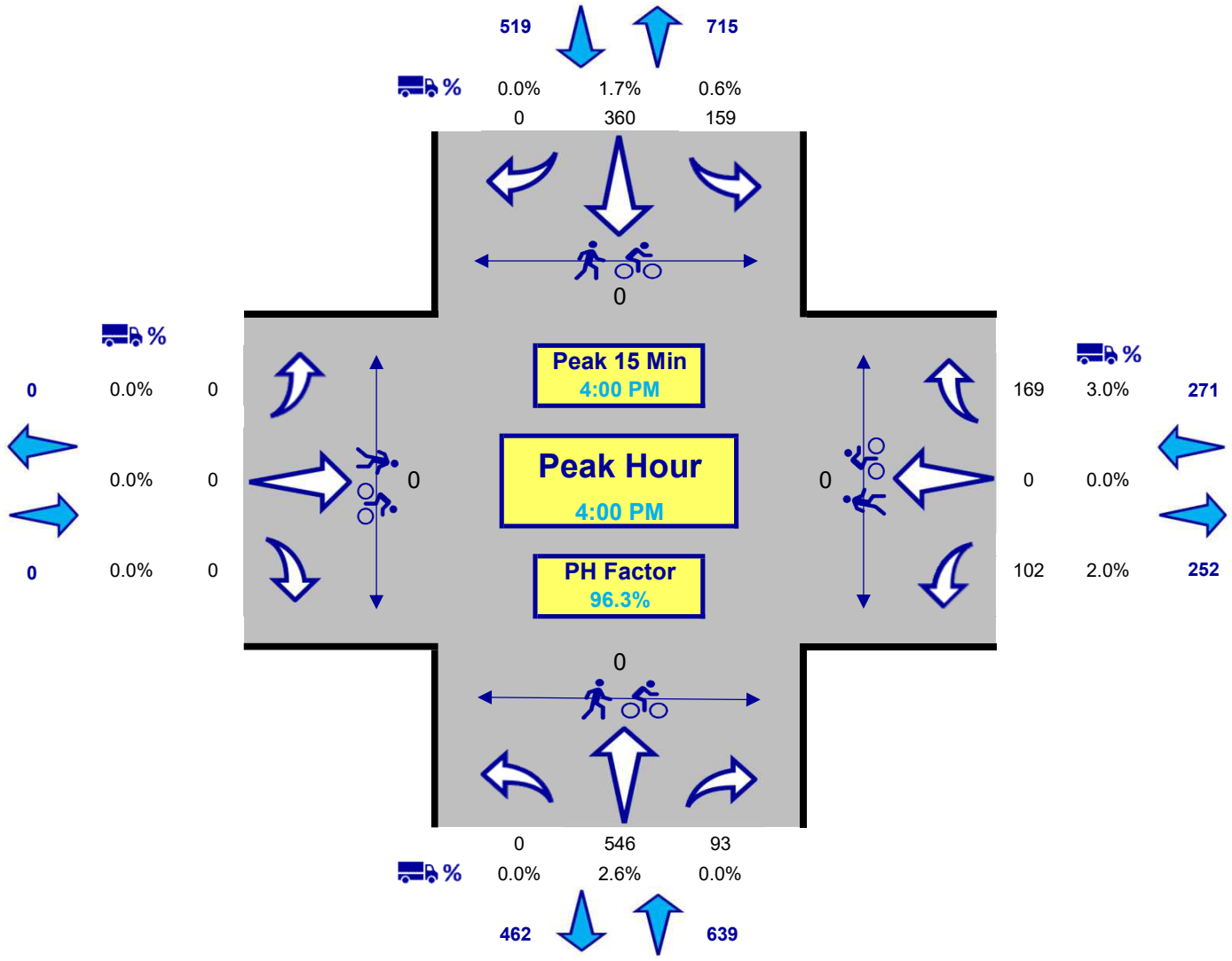


Time Period	Erie Rd Eastbound				Erie Rd Westbound				Fort Hamer Rd Northbound				Fort Hamer Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	19	29	16	0	0	22	21	0	27	59	3	0	13	59	20	288	
4:15 PM	0	13	28	10	0	0	21	9	0	24	59	3	0	19	72	16	274	
4:30 PM	0	9	22	12	0	1	35	14	0	16	55	0	0	18	61	17	260	
4:45 PM	0	10	27	18	0	0	33	11	0	24	57	1	0	14	47	19	261	1083
5:00 PM	0	17	21	15	0	2	28	16	0	15	58	2	0	12	52	13	251	1046
5:15 PM	0	23	28	13	0	1	25	14	0	15	43	4	0	10	64	20	260	1032
5:30 PM	0	15	23	16	0	1	30	20	0	17	49	2	0	18	42	12	245	1017
5:45 PM	0	14	16	9	0	0	19	9	0	11	46	3	0	10	40	27	204	960
Total	**0**	**120**	**194**	**109**	**0**	**5**	**213**	**114**	**0**	**149**	**426**	**18**	**0**	**114**	**437**	**144**	**2043**	

Turning Movement Count Summary

Location: Fort Hamer Rd & Golf Course Rd
Date: 6/13/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
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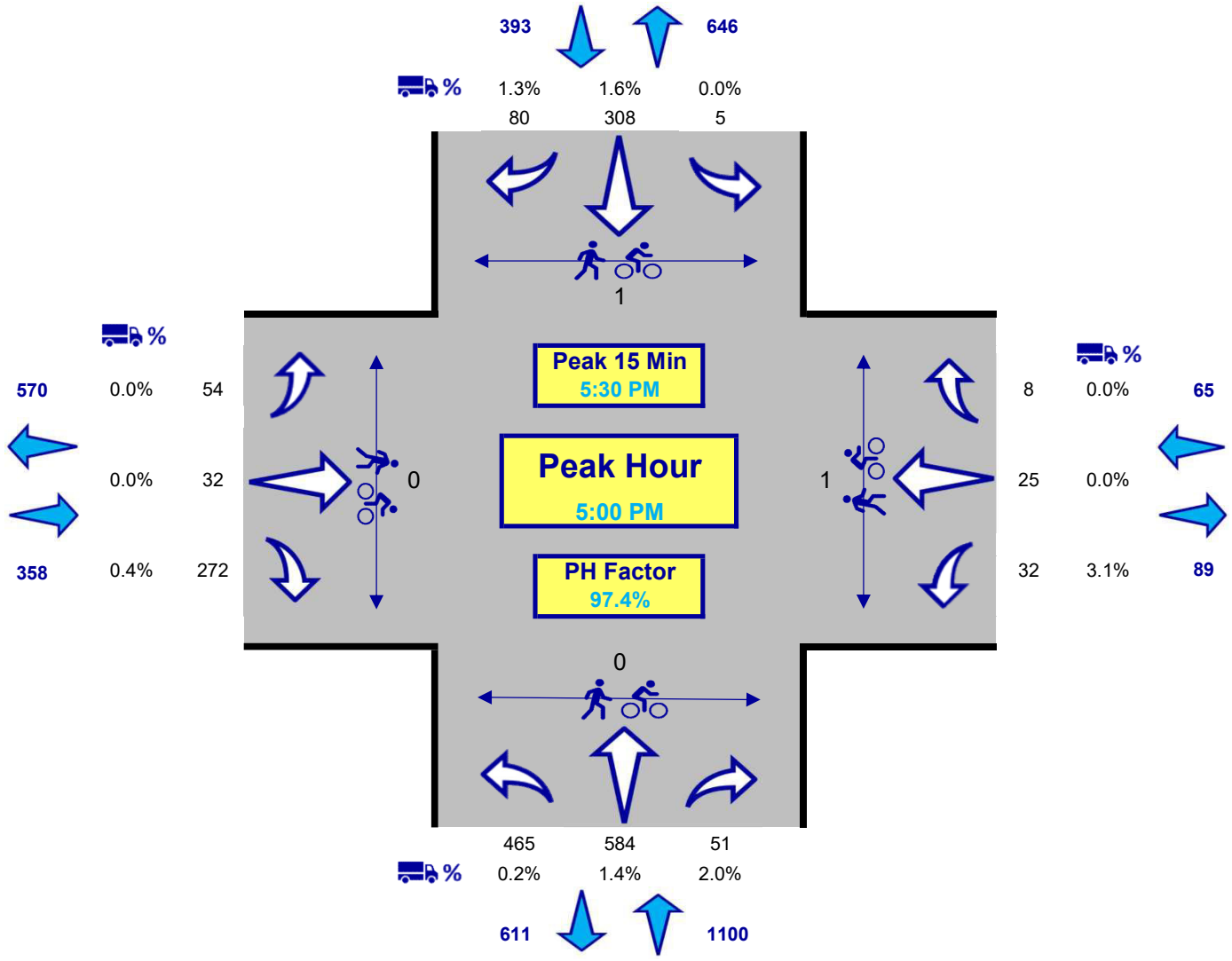


Time Period	Golf Course Rd Eastbound				Golf Course Rd Westbound				Fort Hamer Rd Northbound				Fort Hamer Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	0	0	0	0	32	0	49	0	0	136	15	0	37	102	0	371	
4:15 PM	0	0	0	0	0	22	0	25	0	0	129	34	0	34	97	0	341	
4:30 PM	0	0	0	0	0	22	0	46	0	0	143	25	0	39	84	0	359	
4:45 PM	0	0	0	0	0	26	0	49	0	0	138	19	0	49	77	0	358	1429
5:00 PM	0	0	0	0	0	34	0	42	0	0	111	20	0	38	83	0	328	1386
5:15 PM	0	0	0	0	0	23	0	42	0	0	139	22	0	30	70	0	326	1371
5:30 PM	0	0	0	0	0	28	0	43	0	0	156	27	0	39	78	0	371	1383
5:45 PM	0	0	0	0	0	32	0	40	0	0	116	23	0	49	65	0	325	1350
Total	**0**	**0**	**0**	**0**	**0**	**219**	**0**	**336**	**0**	**0**	**1068**	**185**	**0**	**315**	**656**	**0**	**2779**	

Turning Movement Count Summary

Location: Fort Hamer Rd & Old Tampa Rd
Date: 6/13/2024
Count Period: 4:00 PM - 6:00 PM

BES INC
TRANSPORTATION ENGINEERS
ENGINEERING • QUALITY • SOLUTIONS

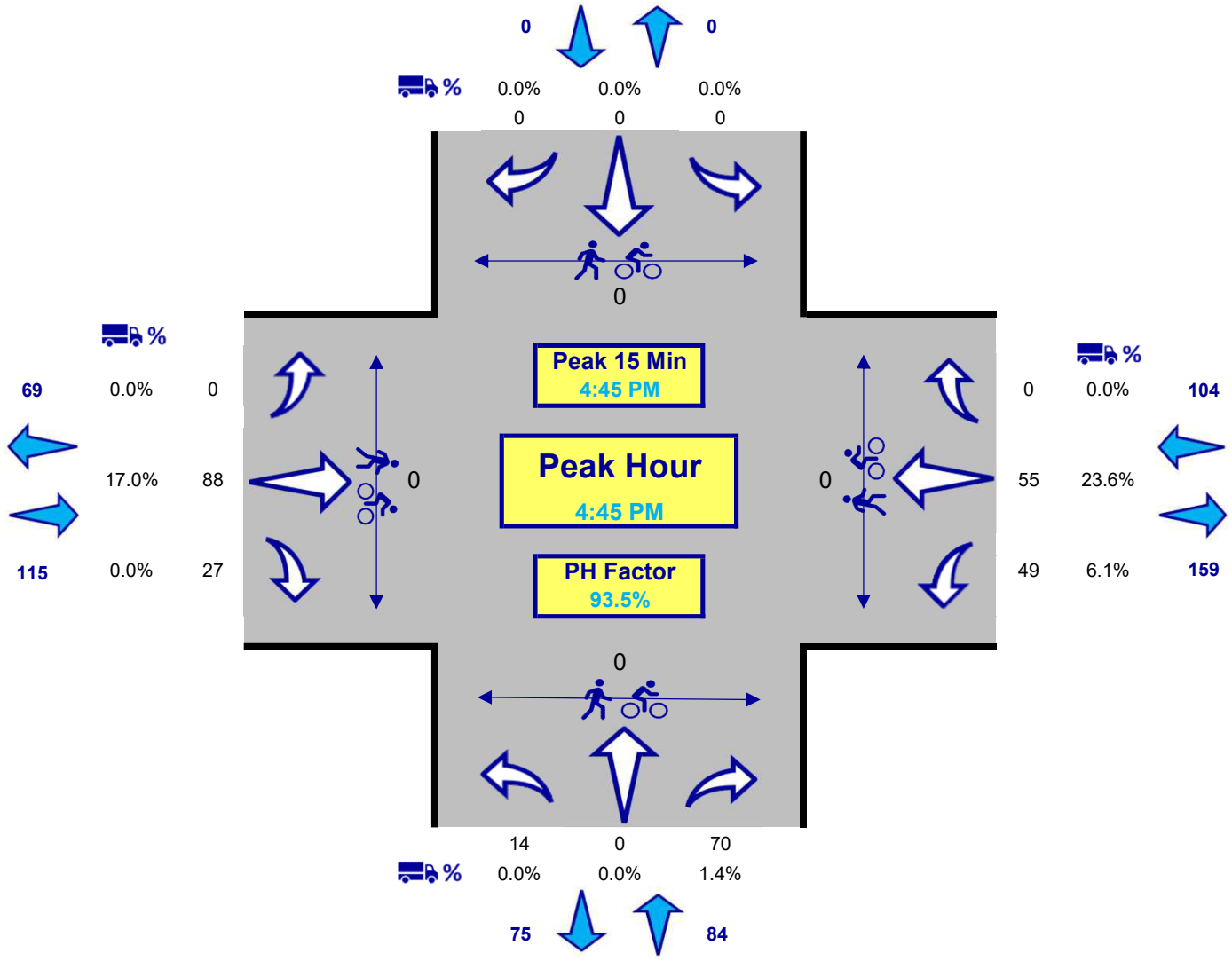


Time Period	Old Tampa Rd Eastbound				Old Tampa Rd Westbound				Fort Hamer Rd Northbound				Fort Hamer Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	11	9	63	0	5	3	2	0	93	147	6	0	2	112	14	467	
4:15 PM	0	12	7	69	0	7	8	3	0	103	149	1	0	3	116	16	494	
4:30 PM	0	10	4	64	0	10	7	1	0	112	165	6	0	3	82	9	473	
4:45 PM	0	8	4	58	0	6	1	2	0	111	144	10	0	2	84	12	442	1876
5:00 PM	0	12	10	58	0	12	5	3	0	98	138	15	0	2	88	22	463	1872
5:15 PM	0	14	9	63	1	2	10	3	0	121	141	13	0	2	75	15	469	1847
5:30 PM	0	12	9	72	0	6	4	2	0	116	162	6	0	1	80	22	492	1866
5:45 PM	0	16	4	79	0	11	6	0	0	130	143	17	0	0	65	21	492	1916
Total	**0**	**95**	**56**	**526**	**1**	**59**	**44**	**16**	**0**	**884**	**1189**	**74**	**0**	**15**	**702**	**131**	**3792**	

Turning Movement Count Summary

Location: Carter Rd & Buckeye Rd
Date: 6/12/2024
Count Period: 4:00 PM - 6:00 PM

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Time Period	Buckeye Rd Eastbound				Buckeye Rd Westbound				Carter Rd Northbound				Carter Rd Southbound				Totals :15	Totals Hour
4:00 PM	0	0	16	3	0	10	10	0	0	5	0	17	0	0	0	0	61	
4:15 PM	0	0	21	2	0	9	13	0	0	3	0	21	0	0	0	0	69	
4:30 PM	0	0	12	4	0	6	15	0	0	2	0	14	0	0	0	0	53	
4:45 PM	**0**	**0**	**22**	**8**	**0**	**14**	**12**	**0**	**0**	**5**	**0**	**20**	**0**	**0**	**0**	**0**	**81**	**264**
5:00 PM	0	0	25	13	0	12	12	0	0	2	0	16	0	0	0	0	80	283
5:15 PM	0	0	19	4	0	13	14	0	0	5	0	15	0	0	0	0	70	284
5:30 PM	0	0	22	2	1	9	17	0	0	2	0	19	0	0	0	0	72	303
5:45 PM	0	0	15	5	0	6	4	0	0	3	0	18	0	0	0	0	51	273
Total	**0**	**0**	**152**	**41**	**1**	**79**	**97**	**0**	**0**	**27**	**0**	**140**	**0**	**0**	**0**	**0**	**537**	

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	15	0	10	7	15	7	7	0	0	0	0	0	0	0	0
Gap Ext	3	4	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	15	50	0	20	15	50	30	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.8	4.8	0	3.7	4.8	4.8	3.7	3.7	0	0	0	0	0	0	0	0
Red Clr	2.5	2.3	0	2.6	2.8	2.9	2	2.6	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON	ON	ON								
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON		ON		ON		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Agency Name Timing Sheet 7/17/2024 2:17:11 PM

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3296								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		4	2
Overlap 2	1								2								FYA-4		4	2
Overlap 3																	NORMAL		4	2
Overlap 4																	NORMAL		4	2
Overlap 5																	NORMAL		4	2
Overlap 6	5								6								FYA-4		4	2
Overlap 7																	NORMAL		4	2
Overlap 8	7								8								FYA-4		4	2

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EL1)	2 (WT1)	3	4 (NT1)	5 (WL1)	6 (ET1)	7 (NL1)	8 (ST1)	9	10	11	12	13	14	15	16
Call Phase	1	2	0	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	6	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0
Delay Time	3	0	0	8	3	0	3	8	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (EL1)	2 (WT1)	3	4 (NT1)	5 (WL1)	6 (ET1)	7 (NL1)	8 (ST1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2	3	4	6	6	8	8	1	4	3		2		6	8								
Type	OLP	VEH	VEH	VEH	OLP	VEH	OLP	VEH	OLP	VEH	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parms]/[IO Parms]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3															
4	1						1		1	1					
5				1											
6		1		1											
7							1								
8	1						1								
9															
10	1														
11															
12															
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON							ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON					
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
4	2	CVM_WTD	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	MAX	MAX	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
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26																																																		1
27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3296 - Moccasin Wallow Rd @ Buffalo Rd (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

Station : 3339 - Moccasin Wallow Rd @ Carter Rd (Upload File)

Phase [1.1.1]

	1 (WL)	2 (ET)	3 (NT)	4 (ST)	5 (EL)	6 (WT)	7	8	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	5	7	5	15	0	0	0	0	0	0	0	0	0	0
Gap Ext	3	5	3	3	3	5	0	0	0	0	0	0	0	0	0	0
Max1	10	30	10	15	10	30	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.4	5.3	4.9	4.9	4.4	5.3	0	0	0	0	0	0	0	0	0	0
Red Clr	6	2	6	6	6	2	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (WL)	2 (ET)	3 (NT)	4 (ST)	5 (EL)	6 (WT)	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON										
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Station : 3339 - Moccasin Wallow Rd @ Carter Rd (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3339								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		4	2
Overlap 2																	NORMAL		4	2
Overlap 3																	NORMAL		4	2
Overlap 4																	NORMAL		4	2
Overlap 5																	NORMAL		4	2
Overlap 6																	NORMAL		4	2
Overlap 7																	NORMAL		4	2
Overlap 8																	NORMAL		4	2

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (WL1)	2 (ET1)	3 (NL1)	4 (ST1)	5 (EL1)	6 (WT1)	7 (SL1)	8 (NT1)	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	4	3	0	0	0	0	0	0	0	0
Switch Phase	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Delay Time	3	0	0	8	3	0	0	8	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (WL1)	2 (ET1)	3 (NL1)	4 (ST1)	5 (EL1)	6 (WT1)	7 (SL1)	8 (NT1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6																		
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parms]/[IO Parms]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											1	1			
2											1	1			
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	ON
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	
19	ON
20	ON
21	
22	ON
23	ON
24	ON
25	ON
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
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53	
54	
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56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON					
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
4	2	CVM_WTD	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	ON

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 3339 - Moccasin Wallow Rd @ Carter Rd (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1								3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
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29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 3339 - Moccasin Wallow Rd @ Carter Rd (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Station : 3339 - Moccasin Wallow Rd @ Carter Rd (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
34	34				0	0						
35	35				0	0						
36	36				0	0						
37	37				0	0						
38	38				0	0						
39	39				0	0						
40	40				0	0						
41	41				0	0						
42	42				0	0						
43	43				0	0						
44	44				0	0						
45	45				0	0						
46	46				0	0						
47	47				0	0						
48	48				0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk	0	10	10	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	35	38	36	0	35	0	38	0	0	0	0	0	0	0	0
Min Green	8	20	12	12	8	20	0	12	0	0	0	0	0	0	0	0
Gap Ext	3	5	3	4	5	5	0	3	0	0	0	0	0	0	0	0
Max1	20	55	20	20	20	55	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5.3	5.3	3.8	3.4	5.3	5.3	0	3.8	0	0	0	0	0	0	0	0
Red Clr	3.6	3.6	3.9	3.7	3.6	3.6	0	3.9	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry			ON													
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON										
Lock Call			ON													
Min Recall		ON				ON										
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable																
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	8	3	15	0	3.5	3.6	1	
2	10	56	20	5	60	0	3.5	3.6	2	
3	0	0	0	0	0	0	0	0	0	
4	10	36	12	4	35	0	3.4	5.2	4	
5	0	0	8	5	45	0	3.5	3.6	5	
6	10	46	20	5	60	0	3.5	3.6	6	
7	0	0	0	0	0	0	0	0	0	
8	10	38	12	3	20	0	3.4	5.5	8	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	8	3	15	0	3.5	3.6	1	
2	10	56	20	5	60	0	3.5	3.6	2	
3	0	0	0	0	0	0	0	0	0	
4	10	36	12	4	35	0	3.4	5.2	4	
5	0	0	8	5	45	0	3.5	3.6	5	
6	10	46	20	5	60	0	3.5	3.6	6	
7	0	0	0	0	0	0	0	0	0	
8	10	38	12	3	20	0	3.4	5.5	8	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3295								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	3	7															R-TURN		3.4	3.6
Overlap 2	1								2								FYA-4		4	2
Overlap 3	3	7	4														R-TURN		3.4	3.6
Overlap 4																	NORMAL		4	2
Overlap 5																	NORMAL		4	2
Overlap 6	5								6								FYA-4		4	2
Overlap 7																	NORMAL		4	2
Overlap 8																	NORMAL		4	2

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1	4																2	4						
Overlap 2																								
Overlap 3	3																6	3						
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (EL1)	2 (WT1)	3 (SL1)	4 (NT1)	5 (WL1)	6 (ET1)	7 (NL1)	8 (ST1)	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	4	3	0	0	0	0	0	0	0	0
Switch Phase	6	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0
Delay Time	2	0	2	2	2	0	2	8	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (EL1)	2 (WT1)	3 (SL1)	4 (NT1)	5 (WL1)	6 (ET1)	7 (NL1)	8 (ST1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2	3	4	6	6							2	4	6	3								
Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parms]/[IO Parms]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1				1		1	1	1	1					
4	1		1		1		1		1	1					
5				1											
6		1		1											
7			1		1		1	1							
8	1		1		1			1							
9	1						1								
10			1		1										
11															
12	1		1												
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON							ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON					
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
4	2	CVM_WTD	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	ON

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	66	15	48	45	66	35	48								
Mode	NON	MIN	NON	NON	MIN	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	66	15	48	45	66	35	48								
Mode	NON	MIN	NON	NON	MIN	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	60	15	35	45	60	35	20								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Agency Name | Timing Sheet | 7/17/2024 2:19:04 PM

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	MAX	MAX	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

TB Coor, Advanced Scheduler [4.3]

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | | |

Agency Name | Timing Sheet | 7/17/2024 2:19:04 PM

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3295 - Moccasin Wallow Rd @ 115th Ave E (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

Phase [1.1.1]

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	20	0	37	0	20	0	37	0	0	0	0	0	0	0	0
Min Green	10	10	7	20	10	10	7	20	0	0	0	0	0	0	0	0
Gap Ext	3	3	3	5	3	3	3	5	0	0	0	0	0	0	0	0
Max1	15	25	25	65	25	25	15	65	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	0	0	0	0	0	0	0	0
Red Clr	2	2	2.4	2.4	2	2	2.4	2.4	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call																
Min Recall				ON				ON								
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable				ON				ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Sarasota-Manatee RTMC Timing Sheet 6/29/2022 2:55:31 PM

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo

	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3286								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	1								2								FYA-4		4	2
Overlap 2	3																NORMAL		4	2
Overlap 3	3								4								FYA-4		4	2
Overlap 4	5																NORMAL		4	2
Overlap 5	5								6								FYA-4		4	2
Overlap 6	7																NORMAL		4	2
Overlap 7	7								8								FYA-4		4	2
Overlap 8	1																NORMAL		4	2

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																	2							
Overlap 3																								
Overlap 4																	4							
Overlap 5																								
Overlap 6																	6							
Overlap 7																								
Overlap 8																	8							

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SL1)	2 (NT1)	3 (WL1)	4 (ET1)	5 (NL1)	6 (ST1)	7 (EL1)	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	0	0	0	0	0	0	0	0	0
Switch Phase	6	0	8	0	2	0	4	0	0	0	0	0	0	0	0	0
Delay Time	2	8	2	0	2	8	2	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SL1)	2 (NT1)	3 (WL1)	4 (ET1)	5 (NL1)	6 (ST1)	7 (EL1)	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	2	4	6	8	2	4	6	8								
Type	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1								1	1					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON							ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON					
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
4	2		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active						
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF	OFF	OFF	OFF	OFF	

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

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Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	MAX	MAX	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
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28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3286 - Ft Hamer @ Moccasin Wallow Rd (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

FDOT - DISTRICT 1

Signal Timing Report

(For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

Approved By:

Date:

Revisions	Location Details	
12/2015: Updated Yellow and All Red for NB.	Section: ***13020***	Mile Post: ***8.537***
	Major Street: ***US 301 (SR 43)***	Orientation: ***E-W***
	Minor Street: ***Chin Rd / Palm Blvd***	Orientation: ***N-S***
	Sig ID: ***1027***	
	Implemented:	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	***EBL***	***WB***	***SB***	***NB***	***WBL***	***EB***			
Turn Type	***Prot***		***Split/Lead***	***Split/Lag***	***Prot***				
Min Green	***5***	***15***	***7***	***7***	***5***	***15***			
Ext	***3.0***	***5.0***	***3.0***	***3.0***	***3.0***	***5.0***			
Yellow	***5.2***	***5.2***	***3.4***	***3.7***	***5.2***	***5.2***			
All Red	***3.0***	***2.0***	***6.0***	***3.4***	***3.0***	***2.0***			
Max I	***20***	***50***	***20***	***30***	***20***	***50***			
Max II	***45***	***140***	***45***	***45***	***45***	***140***			
Max Limit		***60***				***60***			
Adjust By		***10***				***10***			
Walk		***7***	***7***	***7***		***7***			
Flashing Don't Walk		***27***	***38***	***38***		***22***			
Detector Memory									
Det. Cross Switch.									
Dual Entry		***ON***				***ON***			
Recall		***MIN***				***MIN***			

SOP 9

Ring - 1	1	2	3	4
Ring - 2	5	6		

Notes:

1) Program 8 sec detection delay for minor side street right turn movements

This document has been digitally signed and sealed by

FDOT - DISTRICT 1
801 N Broadway Ave, Bartow, FL 33830

Signal Timing Report

(For isolated traffic signal)

Drawn By:	EME
Date:	
Checked By:	
Date:	

on the date adjacent to the seal.

Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies

Revisions	Location Details			
03/2023: Updated per Permit 2019-A-194-00076.	Section:	***13020000***	Mile Post:	***9.827***
	Major Street:	***US 301***	Orientation:	***N-S (Considered E-W)***
	Minor Street:	***Fort Hamer Road***	Orientation:	***E-W (Considered N-S)***
	Sig ID:	***1503***		
	Implemented:			

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	***EBL***	***WB***	***EBL***	***NB***	***WBL***	***EB***	***NBL***	***SB***	
Turn Type	***Prot***		***Prot***		***Prot***		***Prot***		
Min Green	***5***	***15***	***5***	***10***	***5***	***15***	***5***	***10***	
Ext	***3.0***	***2.2***	***5.0***	***3.0***	***5.0***	***2.2***	***3.0***	***3.0***	
Yellow	***5.1***	***5.1***	***4.8***	***4.8***	***5.1***	***5.1***	***4.8***	***4.8***	
All Red	***2.8***	***2.8***	***3.5***	***3.5***	***2.8***	***2.8***	***3.5***	***3.5***	
Max I	***20***	***60***	***20***	***30***	***20***	***60***	***20***	***30***	
Max II									
Max Limit		***100***				***100***			
Adjust By		***20***				***20***			
Walk		***7***		***7***		***7***		***7***	
Flashing Don't Walk		***33***		***40***		***31***		***41***	
Detector Memory									
Det. Cross Switch.									
Dual Entry		***ON***		***ON***		***ON***		***ON***	
Recall		***MIN***				***MIN***			

SOP 10 (Sequence 1)

Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

1) Program 8 Seconds detection delay for minor street right turn movements.
2) Controller Brand: Qubic
3) Detection Brand: Wavetronix
 a) Use Dynamic detection for Phases 2 & 6

Overlaps	OL Type	Parent Ø's	Min Grn	Yellow	All Red	Conflicts
A, 2R	MIN GRN	3	5	5.2	2.0	P2
B, 4R	MIN GRN	5	5	4.9	2.0	P4
C, 6R	MIN GRN	7	5	5.2	2.0	P6
D, 8R	MIN GRN	1	5	4.9	2.0	P8

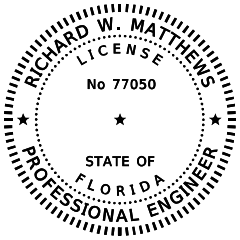
	DIR	Ø's	Range	Speed	ETA
Wavetronix Settings	EB	6	20 - 500	35 - 100	0.25 - 5.5
	WB	2	20 - 500	35 - 100	0.25 - 5.5

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FDOT - DISTRICT 1
801 N Broadway Ave, Bartow, FL 33830

Signal Timing Report

(For isolated traffic signal)



Richard W Matthews 2020.07.01 13:03:30 -05'00'

Drawn By:	EME
Date:	04/2020
Checked By:	KEB
Date:	04/2020

on the date adjacent to the seal.

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Revisions	Location Details			
04/2020: New signal per FPID 440791-1-52-01	Section:	***13020000***	Mile Post:	***10.434***
	Major Street:	***US 301***	Orientation:	***N-S***
	Minor Street:	***Rutland Road/69th St E***	Orientation:	***E-W***
	Sig ID:	***429***		
		Implemented:	**4/28/2020**	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	***NBL***	***SB***		***WB***	***SBL***	***NB***		***EB***	
Turn Type	***Prot/Perm***				***Prot/Perm***				**FYA = Ø1 & Ø5**
Min Green	***7***	***15***		***15***	***7***	***15***		***15***	
Ext	***3.0***	***2.0***		***3.0***	***3.0***	***2.1***		***3.0***	
Yellow	***5.2***	***5.2***		***5.6***	***5.2***	***5.2***		***5.6***	
All Red	***2.3***	***2.3***		***3.0***	***2.3***	***2.3***		***3.0***	
Max I	***20***	***80***		***40***	***20***	***80***		***40***	
Max II									
Max Limit									
Adjust By									
Walk		***7***				***7***		***7***	
Flashing Don't Walk		***16***				***18***		***25***	
Detector Memory									
Det. Cross Switch.	***YES***				***YES***				
Dual Entry		***ON***		***ON***		***ON***		***ON***	
Recall		***MIN***				***MIN***			

SOP 7

Ring - 1	1	2		4
Ring - 2	5	6		8

Notes:

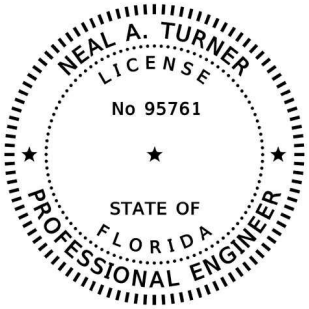
1) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green, in addition to detector cross switching
2) Program 8 Seconds detection delay for minor street right turn movements.
3) Controller Brand: Naztec Controller Model: 980

This document has been digitally signed and sealed by

FDOT - DISTRICT 1
801 N Broadway Ave, Bartow, FL 33830

Signal Timing Report

(For isolated traffic signal)



Digitally signed by Neal Turner
Date: 2024.04.24 07:28:47-04'00'

on the date adjacent to the seal.

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Drawn By:	NAT
Date:	2/2024'
Checked By:	
Date:	

Revisions	Location Details			
2/22/2024 - new timing sheet for new signal	Section:	*13020000*	Mile Post:	*11.159*
	Major Street:	*US 301*	Orientation:	*N/S*
	Minor Street:	*SR 62*	Orientation:	*E/W*
	Sig ID:	*1621*		

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	*NBL*	*SB*	*EBL*	*WB*	*SBL*	*NB*	*WBL*	*EB*	
Turn Type	*Prot/Perm*		*Prot/Perm*		*Prot/Perm*		*Prot/Perm*		
Min Green	*7*	*20*	*7*	*10*	*7*	*20*	*7*	*10*	
Ext	*3.0*	*2.0*	*3.0*	*4.0*	*3.0*	*2.0*	*3.0*	*4.0*	
Yellow	*4.9*	*4.9*	*4.5*	*4.5*	*4.9*	*4.9*	*4.5*	*4.5*	
All Red	*3.4*	*3.4*	*3.9*	*3.9*	*3.4*	*3.4*	*3.9*	*3.9*	
Max I	*30*	*50*	*30*	*30*	*30*	*50*	*30.0*	*30*	
Max II									
Max Limit									
Adjust By									
Walk		*7*		*7*		*7*		*7*	
Flashing Don't Walk		*23*		*25*		*25*		*28*	
Detector Memory									
Det. Cross Switch.	*YES*		*YES*		*YES*		*YES*		
Dual Entry		*ON*		*ON*		*ON*		*ON*	
Recall		*MIN*				*MIN*			

SOP 10

Ring 1	1	2	3	4
Ring 2	5	6	7	8

Notes:

1) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green, in addition to detector cross switching
2) Add 8 seconds detection delay for minor street right turn movements.
3) Program Start-up delay of 2 seconds for the Flashing Yellow Arrow on movements 1,3,5,7 (relative to opposing through movements)
4) Program Overlap 4R as NORMAL overlap to come up with movement 5 with Yellow=4.5, All Red =3.9, Omit when P4 is active
5) Program Overlap 8R as NORMAL overlap to come up with movement 1 with Yellow=4.5, All Red =3.9, Omit when P8 is active

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk	0	10	0	0	0	0	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	21	0	0	0	0	0	16	0	0	0	0	0	0	0	0
Min Green	7	20	7	7	7	20	7	7	0	0	0	0	0	0	0	0
Gap Ext	5	5	3	3	3	5	3	5	0	0	0	0	0	0	0	0
Max1	15	30	15	20	12	30	12	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.6	4.6	4.2	4.2	4.6	4.6	3.4	4.2	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.2	2	3.4	2	3	2	3.1	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	30	0	30	30	0	0	0	45	0	0	0	0	0	0	0	0
Dynamic Max Step	15	0	15	10	0	0	0	15	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Agency Name Timing Sheet 6/21/2024 11:35:25 AM

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo

| | | |

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (EL1)	2 (WT1)	3	4 (ST1)	5 (WL1)	6 (ET1)	7	8 (NT1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	2	4	6	8	2	4	6	8	1	3	5	7				
Type	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	PED	PED	PED	PED	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parms]/[IO Parms]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1				1					1	1			
2		1		1		1		1			1	1			
3	1				1				1	1					
4	1		1		1		1		1	1					
5				1				1							
6		1		1		1		1							
7			1				1								
8	1		1		1		1								
9		1		1		1									
10	1		1		1										
11		1		1											
12	1		1												
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
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64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	
3	
4	
5	
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7	
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64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15	CHANNEL	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX 1	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	NO_RECYCLE	OFF	OFF	OFF	OFF	OFF	0	+	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Agency Name | Timing Sheet | 6/21/2024 11:35:25 AM

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Split Table13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 3289 - Erie Rd @ 69th St E (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																	1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10																																																			1
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26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Agency Name | Timing Sheet | 6/21/2024 11:35:25 AM

Station : 3289 - Erie Rd @ 69th St E (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3289 - Erie Rd @ 69th St E (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1					0	0						
2					0	0						
3					0	0						
4					0	0						
5					0	0						
6					0	0						
7					0	0						
8					0	0						
9					0	0						
10					0	0						
11					0	0						
12					0	0						
13					0	0						
14					0	0						
15					0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100					0	0						

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Phase [1.1.1]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	19	0	40	0	18	0	38	0	0	0	0	0	0	0	0
Min Green	8	8	8	15	8	8	10	15	0	0	0	0	0	0	0	0
Gap Ext	4	3	3	5	3	3	6	5	0	0	0	0	0	0	0	0
Max1	15	20	15	45	15	20	15	45	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5.3	5.3	4.2	4.2	5.3	5.3	4.2	4.2	0	0	0	0	0	0	0	0
Red Clr	4.9	4.9	5.3	5.3	4.9	4.9	5.3	5.3	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call																
Min Recall				ON				ON								
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON		ON		ON		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Agency Name Timing Sheet 8/25/2023 5:16:17 PM

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3285								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								FYA-4		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4	3								4								FYA-4		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								FYA-4		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8	7								8								FYA-4		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (NL1)	2 (ST1)	3 (EL1)	4 (WT1)	5 (SL1)	6 (NT1)	7 (WL1)	8 (ET1)	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	6	0	8	0	2	0	4	0	0	0	0	0	0	0	0	0
Delay Time	3	8	2	0	3	8	2	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (NL1)	2 (ST1)	3 (EL1)	4 (WT1)	5 (SL1)	6 (NT1)	7 (WL1)	8 (ET1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2	4	4	6	6	8	8	9	10	11	12	2	4	6	8								
Type	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1			1	1	1				1	1			
2		1		1			1	1			1	1			
3	1					1		1	1	1					
4	1		1			1			1	1					
5				1	1		1	1							
6		1		1	1										
7			1			1		1							
8	1		1					1							
9	1					1									
10				1	1										
11			1		1										
12		1													
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON							ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON					
Override Auto Flash		ON				
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green	10					
Min Dwell	10					
Max Presence						
Track Veh 1	2					
Track Veh 2	5					
Track Veh 3	9					
Track Veh 4						
Dwell Cyc Veh 1	1					
Dwell Cyc Veh 2	4					
Dwell Cyc Veh 3	7					
Dwell Cyc Veh 4	8					
Dwell Cyc Veh 5	10					
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2					
Exit 2	5					
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
4	2		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON					
Type	RAIL	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	6					
Track Over 2	9					
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1	2					
DwellCyc Over 2	8					
DwellCyc Over 3	11					
DwellCyc Over 4	12					
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active						
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF	OFF	OFF	OFF	

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Coordination, Splits [2.7.1]

Split Table1	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table2	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table3	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table4	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	25	15	30	15	25	50	30								
Mode	MIN	NON	NON	MAX	NON	MIN	MAX	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	35	40	15	35	15	40	25	35								
Mode	MIN	NON	NON	MIN	NON	MIN	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time	15	25	15	45	15	25	15	45								
Mode	NON	NON	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	MAX	MAX	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

TB Coor, Advanced Scheduler [4.3]

| | Month | | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | | |

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3285 - Ft Hamer @ Erie Rd (Permanent File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

Station : 3282 - Ft Hamer @ Golf Course Rd (Upload File)

Phase [1.1.1]

	1 (SL)	2 (NR)	3	4	5	6 (ST)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	10	0	0	0	10	0	7	0	0	0	0	0	0	0	0
Gap Ext	3	5	0	0	0	5	0	3	0	0	0	0	0	0	0	0
Max1	25	45	0	0	0	45	0	25	0	0	0	0	0	0	0	0
Max2	27	104	0	0	0	124	0	38	0	0	0	0	0	0	0	0
Yellow Clr	5.3	5.3	0	0	0	5.3	0	4	0	0	0	0	0	0	0	0
Red Clr	2	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (SL)	2 (NR)	3	4	5	6 (ST)	7	8 (WR)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON		ON		ON								
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

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Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		QSEQ	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3282								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								FYA-4		5.3	2
Overlap 3	8																NORMAL		4	2
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																	4							
Overlap 2																								
Overlap 3																	4							
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SL1)	2 (NT1)	3	4	5	6 (ST1)	7	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	1	2	0	0	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	2	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SL1)	2 (NT1)	3	4	5	6 (ST1)	7	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2	3	12	5	6	7	8	1	2	3	9	2	4	6	8								
Type	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parms]/[IO Parms]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		DEFAULT	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1				1	1						1				1
2				1	1						1				
3															
4			1												
5															
6				1	1										
7															
8			1			1									
9															
10															
11															
12			1	1											
13															
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON	ON	ON					ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	8	4	7	
Ring 2	5	6						
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON					
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
4	2	CVM_WTD	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	OFF	OFF	OFF	0	+	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	120	150										110	110	120	
Offset Time	35	51	58										1	102	114	
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	64				85		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	83				100		20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase						ON										

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	102				122		28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	100				100		28								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	120				120		28								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	150				150		28								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	170				170		30								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Agency Name | Timing Sheet | 7/17/2024 2:29:07 PM

Station : 3282 - Ft Hamer @ Golf Course Rd (Upload File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	54				74		36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	51				78		32								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase						ON										

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	71				93		27								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase		ON														

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD	NVD
Coord Phase																

Station : 3282 - Ft Hamer @ Golf Course Rd (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							3
4																																																	1
5																																																	1
6																																																	1
7																																																	1
8																																																	1
9																																																	1
10																																																	1
11																																																	1
12																																																	1
13																																																	1
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25																																																	1
26																																																	1
27																																																	1
28																																																	1
29																																																	1
30																																																	1
31																																																	1
32																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	7	8	11	12	15	18	20							
Minute		15	15	15	30	45	20	30								
Action	99	9	9	9	10	9	10	9	99							

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	11	13	20											
Minute			30	30												
Action	99	9	9	9	99											

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	11	13	20											
Minute			30	30												
Action	99	9	9	9	99											

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 3282 - Ft Hamer @ Golf Course Rd (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3282 - Ft Hamer @ Golf Course Rd (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

Phase [1.1.1]

	1 (SL)	2 (NR)	3 (WL)	4 (ET)	5 (NL)	6 (SR)	7 (EL)	8 (WR)	9	10	11	12	13	14	15	16
Walk	0	10	0	10	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	32	0	27	0	32	0	27	0	0	0	0	0	0	0	0
Min Green	7	10	7	10	7	10	7	10	0	0	0	0	0	0	0	0
Gap Ext	3	5	3	3	5	5	3	3	0	0	0	0	0	0	0	0
Max1	10	45	10	15	15	45	10	15	0	0	0	0	0	0	0	0
Max2	22	96	20	32	38	79	22	32	0	0	0	0	0	0	0	0
Yellow Clr	4.5	5.4	4.5	5.4	4.5	5.4	4.5	5.4	0	0	0	0	0	0	0	0
Red Clr	3.9	2	4.1	2	3.9	2	4.1	2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	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
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (SL)	2 (NR)	3 (WL)	4 (ET)	5 (NL)	6 (SR)	7 (EL)	8 (WR)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	7	2	20	20	4.4	2.3	1	
2	10	33	20	4	55	55	5.3	3.6	2	
3	0	0	7	2	20	20	3.4	2.9	3	
4	10	25	7	2.5	30	30	5.4	2.9	4	
5	0	0	7	2	30	30	4.4	2.7	5	
6	10	28	20	4	55	55	5.3	3.6	6	
7	0	0	7	2	20	20	4.5	3.1	7	
8	10	29	7	2.5	35	35	5.4	2.9	8	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Agency Name Timing Sheet 7/3/2024 9:27:24 AM

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo

	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF		1	OFF	OFF

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
3304								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SL1)	2 (NT1)	3 (WL1)	4 (ET1)	5 (NL1)	6 (ST1)	7 (EL1)	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	4	0	8
Switch Phase	6	0	8	0	2	0	4	0	0	0	0	0	0	0	0	0
Delay Time	2	0	2	8	2	0	2	8	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SL1)	2 (NT1)	3 (WL1)	4 (ET1)	5 (NL1)	6 (ST1)	7 (EL1)	8 (WT1)	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8					2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [Channel Parms]/[IO Parms]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT	TX2-V14	SOLO TF	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1				1					1	1			
2		1		1		1		1			1	1			
3	1				1				1	1					
4	1		1		1		1		1	1					
5				1				1							
6		1		1		1		1							
7			1				1								
8	1		1		1		1								
9		1		1		1									
10	1		1		1										
11		1		1											
12	1		1												
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON	ON	ON					ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	
2	ON
3	ON
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	ON
30	ON
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	ON
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	ON
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON				ON	ON
Override Auto Flash						
Override Higher Preempt	ON		ON	ON		
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	30	CVM_WTD	D-CONN

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 2	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	ON

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	120	150										110	110	120	
Offset Time	61	78	19											5	92	
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	66	17	20	28	55	17	20								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	66	17	20	22	61	17	20								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	94	18	20	35	77	18	20								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	75	15	30	25	75	15	15								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	110	15	25	25	110	15	15								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	150	15	25	25	150	15	15								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	170	15	25	25	170	15	15								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	56	17	19	24	50	17	19								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	58	17	18	21	54	17	18								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	64	18	20	32	50	18	20								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		1
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1							3
4																																																	1
5																																																	1
6																																																	1
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30																																																	1
31																																																	1
32																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	7	8	11	12	15	18	20							
Minute		15	15	15	30	45	20	30								
Action	99	9	9	9	10	9	3	9	99							

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	11	13	20											
Minute			30	30												
Action	99	9	9	9	99											

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	11	13	20											
Minute			30	30												
Action	99	9	9	9	99											

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Station : 3304 - Ft Hamer @ Old Tampa Rd (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

APPENDIX D

EXISTING AND FUTURE INTERSECTION VOLUMES

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: Buffalo Road & Moccasin Wallow Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.95

	Moccasin Wallow Rd			Moccasin Wallow Rd			Buffalo Rd			Buffalo Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	1	746	414	73	568	1	233	0	134	0	0	1
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**1**	**843**	**468**	**82**	**642**	**1**	**263**	**0**	**151**	**0**	**0**	**1**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	1	843	468	82	642	1	263	0	151	0	0	1
Reserved Traffic	174	2382	116	249	2180	418	133	44	582	570	32	105
Reserved Traffic (50%)	87	1191	58	124	1090	209	67	22	291	285	16	52
2035 Background Traffic	**88**	**2034**	**526**	**206**	**1732**	**210**	**330**	**22**	**442**	**285**	**16**	**53**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	88	2034	526	206	1732	210	330	22	442	285	16	53
Project Traffic		6		0	8	0			0	0		
2035 Total Traffic	**88**	**2040**	**526**	**206**	**1740**	**210**	**330**	**22**	**442**	**285**	**16**	**53**

Intersection: Carter Road & Moccasin Wallow Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.94

	Moccasin Wallow Rd			Moccasin Wallow Rd			Carter Rd			Carter Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	166	673	4	5	480	16	25	1	8	18	1	126
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**188**	**760**	**5**	**6**	**542**	**18**	**28**	**1**	**9**	**20**	**1**	**142**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	188	760	5	6	542	18	28	1	9	20	1	142
Reserved Traffic	278	2823	433	376	2164	479	340	118	447	480	119	343
Reserved Traffic (50%)	139	1411	217	188	1082	240	170	59	224	240	60	171
2035 Background Traffic	**327**	**2171**	**222**	**194**	**1624**	**258**	**198**	**60**	**233**	**260**	**61**	**313**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	327	2171	222	194	1624	258	198	60	233	260	61	313
Project Traffic		7		0	10	4			0	4		
2035 Total Traffic	**327**	**2178**	**222**	**194**	**1634**	**262**	**198**	**60**	**233**	**264**	**61**	**313**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: 115th Avenue E & Moccasin Wallow Road
Count Date: 06/11/24
P.M. Peak Time Period: 5:00 - 6:00 PM
Peak Hour Factor: 0.94

	Moccasin Wallow Rd			Moccasin Wallow Rd			115th Ave E			Grand River Pkwy		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	66	548	53	24	414	38	20	2	38	41	2	42
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**75**	**619**	**60**	**27**	**468**	**43**	**23**	**2**	**43**	**46**	**2**	**47**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	75	619	60	27	468	43	23	2	43	46	2	47
Reserved Traffic	137	2683	123	53	2090	76	132	3	67	19	2	151
Reserved Traffic (50%)	69	1342	61	26	1045	38	66	2	33	10	1	75
2035 Background Traffic	**144**	**1961**	**121**	**53**	**1513**	**81**	**89**	**4**	**76**	**56**	**3**	**122**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	144	1961	121	53	1513	81	89	4	76	56	3	122
Project Traffic		18		2	24	0			1	0		
2035 Total Traffic	**144**	**1979**	**121**	**55**	**1537**	**81**	**89**	**4**	**77**	**56**	**3**	**122**

Intersection: Fort Hamer Road & Moccasin Wallow Road
Count Date: 06/12/24
A.M. Peak Time Period: 8:00 - 9:00 AM
Peak Hour Factor: 0.95

	Moccasin Wallow Rd			Moccasin Wallow Rd			Fort Hamer Rd			Fort Hamer Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	60	117	249	8	175	16	232	55	3	6	62	50
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**68**	**132**	**281**	**9**	**198**	**18**	**262**	**62**	**3**	**7**	**70**	**57**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	68	132	281	9	198	18	262	62	3	7	70	57
Reserved Traffic	719	1063	148	14	1373	251	142	218	64	222	364	894
Reserved Traffic (50%)	360	532	74	7	687	126	71	109	32	111	182	447
Fort Hamer Adjustment		-93	93		-114		114	110			181	
2035 Background Traffic	**428**	**571**	**448**	**16**	**771**	**144**	**447**	**281**	**35**	**118**	**433**	**504**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	428	571	448	16	771	144	447	281	35	118	433	504
Project Traffic	12	12		4	10			4	4		4	10
2035 Total Traffic	**440**	**583**	**448**	**20**	**781**	**144**	**447**	**285**	**39**	**118**	**437**	**514**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: Fort Hamer Road & Moccasin Wallow Road
Count Date: 06/11/24
P.M. Peak Time Period: 5:00 - 6:00 PM
Peak Hour Factor: 0.96

	Moccasin Wallow Rd			Moccasin Wallow Rd			Fort Hamer Rd			Fort Hamer Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	68	153	354	13	206	16	184	59	3	3	54	32
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**77**	**173**	**400**	**15**	**233**	**18**	**208**	**67**	**3**	**3**	**61**	**36**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	77	173	400	15	233	18	208	67	3	3	61	36
Reserved Traffic	1028	1578	163	73	1222	255	170	418	16	289	251	827
Reserved Traffic (50%)	514	789	82	36	611	128	85	209	8	145	126	413
Fort Hamer Adjustment		-131	131		-107		107	208			126	
2035 Background Traffic	**591**	**831**	**613**	**51**	**737**	**146**	**400**	**484**	**11**	**148**	**313**	**449**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	591	831	613	51	737	146	400	484	11	148	313	449
Project Traffic	9	10		4	13			3	3		5	13
2035 Total Traffic	**600**	**841**	**613**	**55**	**750**	**146**	**400**	**487**	**14**	**148**	**318**	**462**

Intersection: US 301 & Moccasin Wallow Road
Count Date: 06/12/24
A.M. Peak Time Period: 7:00 - 8:00 AM
Peak Hour Factor: 0.96

	Moccasin Wallow Rd						US 301			US 301		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	23		94				118	227			547	56
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**26**	**0**	**106**	**0**	**0**	**0**	**133**	**257**	**0**	**0**	**618**	**63**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	26	0	106	0	0	0	133	257	0	0	618	63
Reserved Traffic	652		697				920	881			1354	719
Reserved Traffic (50%)	326		349				460	441			677	360
Fort Hamer Adjustment			-93				-114	-110			-181	
2035 Background Traffic	**352**	**0**	**362**	**0**	**0**	**0**	**479**	**588**	**0**	**0**	**1114**	**423**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	352	0	362	0	0	0	479	588	0	0	1114	423
Project Traffic			13				15	15			13	
2035 Total Traffic	**352**	**0**	**375**	**0**	**0**	**0**	**494**	**603**	**0**	**0**	**1127**	**423**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: US 301 & Moccasin Wallow Road
Count Date: 06/11/24
P.M. Peak Time Period: 4:30 - 5:30 PM
Peak Hour Factor: 0.97

	Moccasin Wallow Rd						US 301			US 301		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	39		126				230	555			291	26
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**44**	**0**	**142**	**0**	**0**	**0**	**260**	**627**	**0**	**0**	**329**	**29**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	44	0	142	0	0	0	260	627	0	0	329	29
Reserved Traffic	826		1057				801	1556			1013	749
Reserved Traffic (50%)	413		529				400	778			506	375
Fort Hamer Adjustment			-131				-107	-208			-126	
2035 Background Traffic	**457**	**0**	**540**	**0**	**0**	**0**	**553**	**1197**	**0**	**0**	**709**	**404**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	457	0	540	0	0	0	553	1197	0	0	709	404
Project Traffic			17				12	13			16	
2035 Total Traffic	**457**	**0**	**557**	**0**	**0**	**0**	**565**	**1210**	**0**	**0**	**725**	**404**

Intersection: Harrison Ranch Bouleavrd/Silverleaf Avenue & US 301
Count Date: 06/13/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.94

	US 301			US 301			Silverleaf Ave			Harrison Ranch Blvd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	136	886	45	18	790	99	11	7	19	47	10	88
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**154**	**1001**	**51**	**20**	**893**	**112**	**12**	**8**	**21**	**53**	**11**	**99**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	154	1001	51	20	893	112	12	8	21	53	11	99
Reserved Traffic	80	999	5	11	774	110	13	14	20	71	10	88
Reserved Traffic (50%)	40	499	3	6	387	55	7	7	10	35	5	44
2035 Background Traffic	**194**	**1500**	**54**	**26**	**1280**	**167**	**19**	**15**	**31**	**88**	**16**	**143**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	194	1500	54	26	1280	167	19	15	31	88	16	143
Project Traffic		5		1	6	0			1	0		
2035 Total Traffic	**194**	**1505**	**54**	**27**	**1286**	**167**	**19**	**15**	**32**	**88**	**16**	**143**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: Palm Boulevard/Chin Road & US 301
Count Date: 06/13/24
P.M. Peak Time Period: 5:00 - 6:00 PM
Peak Hour Factor: 0.92

	US 301			US 301			Chin Rd			Palm Blvd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	25	717	105	83	746	7	155	13	117	7	9	8
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**28**	**810**	**119**	**94**	**843**	**8**	**175**	**15**	**132**	**8**	**10**	**9**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	28	810	119	94	843	8	175	15	132	8	10	9
Reserved Traffic	17	1062	11	44	875	16	8		60	32		12
Reserved Traffic (50%)	8	531	5	22	438	8	4		30	16		6
2035 Background Traffic	**36**	**1341**	**124**	**116**	**1281**	**16**	**179**	**15**	**162**	**24**	**10**	**15**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	36	1341	124	116	1281	16	179	15	162	24	10	15
Project Traffic		6		1	7	2			1	1		
2035 Total Traffic	**36**	**1347**	**124**	**117**	**1288**	**18**	**179**	**15**	**163**	**25**	**10**	**15**

Intersection: Fort Hamer Road & US 301
Count Date: 06/13/24
P.M. Peak Time Period: 4:00 - 5:00 PM
Peak Hour Factor: 0.98

	US 301			US 301			Fort Hamer Rd			Fort Hamer Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	103	441	132	163	413	16	224	247	258	42	228	133
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**116**	**498**	**149**	**184**	**467**	**18**	**253**	**279**	**292**	**47**	**258**	**150**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	116	498	149	184	467	18	253	279	292	47	258	150
Reserved Traffic	190	916	415	444	812	8	249	162	673	7	145	173
Reserved Traffic (50%)	95	458	208	222	406	4	125	81	336	4	72	86
Fort Hamer Adjustment	182	-182		-91	-166			133	-133		91	166
2035 Background Traffic	**393**	**774**	**357**	**315**	**707**	**22**	**378**	**493**	**495**	**51**	**421**	**402**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	393	774	357	315	707	22	378	493	495	51	421	402
Project Traffic	0	8		9	10	0		0	7		0	0
2035 Total Traffic	**393**	**782**	**357**	**324**	**717**	**22**	**378**	**493**	**502**	**51**	**421**	**402**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: US 301 & CR 675/69th Street E
Count Date: 06/13/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.97

	69th St E			CR 675			US 301			US 301		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	6	18	9	159	28	316	10	572	149	134	421	5
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**7**	**20**	**10**	**180**	**32**	**357**	**11**	**646**	**168**	**151**	**476**	**6**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	7	20	10	180	32	357	11	646	168	151	476	6
Reserved Traffic	60	20		144	20	772		1493	103	750	1120	
Reserved Traffic (50%)	30	10		72	10	386		747	51	375	560	
Fort Hamer Adjustment								-315			-257	
2035 Background Traffic	**37**	**30**	**10**	**252**	**42**	**743**	**11**	**1078**	**219**	**526**	**779**	**6**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	37	30	10	252	42	743	11	1078	219	526	779	6
Project Traffic	0					4		15		5	19	0
2035 Total Traffic	**37**	**30**	**10**	**252**	**42**	**747**	**11**	**1093**	**219**	**531**	**798**	**6**

Intersection: US 301 & Erie Road/SR 62
Count Date: 06/12/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.95

	Erie Rd			SR 62			US 301			US 301		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	41	63	52	124	47	77	87	636	149	90	358	22
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**46**	**71**	**59**	**140**	**53**	**87**	**98**	**719**	**168**	**102**	**405**	**25**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	46	71	59	140	53	87	98	719	168	102	405	25
Reserved Traffic	176	270	51	254	150	311	126	1870	329	323	1565	182
Reserved Traffic (50%)	88	135	26	127	75	155	63	935	165	162	782	91
Fort Hamer Adjustment								-315			-257	
2035 Background Traffic	**134**	**206**	**85**	**267**	**128**	**242**	**161**	**1339**	**333**	**264**	**930**	**116**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	134	206	85	267	128	242	161	1339	333	264	930	116
Project Traffic	1					5		19		8	24	1
2035 Total Traffic	**135**	**206**	**85**	**267**	**128**	**247**	**161**	**1358**	**333**	**272**	**954**	**117**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: US 301 & Buckeye Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:30 - 5:30 PM
Peak Hour Factor: 0.93

	Buckeye Rd						US 301			US 301		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	145		21				20	569			282	44
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**164**	**0**	**24**	**0**	**0**	**0**	**23**	**643**	**0**	**0**	**319**	**50**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	164	0	24	0	0	0	23	643	0	0	319	50
Reserved Traffic	288		378				645	546			504	177
Reserved Traffic (50%)	144		189				323	273			252	89
2035 Background Traffic	**308**	**0**	**213**	**0**	**0**	**0**	**346**	**916**	**0**	**0**	**571**	**139**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	308	0	213	0	0	0	346	916	0	0	571	139
Project Traffic			0				0	2			1	
2035 Total Traffic	**308**	**0**	**213**	**0**	**0**	**0**	**346**	**918**	**0**	**0**	**572**	**139**

Intersection: 69th Street E & Erie Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.98

	Erie Rd			Erie Rd			PCS Dwy			69th St E		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	206	131	0	0	111	192	0	0	1	197	0	202
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**233**	**148**	**0**	**0**	**125**	**217**	**0**	**0**	**1**	**223**	**0**	**228**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	233	148	0	0	125	217	0	0	1	223	0	228
Reserved Traffic	303	275	12	11	176	242	23	23	22	227	13	272
Reserved Traffic (50%)	152	137	6	6	88	121	12	12	11	114	7	136
2035 Background Traffic	**385**	**285**	**6**	**6**	**213**	**338**	**12**	**12**	**12**	**337**	**7**	**364**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	385	285	6	6	213	338	12	12	12	337	7	364
Project Traffic		1		1	2	2			1	2		
2035 Total Traffic	**385**	**286**	**6**	**7**	**215**	**340**	**12**	**12**	**13**	**339**	**7**	**364**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: Harrison Ranch Boulevard & Erie Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:00 - 5:00 PM
Peak Hour Factor: 0.92

	Erie Rd			Erie Rd			Harrison Ranch Blvd					
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts		208	95	37	246		62		49			
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**0**	**235**	**107**	**42**	**278**	**0**	**70**	**0**	**55**	**0**	**0**	**0**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	0	235	107	42	278	0	70	0	55	0	0	0
Reserved Traffic	192	329	3	65	286	306	3	137	65	384	100	140
Reserved Traffic (50%)	96	165	1	33	143	153	2	68	32	192	50	70
2035 Background Traffic	**96**	**400**	**108**	**75**	**421**	**153**	**72**	**68**	**87**	**192**	**50**	**70**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	96	400	108	75	421	153	72	68	87	192	50	70
Project Traffic		4		2	5	0			1	0		
2035 Total Traffic	**96**	**404**	**108**	**77**	**426**	**153**	**72**	**68**	**88**	**192**	**50**	**70**

Intersection: Fort Hamer Road & Erie Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:00 - 5:00 PM
Peak Hour Factor: 0.94

	Erie Rd			Erie Rd			Fort Hamer Rd			Fort Hamer Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	51	106	56	1	111	55	91	230	7	64	239	72
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**58**	**120**	**63**	**1**	**125**	**62**	**103**	**260**	**8**	**72**	**270**	**81**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	58	120	63	1	125	62	103	260	8	72	270	81
Reserved Traffic	273	424	81	9	403	46	41	285	34	39	235	213
Reserved Traffic (50%)	136	212	41	4	202	23	20	143	17	20	117	107
Fort Hamer Adjustment								315			257	
2035 Background Traffic	**194**	**332**	**104**	**5**	**327**	**85**	**123**	**718**	**25**	**92**	**644**	**188**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	194	332	104	5	327	85	123	718	25	92	644	188
Project Traffic	6					0		0		0	0	8
2035 Total Traffic	**200**	**332**	**104**	**5**	**327**	**85**	**123**	**718**	**25**	**92**	**644**	**196**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: Fort Hamer Road & Golf Course Road
Count Date: 06/13/24
P.M. Peak Time Period: 4:00 - 5:00 PM
Peak Hour Factor: 0.96

				Golf Course Rd			Fort Hamer Rd			Fort Hamer Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts				102		169		546	93	159	360	
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**0**	**0**	**0**	**115**	**0**	**191**	**0**	**617**	**105**	**180**	**407**	**0**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	0	0	0	115	0	191	0	617	105	180	407	0
Reserved Traffic				237		445		639	198	555	449	
Reserved Traffic (50%)				119		222		320	99	278	224	
2035 Background Traffic	**0**	**0**	**0**	**234**	**0**	**413**	**0**	**937**	**204**	**458**	**631**	**0**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	0	0	0	234	0	413	0	937	204	458	631	0
Project Traffic						0		7		0	9	
2035 Total Traffic	**0**	**0**	**0**	**234**	**0**	**413**	**0**	**944**	**204**	**458**	**640**	**0**

Intersection: Fort Hamer Road & Old Tampa Road
Count Date: 06/13/24
P.M. Peak Time Period: 5:00 - 6:00 PM
Peak Hour Factor: 0.97

	Old Tampa Rd			Cross Creek Pkwy			Fort Hamer Rd			Fort Hamer Rd		
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts	54	32	272	32	25	8	465	584	51	5	308	80
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**61**	**36**	**307**	**36**	**28**	**9**	**525**	**660**	**58**	**6**	**348**	**90**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	61	36	307	36	28	9	525	660	58	6	348	90
Reserved Traffic	206					237		394		249	263	174
Reserved Traffic (50%)	103					119		197		124	132	87
2035 Background Traffic	**164**	**36**	**307**	**36**	**28**	**128**	**525**	**857**	**58**	**130**	**480**	**177**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	164	36	307	36	28	128	525	857	58	130	480	177
Project Traffic	0					1		3		1	4	0
2035 Total Traffic	**164**	**36**	**307**	**36**	**28**	**129**	**525**	**860**	**58**	**131**	**484**	**177**

TRAFFIC VOLUME AT STUDY INTERSECTIONS

Intersection: Carter Road & Buckeye Road
Count Date: 06/12/24
P.M. Peak Time Period: 4:45 - 5:45 PM
Peak Hour Factor: 0.94

	Buckeye Rd			Buckeye Rd			Carter Rd					
Existing Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Raw Turning Movement Counts		88	27	49	55		14		70			
Peak Season Factor	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
2024 Existing Traffic	**0**	**99**	**31**	**55**	**62**	**0**	**16**	**0**	**79**	**0**	**0**	**0**

Background Condtions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Existing Conditions	0	99	31	55	62	0	16	0	79	0	0	0
Reserved Traffic		1195	195	194	970		194		195			
Reserved Traffic (50%)		598	98	97	485		97		97			
2035 Background Traffic	**0**	**697**	**129**	**152**	**547**	**0**	**113**	**0**	**176**	**0**	**0**	**0**

Total Conditions	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
Background Traffic	0	697	129	152	547	0	113	0	176	0	0	0
Project Traffic		0	1		0		1					
2035 Total Traffic	**0**	**697**	**130**	**152**	**547**	**0**	**114**	**0**	**176**	**0**	**0**	**0**

APPENDIX E

2024 EXISTING TRAFFIC SUMMARY WORKSHEETS

HCM 6th Signalized Intersection Summary
1: Buffalo Rd & Moccasin Wallow Rd

08/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	843	468	82	642	1	263	0	151	0	0	1
Future Volume (veh/h)	1	843	468	82	642	1	263	0	151	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1885	1841	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	887	475	86	676	1	277	0	92	0	0	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	4	0	1	0	0	0	0	0
Cap, veh/h	372	1431	638	309	1647	758	508	0	496	0	0	133
Arrive On Green	0.01	0.40	0.40	0.08	0.47	0.47	0.17	0.00	0.31	0.00	0.00	0.08
Sat Flow, veh/h	1810	3582	1598	1795	3497	1610	1795	0	1610	0	0	1610
Grp Volume(v), veh/h	1	887	475	86	676	1	277	0	92	0	0	1
Grp Sat Flow(s),veh/h/ln	1810	1791	1598	1795	1749	1610	1795	0	1610	0	0	1610
Q Serve(g_s), s	0.0	17.4	22.4	2.2	11.2	0.0	11.6	0.0	3.7	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	17.4	22.4	2.2	11.2	0.0	11.6	0.0	3.7	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	372	1431	638	309	1647	758	508	0	496	0	0	133
V/C Ratio(X)	0.00	0.62	0.74	0.28	0.41	0.00	0.55	0.00	0.19	0.00	0.00	0.01
Avail Cap(c_a), veh/h	527	1760	785	334	1742	802	714	0	817	0	0	269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	21.1	22.6	14.2	15.3	12.3	27.2	0.0	22.4	0.0	0.0	37.1
Incr Delay (d2), s/veh	0.0	0.6	3.6	0.5	0.2	0.0	0.9	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.9	13.4	1.5	7.2	0.0	8.4	0.0	2.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	21.8	26.2	14.7	15.5	12.3	28.1	0.0	22.5	0.0	0.0	37.1
LnGrp LOS	B	C	C	B	B	B	C	A	C	A	A	D
Approach Vol, veh/h		1363			763			369			1	
Approach Delay, s/veh		23.3			15.4			26.7			37.1	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	48.2		32.5	13.7	41.9	19.9	12.6				
Change Period (Y+Rc), s	7.3	* 7.7		* 6.3	* 7.6	* 7.7	* 5.7	* 6.3				
Max Green Setting (Gmax), s	7.7	* 43		* 44	* 7.4	* 42	* 24	* 14				
Max Q Clear Time (g_c+I1), s	2.0	13.2		5.7	4.2	24.4	13.6	2.1				
Green Ext Time (p_c), s	0.0	6.6		0.5	0.0	9.8	0.6	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		21.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Carter Rd & Moccasin Wallow Rd

08/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	760	5	6	542	18	28	1	9	20	1	142
Future Volume (veh/h)	188	760	5	6	542	18	28	1	9	20	1	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1900	1841	1900	1841	1900	1900	1737	1900	1900
Adj Flow Rate, veh/h	200	809	5	6	577	18	30	1	10	21	1	133
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	4	0	4	0	0	11	0	0
Cap, veh/h	341	910	6	168	730	23	77	7	65	166	1	160
Arrive On Green	0.09	0.49	0.49	0.02	0.41	0.41	0.04	0.04	0.04	0.10	0.10	0.10
Sat Flow, veh/h	1781	1872	12	1810	1775	55	1753	148	1484	1654	12	1600
Grp Volume(v), veh/h	200	0	814	6	0	595	30	0	11	21	0	134
Grp Sat Flow(s),veh/h/ln	1781	0	1883	1810	0	1831	1753	0	1633	1654	0	1612
Q Serve(g_s), s	6.3	0.0	39.4	0.2	0.0	28.6	1.7	0.0	0.7	1.2	0.0	8.2
Cycle Q Clear(g_c), s	6.3	0.0	39.4	0.2	0.0	28.6	1.7	0.0	0.7	1.2	0.0	8.2
Prop In Lane	1.00		0.01	1.00		0.03	1.00		0.91	1.00		0.99
Lane Grp Cap(c), veh/h	341	0	915	168	0	752	77	0	72	166	0	162
V/C Ratio(X)	0.59	0.00	0.89	0.04	0.00	0.79	0.39	0.00	0.15	0.13	0.00	0.83
Avail Cap(c_a), veh/h	364	0	1004	326	0	976	176	0	164	166	0	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	23.4	21.6	0.0	25.9	46.9	0.0	46.4	41.3	0.0	44.5
Incr Delay (d2), s/veh	2.2	0.0	10.4	0.1	0.0	5.0	3.2	0.0	1.0	0.3	0.0	28.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	25.1	0.1	0.0	18.2	1.4	0.0	0.5	0.9	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	33.9	21.7	0.0	30.9	50.1	0.0	47.4	41.7	0.0	73.3
LnGrp LOS	C	A	C	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		1014			601			41			155	
Approach Delay, s/veh		31.4			30.8			49.3			69.0	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	55.3		20.0	18.7	47.7		14.3				
Change Period (Y+Rc), s	* 10	7.3		* 11	* 10	7.3		10.9				
Max Green Setting (Gmax), s	* 9.6	52.7		* 9.1	* 9.6	52.7		9.1				
Max Q Clear Time (g_c+I1), s	2.2	41.4		10.2	8.3	30.6		3.7				
Green Ext Time (p_c), s	0.0	6.5		0.0	0.1	6.9		0.0				

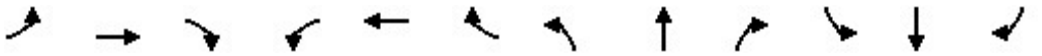
Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: 115th Ave/Grand River Pkwy & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	619	60	27	468	43	23	2	43	46	2	47
Future Volume (veh/h)	75	619	60	27	468	43	23	2	43	46	2	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1826	1900	1900	1900	1707	1900	1900	1870
Adj Flow Rate, veh/h	80	659	42	29	498	46	24	2	41	49	2	39
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	0	5	0	0	0	13	0	0	2
Cap, veh/h	366	790	786	254	714	792	374	10	196	398	13	244
Arrive On Green	0.08	0.42	0.42	0.05	0.39	0.39	0.07	0.13	0.13	0.10	0.16	0.16
Sat Flow, veh/h	1810	1885	1610	1810	1826	1610	1810	75	1546	1810	79	1543
Grp Volume(v), veh/h	80	659	42	29	498	46	24	0	43	49	0	41
Grp Sat Flow(s),veh/h/ln	1810	1885	1610	1810	1826	1610	1810	0	1622	1810	0	1622
Q Serve(g_s), s	2.4	30.5	1.3	0.9	22.3	1.5	1.1	0.0	2.3	2.1	0.0	2.1
Cycle Q Clear(g_c), s	2.4	30.5	1.3	0.9	22.3	1.5	1.1	0.0	2.3	2.1	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.95
Lane Grp Cap(c), veh/h	366	790	786	254	714	792	374	0	205	398	0	256
V/C Ratio(X)	0.22	0.83	0.05	0.11	0.70	0.06	0.06	0.00	0.21	0.12	0.00	0.16
Avail Cap(c_a), veh/h	441	1005	970	842	1441	1433	773	0	478	462	0	256
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	25.3	13.1	19.3	24.9	13.0	32.0	0.0	38.3	30.0	0.0	35.5
Incr Delay (d2), s/veh	0.3	6.6	0.1	0.4	2.6	0.1	0.1	0.0	0.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	19.9	0.9	0.7	14.4	1.0	0.8	0.0	1.7	1.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	32.0	13.2	19.8	27.5	13.1	32.1	0.0	39.0	30.2	0.0	35.8
LnGrp LOS	B	C	B	B	C	B	C	A	D	C	A	D
Approach Vol, veh/h		781			573			67			90	
Approach Delay, s/veh		29.4			26.0			36.5			32.7	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	46.1	16.5	19.1	13.3	48.9	13.4	22.1
Change Period (Y+Rc), s	* 8.9	* 8.9	* 7.7	* 7.7	* 8.9	* 8.9	* 7.7	* 7.7
Max Green Setting (Gmax), s	* 11	* 76	* 12	* 28	* 36	* 51	* 27	* 12
Max Q Clear Time (g_c+I1), s	4.4	24.3	4.1	4.3	2.9	32.5	3.1	4.1
Green Ext Time (p_c), s	0.1	7.4	0.0	0.2	0.1	7.5	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

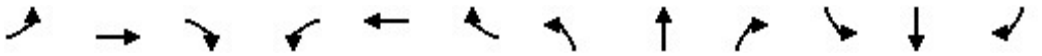
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Fort Hamer Rd & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	132	281	9	198	18	262	62	3	7	70	57
Future Volume (veh/h)	68	132	281	9	198	18	262	62	3	7	70	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1707	1870	1900	1767	1811	1870	1811	1900	1900	1870	1811
Adj Flow Rate, veh/h	72	139	128	9	208	19	276	65	1	7	74	57
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	13	2	0	9	6	2	6	0	0	2	6
Cap, veh/h	434	576	800	464	496	471	554	984	508	340	516	355
Arrive On Green	0.09	0.34	0.34	0.03	0.28	0.28	0.17	0.29	0.29	0.03	0.15	0.15
Sat Flow, veh/h	1640	1707	1585	1810	1767	1535	1781	3441	1610	1810	3554	1535
Grp Volume(v), veh/h	72	139	128	9	208	19	276	65	1	7	74	57
Grp Sat Flow(s),veh/h/ln	1640	1707	1585	1810	1767	1535	1781	1721	1610	1810	1777	1535
Q Serve(g_s), s	2.2	4.4	3.3	0.3	7.2	0.6	9.1	1.0	0.0	0.2	1.4	2.2
Cycle Q Clear(g_c), s	2.2	4.4	3.3	0.3	7.2	0.6	9.1	1.0	0.0	0.2	1.4	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	434	576	800	464	496	471	554	984	508	340	516	355
V/C Ratio(X)	0.17	0.24	0.16	0.02	0.42	0.04	0.50	0.07	0.00	0.02	0.14	0.16
Avail Cap(c_a), veh/h	486	1343	1511	866	1626	1452	714	1344	676	516	913	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	17.9	10.0	17.9	21.9	18.2	19.4	19.4	17.5	25.8	27.9	22.9
Incr Delay (d2), s/veh	0.2	0.5	0.2	0.0	1.2	0.1	0.7	0.0	0.0	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	2.9	1.8	0.2	5.1	0.4	6.1	0.7	0.0	0.2	1.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	18.3	10.2	17.9	23.1	18.3	20.1	19.4	17.5	25.8	28.0	23.2
LnGrp LOS	B	B	B	B	C	B	C	B	B	C	C	C
Approach Vol, veh/h		339			236			342			138	
Approach Delay, s/veh		14.8			22.5			20.0			25.9	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	27.2	8.4	31.4	18.3	16.7	12.6	27.2
Change Period (Y+Rc), s	6.8	6.8	* 7.2	* 7.2	6.8	6.8	* 7.2	* 7.2
Max Green Setting (Gmax), s	8.2	28.2	* 18	* 58	18.2	18.2	* 7.8	* 68
Max Q Clear Time (g_c+I1), s	2.2	3.0	2.3	6.4	11.1	4.2	4.2	9.2
Green Ext Time (p_c), s	0.0	0.3	0.0	2.6	0.5	0.4	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

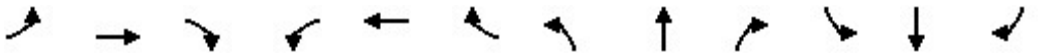
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
4: Fort Hamer Rd & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	173	400	15	233	18	208	67	3	3	61	36
Future Volume (veh/h)	77	173	400	15	233	18	208	67	3	3	61	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1900	1767	1900	1885	1870	1900	1900	1870	1767
Adj Flow Rate, veh/h	80	180	198	16	243	19	217	70	2	3	64	38
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
Percent Heavy Veh, %	0	3	1	0	9	0	1	2	0	0	2	9
Cap, veh/h	458	625	776	442	507	493	535	980	509	331	521	355
Arrive On Green	0.09	0.34	0.34	0.04	0.29	0.29	0.15	0.28	0.28	0.02	0.15	0.15
Sat Flow, veh/h	1810	1856	1598	1810	1767	1610	1795	3554	1610	1810	3554	1497
Grp Volume(v), veh/h	80	180	198	16	243	19	217	70	2	3	64	38
Grp Sat Flow(s),veh/h/ln	1810	1856	1598	1810	1767	1610	1795	1777	1610	1810	1777	1497
Q Serve(g_s), s	2.1	5.2	5.3	0.4	8.3	0.6	6.8	1.1	0.1	0.1	1.1	1.5
Cycle Q Clear(g_c), s	2.1	5.2	5.3	0.4	8.3	0.6	6.8	1.1	0.1	0.1	1.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	625	776	442	507	493	535	980	509	331	521	355
V/C Ratio(X)	0.17	0.29	0.26	0.04	0.48	0.04	0.41	0.07	0.00	0.01	0.12	0.11
Avail Cap(c_a), veh/h	512	1490	1520	834	1660	1544	739	1417	707	523	932	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	17.8	11.1	16.7	21.6	17.8	19.2	19.6	17.2	25.5	27.2	21.9
Incr Delay (d2), s/veh	0.2	0.5	0.4	0.0	1.5	0.1	0.5	0.0	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	3.7	2.9	0.3	5.9	0.4	4.7	0.7	0.0	0.1	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	18.4	11.4	16.8	23.1	17.9	19.7	19.6	17.2	25.5	27.3	22.0
LnGrp LOS	B	B	B	B	C	B	B	B	B	C	C	C
Approach Vol, veh/h		458			278			289			105	
Approach Delay, s/veh		14.9			22.4			19.7			25.3	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	26.0	9.1	30.9	16.7	16.5	12.8	27.2
Change Period (Y+Rc), s	6.8	6.8	* 7.2	* 7.2	6.8	6.8	* 7.2	* 7.2
Max Green Setting (Gmax), s	8.2	28.2	* 18	* 58	18.2	18.2	* 7.8	* 68
Max Q Clear Time (g_c+I1), s	2.1	3.1	2.4	7.3	8.8	3.5	4.1	10.3
Green Ext Time (p_c), s	0.0	0.3	0.0	3.8	0.4	0.3	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	106	133	257	618	63
Future Vol, veh/h	26	106	133	257	618	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	16	4	4	6	14
Mvmt Flow	27	110	139	268	644	66

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	644	710	0	-	0
Stage 1	644	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Critical Hdwy	6.53	6.36	4.14	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.444	2.236	-	-	-
Pot Cap-1 Maneuver	197	449	880	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	449	880	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	424	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	3.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	880	-	407	-	-
HCM Lane V/C Ratio	0.157	-	0.338	-	-
HCM Control Delay (s)	9.9	-	18.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.5	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	142	260	627	329	29
Future Vol, veh/h	44	142	260	627	329	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	4	5	1	1	4
Mvmt Flow	45	146	268	646	339	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1521	339	369	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	1182	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.15	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.245	-	-	-
Pot Cap-1 Maneuver	130	699	1173	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	699	1173	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	2.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1173	-	455	-	-
HCM Lane V/C Ratio	0.229	-	0.421	-	-
HCM Control Delay (s)	9	-	18.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.9	-	2.1	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	154	1001	51	20	893	112	12	8	21	53	11	99
Future Vol, veh/h	154	1001	51	20	893	112	12	8	21	53	11	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	375	-	280	375	-	240	460	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	1	0	0	1	1	0	0	0	0	0	0
Mvmt Flow	164	1065	54	21	950	119	13	9	22	56	12	105

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1069	0	0	1119	0	0	1916	2504	533	1857	2439	475
Stage 1	-	-	-	-	-	-	1393	1393	-	992	992	-
Stage 2	-	-	-	-	-	-	523	1111	-	865	1447	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.22	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	648	-	-	632	-	-	42	29	496	~ 46	32	541
Stage 1	-	-	-	-	-	-	152	211	-	267	326	-
Stage 2	-	-	-	-	-	-	510	287	-	319	198	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	648	-	-	632	-	-	24	21	496	~ 31	23	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	70	-	104	91	-
Stage 1	-	-	-	-	-	-	114	158	-	199	315	-
Stage 2	-	-	-	-	-	-	382	278	-	215	148	-

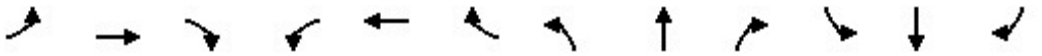
Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.2	37.6	37.5
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	78	185	648	-	-	632	-	-	104	362
HCM Lane V/C Ratio	0.164	0.167	0.253	-	-	0.034	-	-	0.542	0.323
HCM Control Delay (s)	60	28.3	12.4	-	-	10.9	-	-	74.6	19.6
HCM Lane LOS	F	D	B	-	-	B	-	-	F	C
HCM 95th %tile Q(veh)	0.6	0.6	1	-	-	0.1	-	-	2.5	1.4

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

HCM 6th Signalized Intersection Summary
7: Chin Rd/Palm Blvd & US 301

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	810	119	94	843	8	175	15	132	8	10	9
Future Volume (veh/h)	28	810	119	94	843	8	175	15	132	8	10	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	30	880	117	102	916	6	190	16	89	9	11	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	1	0	1	0	0	0	0	0
Cap, veh/h	76	1358	611	153	1509	678	266	37	207	30	37	24
Arrive On Green	0.04	0.38	0.38	0.08	0.42	0.42	0.15	0.15	0.15	0.05	0.05	0.05
Sat Flow, veh/h	1810	3582	1610	1810	3582	1610	1795	251	1397	596	728	463
Grp Volume(v), veh/h	30	880	117	102	916	6	190	0	105	27	0	0
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1791	1610	1795	0	1648	1787	0	0
Q Serve(g_s), s	1.3	16.7	4.0	4.5	16.5	0.2	8.3	0.0	4.8	1.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	16.7	4.0	4.5	16.5	0.2	8.3	0.0	4.8	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	0.33		0.26
Lane Grp Cap(c), veh/h	76	1358	611	153	1509	678	266	0	244	91	0	0
V/C Ratio(X)	0.39	0.65	0.19	0.67	0.61	0.01	0.71	0.00	0.43	0.30	0.00	0.00
Avail Cap(c_a), veh/h	280	1896	852	280	1896	852	519	0	476	250	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.6	21.1	17.2	36.8	18.6	13.9	33.6	0.0	32.1	37.8	0.0	0.0
Incr Delay (d2), s/veh	3.3	1.1	0.3	5.0	0.8	0.0	3.6	0.0	1.2	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	10.6	2.5	3.8	10.2	0.1	6.9	0.0	3.5	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.9	22.3	17.5	41.7	19.5	13.9	37.1	0.0	33.3	39.6	0.0	0.0
LnGrp LOS	D	C	B	D	B	B	D	A	C	D	A	A
Approach Vol, veh/h		1027			1024			295			27	
Approach Delay, s/veh		22.3			21.6			35.8			39.6	
Approach LOS		C			C			D			D	

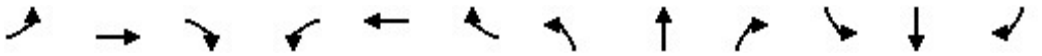
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	41.1		18.4	14.2	37.6		12.6				
Change Period (Y+Rc), s	8.2	7.2		* 7.1	8.2	7.2		9.4				
Max Green Setting (Gmax), s	11.8	42.8		* 23	11.8	42.8		10.6				
Max Q Clear Time (g_c+I1), s	3.3	18.5		10.3	6.5	18.7		3.2				
Green Ext Time (p_c), s	0.0	11.3		0.9	0.1	11.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		23.9
HCM 6th LOS		C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	498	149	184	467	18	253	279	292	47	258	150
Future Volume (veh/h)	116	498	149	184	467	18	253	279	292	47	258	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1856	1870	1900	1870	1870	1841	1900	1870	1885
Adj Flow Rate, veh/h	118	508	74	188	477	4	258	285	174	48	263	76
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
Percent Heavy Veh, %	2	3	0	3	2	0	2	2	4	0	2	1
Cap, veh/h	245	714	508	252	973	528	390	456	602	97	345	408
Arrive On Green	0.07	0.20	0.20	0.14	0.27	0.27	0.11	0.24	0.24	0.05	0.18	0.18
Sat Flow, veh/h	3456	3526	1610	1767	3554	1610	3456	1870	1560	1810	1870	1598
Grp Volume(v), veh/h	118	508	74	188	477	4	258	285	174	48	263	76
Grp Sat Flow(s),veh/h/ln	1728	1763	1610	1767	1777	1610	1728	1870	1560	1810	1870	1598
Q Serve(g_s), s	2.6	10.7	2.6	8.1	8.9	0.1	5.7	10.8	6.1	2.0	10.6	3.0
Cycle Q Clear(g_c), s	2.6	10.7	2.6	8.1	8.9	0.1	5.7	10.8	6.1	2.0	10.6	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	714	508	252	973	528	390	456	602	97	345	408
V/C Ratio(X)	0.48	0.71	0.15	0.75	0.49	0.01	0.66	0.63	0.29	0.49	0.76	0.19
Avail Cap(c_a), veh/h	570	2358	1259	292	2377	1164	553	535	668	290	535	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	29.5	19.5	32.7	24.2	18.0	33.8	26.8	16.8	36.5	30.7	23.1
Incr Delay (d2), s/veh	1.5	0.7	0.1	11.8	0.2	0.0	1.9	1.7	0.3	8.1	3.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	7.6	1.6	7.3	6.2	0.1	4.2	8.2	3.6	1.9	8.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	30.2	19.6	44.5	24.4	18.0	35.7	28.5	17.1	44.6	34.2	23.3
LnGrp LOS	D	C	B	D	C	B	D	C	B	D	C	C
Approach Vol, veh/h		700			669			717			387	
Approach Delay, s/veh		30.2			30.0			28.3			33.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	28.6	11.6	26.6	18.2	23.0	16.3	21.9
Change Period (Y+Rc), s	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9	8.3	8.3
Max Green Setting (Gmax), s	* 12	* 52	11.7	21.7	* 12	* 52	11.7	21.7
Max Q Clear Time (g_c+I1), s	4.6	10.9	4.0	12.8	10.1	12.7	7.7	12.6
Green Ext Time (p_c), s	0.2	2.1	0.1	1.4	0.2	2.4	0.3	1.1

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

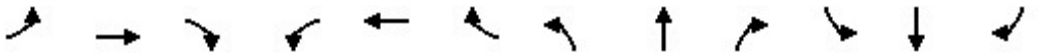
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
9: US 301 & 69th St E/CR 675

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	20	10	180	32	357	11	646	168	151	476	6
Future Volume (veh/h)	7	20	10	180	32	357	11	646	168	151	476	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1826	1900	1870	1885	1870	1870	1900
Adj Flow Rate, veh/h	7	21	10	186	33	261	11	666	165	156	491	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	1	0	5	0	2	1	2	2	0
Cap, veh/h	97	248	100	383	50	394	435	871	216	372	1394	17
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.03	0.31	0.31	0.11	0.39	0.39
Sat Flow, veh/h	122	915	370	1389	184	1454	1810	2823	699	1781	3595	44
Grp Volume(v), veh/h	38	0	0	186	0	294	11	419	412	156	243	254
Grp Sat Flow(s),veh/h/ln	1407	0	0	1389	0	1638	1810	1777	1745	1781	1777	1862
Q Serve(g_s), s	0.1	0.0	0.0	2.4	0.0	10.7	0.3	14.3	14.3	3.6	6.5	6.5
Cycle Q Clear(g_c), s	10.8	0.0	0.0	13.2	0.0	10.7	0.3	14.3	14.3	3.6	6.5	6.5
Prop In Lane	0.18		0.26	1.00		0.89	1.00		0.40	1.00		0.02
Lane Grp Cap(c), veh/h	445	0	0	383	0	444	435	548	538	372	689	722
V/C Ratio(X)	0.09	0.00	0.00	0.49	0.00	0.66	0.03	0.76	0.77	0.42	0.35	0.35
Avail Cap(c_a), veh/h	786	0	0	677	0	791	737	1946	1911	528	1946	2040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	23.3	0.0	21.7	14.6	21.0	21.0	14.0	14.6	14.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.0	0.0	1.7	0.0	1.0	1.1	0.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	0.0	4.6	0.0	6.8	0.2	9.0	8.9	2.3	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	0.0	0.0	24.3	0.0	23.4	14.6	22.0	22.1	14.8	14.7	14.7
LnGrp LOS	B	A	A	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		38			480			842			653	
Approach Delay, s/veh		18.4			23.7			22.0			14.7	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	32.5		25.8	14.1	27.2		25.8				
Change Period (Y+Rc), s	* 7.5	* 7.5		* 8.6	* 7.5	* 7.5		* 8.6				
Max Green Setting (Gmax), s	* 13	* 73		* 31	* 13	* 73		* 31				
Max Q Clear Time (g_c+I1), s	2.3	8.5		15.2	5.6	16.3		12.8				
Green Ext Time (p_c), s	0.0	1.6		2.0	0.2	3.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		20.0
HCM 6th LOS		B

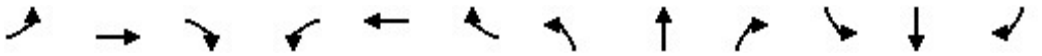
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
10: US 301 & Erie Rd/SR 62

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	71	59	140	53	87	98	719	168	102	405	25
Future Volume (veh/h)	46	71	59	140	53	87	98	719	168	102	405	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1841	1796	1856	1870	1752	1885	1885	1826
Adj Flow Rate, veh/h	48	75	38	147	56	55	103	757	115	107	426	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	4	7	3	2	10	1	1	5
Cap, veh/h	428	265	367	418	266	364	428	986	569	315	997	590
Arrive On Green	0.10	0.14	0.14	0.11	0.14	0.14	0.09	0.28	0.28	0.09	0.28	0.28
Sat Flow, veh/h	1781	1870	1560	1781	1841	1522	1767	3554	1485	1795	3582	1547
Grp Volume(v), veh/h	48	75	38	147	56	55	103	757	115	107	426	21
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1841	1522	1767	1777	1485	1795	1791	1547
Q Serve(g_s), s	1.6	2.8	1.5	5.2	2.1	2.2	3.0	15.1	4.0	3.1	7.5	0.7
Cycle Q Clear(g_c), s	1.6	2.8	1.5	5.2	2.1	2.2	3.0	15.1	4.0	3.1	7.5	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	428	265	367	418	266	364	428	986	569	315	997	590
V/C Ratio(X)	0.11	0.28	0.10	0.35	0.21	0.15	0.24	0.77	0.20	0.34	0.43	0.04
Avail Cap(c_a), veh/h	765	547	602	750	538	589	781	1963	977	673	1978	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	29.7	23.2	23.9	29.2	23.2	16.6	25.6	15.9	18.0	22.9	15.0
Incr Delay (d2), s/veh	0.1	0.8	0.2	0.5	0.6	0.3	0.3	0.5	0.1	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	2.3	1.0	3.7	1.6	1.4	2.0	9.8	2.3	2.1	5.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	30.5	23.3	24.4	29.7	23.5	16.9	26.1	16.0	18.6	23.0	15.0
LnGrp LOS	C	C	C	C	C	C	B	C	B	B	C	B
Approach Vol, veh/h		161			258			975			554	
Approach Delay, s/veh		26.5			25.4			24.0			21.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	28.8	15.4	18.6	14.6	28.7	15.6	18.4
Change Period (Y+Rc), s	8.3	8.3	* 8.4	* 8.4	8.3	8.3	* 8.4	* 8.4
Max Green Setting (Gmax), s	21.7	41.7	* 22	* 22	21.7	41.7	* 22	* 22
Max Q Clear Time (g_c+I1), s	5.0	9.5	3.6	4.2	5.1	17.1	7.2	4.8
Green Ext Time (p_c), s	0.2	1.7	0.1	0.5	0.2	3.3	0.3	0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	164	24	23	643	319	50
Future Vol, veh/h	164	24	23	643	319	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	5	20	2	1	27
Mvmt Flow	176	26	25	691	343	54

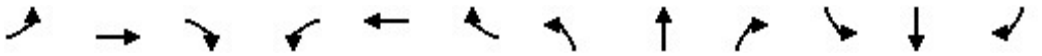
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1111	370	397	0	-	0
Stage 1	370	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Critical Hdwy	6.49	6.25	4.3	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.345	2.38	-	-	-
Pot Cap-1 Maneuver	224	669	1070	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	669	1070	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	72	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1070	-	235	-	-
HCM Lane V/C Ratio	0.023	-	0.86	-	-
HCM Control Delay (s)	8.4	0	72	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	6.9	-	-

HCM 6th Signalized Intersection Summary
12: Erie Rd & 69th St

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	148	0	0	125	217	0	0	1	223	0	228
Future Volume (veh/h)	233	148	0	0	125	217	0	0	1	223	0	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1856	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	238	151	0	0	128	165	0	0	1	228	0	166
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
Percent Heavy Veh, %	0	1	0	0	2	3	0	0	0	1	0	0
Cap, veh/h	572	945	807	470	547	460	237	205	174	521	0	561
Arrive On Green	0.11	0.50	0.00	0.00	0.29	0.29	0.00	0.00	0.11	0.15	0.00	0.35
Sat Flow, veh/h	1810	1885	1610	1810	1870	1572	1810	1900	1610	1795	0	1610
Grp Volume(v), veh/h	238	151	0	0	128	165	0	0	1	228	0	166
Grp Sat Flow(s),veh/h/ln	1810	1885	1610	1810	1870	1572	1810	1900	1610	1795	0	1610
Q Serve(g_s), s	6.1	3.1	0.0	0.0	3.7	6.0	0.0	0.0	0.0	7.5	0.0	5.4
Cycle Q Clear(g_c), s	6.1	3.1	0.0	0.0	3.7	6.0	0.0	0.0	0.0	7.5	0.0	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	572	945	807	470	547	460	237	205	174	521	0	561
V/C Ratio(X)	0.42	0.16	0.00	0.00	0.23	0.36	0.00	0.00	0.01	0.44	0.00	0.30
Avail Cap(c_a), veh/h	572	945	807	679	636	534	466	524	444	589	0	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	9.7	0.0	0.0	19.3	20.1	0.0	0.0	28.6	21.1	0.0	17.0
Incr Delay (d2), s/veh	1.0	0.2	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	2.0	0.0	0.0	2.8	3.8	0.0	0.0	0.0	5.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	9.9	0.0	0.0	19.8	21.1	0.0	0.0	28.6	21.7	0.0	17.6
LnGrp LOS	B	A	A	A	B	C	A	A	C	C	A	B
Approach Vol, veh/h		389			293			1			394	
Approach Delay, s/veh		12.7			20.5			28.6			20.0	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.6	17.3	12.9	0.0	41.6	0.0	30.2
Change Period (Y+Rc), s	* 7.8	6.6	7.6	6.2	7.6	6.6	6.8	6.2
Max Green Setting (Gmax), s	* 7.2	23.4	12.4	18.8	7.4	23.4	8.2	23.8
Max Q Clear Time (g_c+I1), s	8.1	8.0	9.5	2.0	0.0	5.1	0.0	7.4
Green Ext Time (p_c), s	0.0	2.1	0.2	0.0	0.0	1.2	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	235	107	42	278	70	55
Future Vol, veh/h	235	107	42	278	70	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	315	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	3	2	3	2
Mvmt Flow	255	116	46	302	76	60

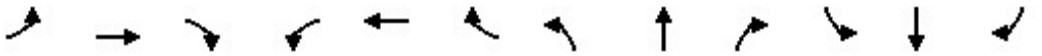
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	371	0	707	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	-	-	4.13	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1182	-	400	727
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1182	-	381	727
Mov Cap-2 Maneuver	-	-	-	-	381	-
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	381	727	-	-	1182	-
HCM Lane V/C Ratio	0.2	0.082	-	-	0.039	-
HCM Control Delay (s)	16.8	10.4	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.3	-	-	0.1	-

HCM 6th Signalized Intersection Summary
14: Fort Hamer Rd & Erie Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	120	63	1	125	62	103	260	8	72	270	81
Future Volume (veh/h)	58	120	63	1	125	62	103	260	8	72	270	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1900	1841	1900	1870	1870	1900	1870	1885	1900
Adj Flow Rate, veh/h	62	128	54	1	133	42	110	277	8	77	287	49
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	3	2	0	4	0	2	2	0	2	1	0
Cap, veh/h	443	531	625	383	390	499	335	467	237	333	433	340
Arrive On Green	0.09	0.29	0.29	0.02	0.21	0.21	0.11	0.13	0.13	0.10	0.12	0.12
Sat Flow, veh/h	1810	1856	1585	1810	1841	1610	1781	3554	1610	1781	3582	1610
Grp Volume(v), veh/h	62	128	54	1	133	42	110	277	8	77	287	49
Grp Sat Flow(s),veh/h/ln	1810	1856	1585	1810	1841	1610	1781	1777	1610	1781	1791	1610
Q Serve(g_s), s	1.9	4.0	1.6	0.0	4.6	1.4	3.8	5.5	0.3	2.7	5.8	1.9
Cycle Q Clear(g_c), s	1.9	4.0	1.6	0.0	4.6	1.4	3.8	5.5	0.3	2.7	5.8	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	531	625	383	390	499	335	467	237	333	433	340
V/C Ratio(X)	0.14	0.24	0.09	0.00	0.34	0.08	0.33	0.59	0.03	0.23	0.66	0.14
Avail Cap(c_a), veh/h	555	896	938	629	889	936	396	508	256	413	512	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	20.7	14.3	22.5	25.3	18.5	24.2	30.9	27.6	24.2	31.7	24.2
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.0	1.1	0.2	0.8	1.6	0.1	0.3	2.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	3.1	1.0	0.0	3.7	0.9	2.8	4.2	0.2	1.9	4.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	21.2	14.5	22.6	26.4	18.6	25.0	32.5	27.7	24.6	34.2	24.4
LnGrp LOS	B	C	B	C	C	B	C	C	C	C	C	C
Approach Vol, veh/h		244			176			395			413	
Approach Delay, s/veh		19.2			24.5			30.3			31.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	18.3	15.3	24.5	16.6	19.1	9.7	30.1
Change Period (Y+Rc), s	* 10	* 10	9.5	9.5	* 10	* 10	9.5	9.5
Max Green Setting (Gmax), s	* 9.8	* 9.8	10.5	35.5	* 9.8	* 9.8	10.5	35.5
Max Q Clear Time (g_c+I1), s	5.8	7.8	3.9	6.6	4.7	7.5	2.0	6.0
Green Ext Time (p_c), s	0.1	0.4	0.1	1.7	0.1	0.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



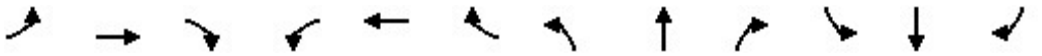
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	115	191	617	105	180	407
Future Volume (veh/h)	115	191	617	105	180	407
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1856	1856	1900	1885	1870
Adj Flow Rate, veh/h	120	87	643	81	188	424
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	1	2
Cap, veh/h	158	139	1375	1335	587	1564
Arrive On Green	0.09	0.09	0.74	0.74	0.05	0.84
Sat Flow, veh/h	1781	1572	1856	1610	1795	1870
Grp Volume(v), veh/h	120	87	643	81	188	424
Grp Sat Flow(s),veh/h/ln	1781	1572	1856	1610	1795	1870
Q Serve(g_s), s	9.9	8.0	20.6	1.4	3.4	7.2
Cycle Q Clear(g_c), s	9.9	8.0	20.6	1.4	3.4	7.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	158	139	1375	1335	587	1564
V/C Ratio(X)	0.76	0.62	0.47	0.06	0.32	0.27
Avail Cap(c_a), veh/h	273	241	1375	1335	656	1564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	66.8	66.0	7.7	2.3	5.4	2.6
Incr Delay (d2), s/veh	7.3	4.5	1.0	0.1	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	6.1	11.6	1.2	1.8	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.1	70.5	8.7	2.4	5.7	3.0
LnGrp LOS	E	E	A	A	A	A
Approach Vol, veh/h	207		724			612
Approach Delay, s/veh	72.6		8.0			3.9
Approach LOS	E		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.3	117.4			131.7	18.3
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	12.7	94.7			114.7	22.0
Max Q Clear Time (g_c+I1), s	5.4	22.6			9.2	11.9
Green Ext Time (p_c), s	0.3	11.4			5.7	0.4

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
16: Fort Hamer Rd & Old Tampa Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	36	307	36	28	9	525	660	58	6	348	90
Future Volume (veh/h)	61	36	307	36	28	9	525	660	58	6	348	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1856	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	63	37	175	37	29	6	541	680	50	6	359	60
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	3	0	0	0	1	0	0	1	0
Cap, veh/h	236	172	404	209	160	135	711	1151	85	408	816	136
Arrive On Green	0.05	0.09	0.09	0.04	0.08	0.08	0.16	0.66	0.66	0.02	0.52	0.52
Sat Flow, veh/h	1810	1900	1598	1767	1900	1610	1810	1735	128	1810	1575	263
Grp Volume(v), veh/h	63	37	175	37	29	6	541	0	730	6	0	419
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1767	1900	1610	1810	0	1862	1810	0	1838
Q Serve(g_s), s	4.7	2.7	13.6	2.8	2.1	0.5	19.6	0.0	32.5	0.2	0.0	21.3
Cycle Q Clear(g_c), s	4.7	2.7	13.6	2.8	2.1	0.5	19.6	0.0	32.5	0.2	0.0	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.14
Lane Grp Cap(c), veh/h	236	172	404	209	160	135	711	0	1236	408	0	953
V/C Ratio(X)	0.27	0.21	0.43	0.18	0.18	0.04	0.76	0.00	0.59	0.01	0.00	0.44
Avail Cap(c_a), veh/h	271	172	404	255	172	146	751	0	1236	505	0	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	58.3	63.2	47.0	58.3	63.9	63.2	14.1	0.0	14.0	16.6	0.0	22.5
Incr Delay (d2), s/veh	0.6	0.6	0.7	0.4	0.5	0.1	5.4	0.0	2.1	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	2.4	9.5	2.3	1.9	0.4	12.8	0.0	19.2	0.2	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	63.9	47.8	58.7	64.4	63.3	19.4	0.0	16.0	16.6	0.0	23.9
LnGrp LOS	E	E	D	E	E	E	B	A	B	B	A	C
Approach Vol, veh/h		275			72			1271			425	
Approach Delay, s/veh		52.5			61.4			17.5			23.8	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	105.9	14.1	20.0	31.7	84.2	15.1	19.0
Change Period (Y+Rc), s	* 8.4	7.4	* 8.6	7.4	* 8.4	7.4	* 8.6	7.4
Max Green Setting (Gmax), s	* 9.6	86.6	* 9.4	12.6	* 27	69.6	* 9.4	12.6
Max Q Clear Time (g_c+I1), s	2.2	34.5	4.8	15.6	21.6	23.3	6.7	4.1
Green Ext Time (p_c), s	0.0	12.4	0.0	0.0	1.7	5.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	31	55	62	16	79
Future Vol, veh/h	99	31	55	62	16	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	0	6	24	0	1
Mvmt Flow	105	33	59	66	17	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	138	0	306	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	-	-	4.16	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.254	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1421	-	690	932
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1421	-	660	932
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	872	-	-	1421	-
HCM Lane V/C Ratio	0.116	-	-	0.041	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

APPENDIX F

MANATEE COUNTY CIP AND FDOT WORK PROGRAM SHEETS

MANATEE COUNTY GOVERNMENT
Capital Improvement Plan
FY2025 - FY2029

Category: Transportation **Subcategory:** Road Improvements
Project Title: Erie Road - 69th St E to Martha Road
Department: Public Works
Project Mgr: Craig Hughes
Infra. Sales Tax: Yes
Project #: PJ6111360 **Status:** Existing

Comprehensive Plan Information

CIE Project: Yes
LOS/Concurrency: Yes Project Need: Growth

Project Location

District 1 Erie Rd - 69th St E to Martha Road, Parrish

Description and Scope

Perform a Preliminary Engineering Design to begin land acquisition of Erie Road from 69th St E to Martha Road including a full survey of the corridor, to include the extension of Harrison Ranch Blvd to the north and the Sawgrass Rd connection tie in, to accommodate for future needs of development connections. Project will require right-of-way acquisition and possible eminent domain, therefore, deliverables to include preparation material for legal documentation for eminent domain are to be provided. The Design is to be based on guidance provided in the Florida Department of Transportation (FDOT), as applicable for a non-State roadway. Also, design and construction of roadway improvements from 69th St E to Martha Road based on the preliminary design from the adopted alignment. The project will include widening from two lanes to four lanes, with median, curb and gutter, bike lanes, street lighting and sidewalk along south side of the project.

Rationale

Manatee County intends to widen this section of Erie Road to support anticipated increase in traffic demand, to facilitate traffic operation, vehicular turning movements at Parrish Community High School, to encourage non-motorized mobility options, and help maintain the county's adopted levels of service. This project is part of the county's Comprehensive Plan Future Traffic Circulation Map. The project will include widening from two lanes to four lanes, with median, curb and gutter, bike lanes, street lighting, and sidewalk along the south side of the project corridor limits.

Schedule of Activities

Activity	Start	End	Amount
Design:	09/21	12/22	3,024,038
Land:	10/25	09/27	6,277,780
Construction:	10/27	12/30	18,048,118
Equipment:	-	-	-
Project Mgt.:	09/21	12/30	1,184,835
Total Budgetary Cost Estimate			28,534,771

Annual Operating Budget Impacts

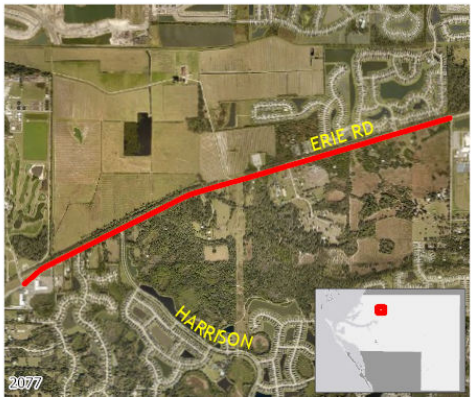
Category	Fiscal Year	Amount
Personal:	-	-
Non-Personal:	FY2031	51,195
Operating Capital:	-	-
Operating Total:		51,195
Revenue:		-
Net:		51,195
Initial Year Costs:	FY2030	51,195

Programmed Funding

Expended to Date	Appropriated to Date	FY2025	FY2026	FY2027	FY2028	FY2029	Future
3,213,093	3,235,721	-	6,717,225	-	-	18,581,825	-

Project Map





Funding Strategy

Impact Fees
Debt Proceeds
Infrastructure Sales Tax TRRI03524
New Total IST Amount $6,717,225

Means of Financing

Funding Source	
All Prior Funding	3,235,721
Debt Proceed Funds - Governmental	18,581,825
Infrastructure Sales Tax Funds	6,717,225
Total Funding:	28,534,771

MANATEE COUNTY GOVERNMENT
Capital Improvement Plan
FY2025 - FY2029

Category: Transportation **Subcategory:** Road Improvements
Project Title: Erie Road - Martha Road to US 301 in Parrish
Department: Public Works
Project Mgr: Craig Hughes
Infra. Sales Tax: Yes
Project #: PJ6108662 **Status:** Existing

Comprehensive Plan Information

CIE Project: Yes
LOS/Concurrency: Yes Project Need: Growth

Project Location

District 1 Erie Rd - Martha Rd to US 301, Parrish

Description and Scope

The proposed widening will include four 12-foot lanes, a 22-foot median, curb and gutter, four-foot bike lanes, five-foot sidewalk on the south side, 10-foot multi-use trail on the north side, and street lighting. The intent is to complete this work just before the State College of Florida opens their Parrish Campus at the NW corner of Fort Hamer and Erie Road.

Rationale

Manatee county intends to widen this section of Erie Road along with a multi-use trail to support an anticipated increase in traffic demand, to facilitate traffic operation, vehicular turning movements at Parrish Community High School and to encourage non-motorized mobility options . This project includes construction of approximately 1 mile of roadway improvements from Martha Road to US 301.

Schedule of Activities

Activity	Start	End	Amount
Design:	10/21	12/23	1,961,332
Land:	-	-	5,311,794
Construction:	10/24	12/26	33,552,069
Equipment:	-	-	-
Project Mgt.:	10/21	12/26	2,987,695
Total Budgetary Cost Estimate			43,812,890

Annual Operating Budget Impacts

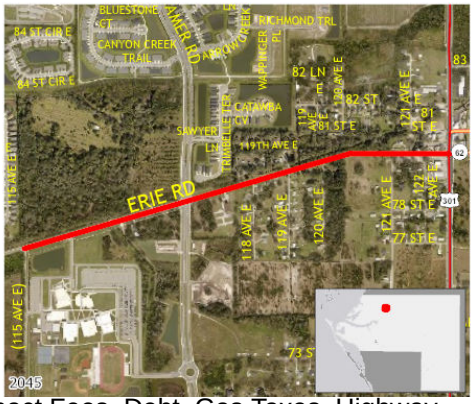
Category	Fiscal Year	Amount
Personal:	-	-
Non-Personal:	-	-
Operating Capital:	-	-
Operating Total:		-
Revenue:		-
Net:		-
Initial Year Costs:	-	-

Programmed Funding

Expended to Date	Appropriated to Date	FY2025	FY2026	FY2027	FY2028	FY2029	Future
2,409,193	11,682,732	16,065,079	16,065,079	-	-	-	-

Project Map





Impact Fees, Debt, Gas Taxes, Highway Capital
Infrastructure Sales Tax – TRRI04425
New IST Amount - $17,161,540

Means of Financing

Funding Source	
All Prior Funding	11,682,732
Impact Fee Funds	14,968,618
Infrastructure Sales Tax Funds	17,161,540
Total Funding:	43,812,890

MANATEE COUNTY GOVERNMENT
Capital Improvement Plan
FY2025 - FY2029

Category: Transportation **Subcategory:** Road Improvements
Project Title: Fort Hamer Road - Moccasin Wallow Road to Fort Hamer Bridge - 4 Lane
Department: Public Works
Project Mgr: Tony Russo
Infra. Sales Tax: -
Project #: PJ6118060 **Status:** Existing

Comprehensive Plan Information

CIE Project: Yes
LOS/Concurrency: Yes Project Need: Growth

Project Location

District 1 Fort Hamer Road - Moccasin Wallow Road to Fort Hamer Bridge

Description and Scope

Design and construct the widening of Fort Hamer Road from Moccasin Wallow Road to the Fort Hamer Bridge to create a divided four-lane thoroughfare (approximately 5.2 miles). The typical section will include a grass median, turn lanes (as needed), pedestrian & bicycle facilities, and lighting. Modification of four signalized intersections will be required to accommodate the roadway widening. Project will require right-of-way acquisition.

Rationale

Manatee County intends to widen Fort Hamer Road from two-lanes to four-lanes to support current traffic levels as well as an anticipated increase in traffic demand. The widening limits will be from Moccasin Wallow Road southward to the existing Fort Hamer Bridge, that is planned to be expanded to a four-lane bridge concurrently with this project. The road between Moccasin Wallow Road and 301 was built and designed to accommodate this planned expansion to 4-lanes. This roadway segment is part of the County's Comprehensive Plan Future Traffic Circulation Map. The State has approved 2.5 million dollars in design grant funding to support this project.

Schedule of Activities

Activity	Start	End	Amount
Design:	10/23	09/28	12,086,287
Land:	10/28	12/30	6,450,451
Construction:	10/28	12/30	47,931,433
Equipment:	-	-	-
Project Mgt.:	10/23	12/31/30	9,778,011
Total Budgetary Cost Estimate			76,246,182

Annual Operating Budget Impacts

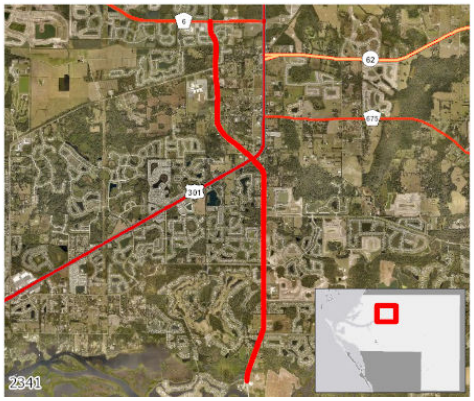
Category	Fiscal Year	Amount
Personal:	-	-
Non-Personal:	-	-
Operating Capital:	-	-
Operating Total:		-
Revenue:		-
Net:		-
Initial Year Costs:	-	-

Programmed Funding

Expended to Date	Appropriated to Date	FY2025	FY2026	FY2027	FY2028	FY2029	Future
-	5,850,000	10,189,731	-	-	-	-	60,206,451

Project Map





Funding Strategy

Gas Taxes & State Grant

Means of Financing

Funding Source	
All Prior Funding	5,850,000
Debt Proceed Funds - Governmental	65,086,364
Highway Project Funds	2,082,648
Impact Fee Funds	3,227,170
Total Funding:	76,246,182

MANATEE COUNTY GOVERNMENT
Capital Improvement Plan
FY2025 - FY2029

Category: Transportation **Subcategory:** Road Improvements
Project Title: Moccasin Wallow Road - Segment 1 - From US 301 to 115th Avenue East - East of I-75 (50% Match)
Department: Public Works
Project Mgr: Jim Shuler
Infra. Sales Tax: Yes
Project #: PJ6071261 **Status:** Existing

Comprehensive Plan Information

CIE Project: Yes
LOS/Concurrency: Yes Project Need: Growth

Project Location

District 1 Moccasin Wallow Rd - US 301 to 115th Ave East, Palmetto

Description and Scope

This project is Segment 1 of a 3 Segment plan, which will widen Moccasin Wallow Road from the east end of the I-75 off ramp area (approximately 75th Street E) east to US 301 and is intended to receive 50% funding from the State of Florida. The roadway enhancement for Segment 1 consists of approximately 5,506 LF from US 301 to 115th Avenue East (Copperstone entrance) on Moccasin Wallow Road to support the County's Long-Range Transportation Plan. This project is intended to collaborate efforts with a partnership of State grant funding of $7,200,000 for a total project of $14,400,000. The project, because of cost, is being developed with three segments along the eastern portion of this 4+ mile roadway.

Rationale

Moccasin Wallow is in the very active North County area centered in the northwest of Parrish, wherein thousands of approved single-family homes are under construction. An important east-west connection and evacuation route, this roadway creates an economic opportunity by connecting to the Port of Manatee that will be an important link for Manatee County's economic development. This project leverages a 50% participation by the State of Florida to control the cost to the County. Advancing this project with the outside funds would lay the groundwork for a 4-lane roadway that will act as the backbone for traffic in North County from US41 to US301, similar to University Parkway. This project is not a viable project without the 50% funding participation from the State.

Schedule of Activities

Activity	Start	End	Amount
Design:	10/19	06/21	763,365
Land:	06/21	12/21	1,642,314
Construction:	07/21	12/24	21,582,406
Equipment:	-	-	-
Project Mgt.:	10/19	12/24	680,000
Total Budgetary Cost Estimate			24,668,085

Annual Operating Budget Impacts

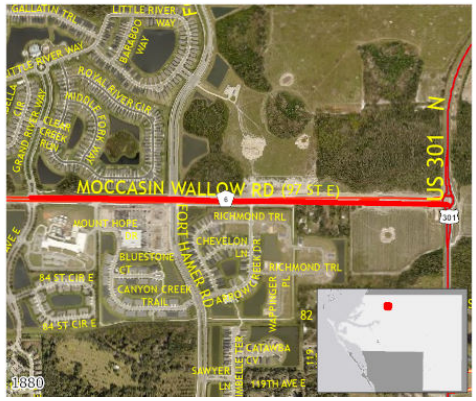
Category	Fiscal Year	Amount
Personal:	-	-
Non-Personal:	FY2026	6,000
Operating Capital:	-	-
Operating Total:		6,000
Revenue:		-
Net:		6,000
Initial Year Costs:	FY2025	6,000

Programmed Funding

Expended to Date	Appropriated to Date	FY2025	FY2026	FY2027	FY2028	FY2029	Future
16,699,106	24,668,085	-	-	-	-	-	-

Project Map





Funding Strategy

Infrastructure Sales Tax - TRRI02819, New Total IST Amount - $8,418,085, Grants, Impact Fees, Debt

Means of Financing

Funding Source	
All Prior Funding	24,668,085
Total Funding:	24,668,085

MANATEE COUNTY GOVERNMENT
Capital Improvement Plan
FY2025 - FY2029

Category: Transportation **Subcategory:** Road Improvements
Project Title: Moccasin Wallow Road - I-75 - 115th Ave E (Segment 2 & 3)
Department: Public Works
Project Mgr: Jim Shuler
Infra. Sales Tax: -
Project #: PJ6071262 **Status:** Existing

Comprehensive Plan Information

CIE Project: Yes
LOS/Concurrency: Yes Project Need: Growth

Project Location

District 1 Moccasin Wallow Road - I-75 - 115th Ave E, Palmetto

Description and Scope

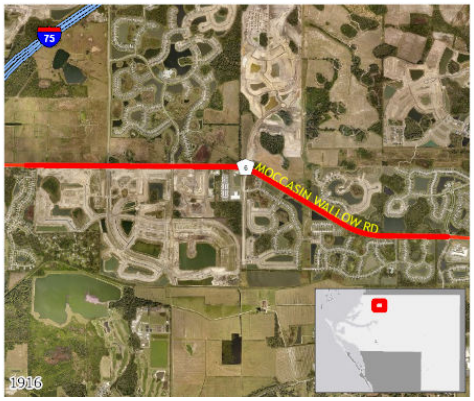
Reconstruct and widen Moccasin Wallow Road to a four-lane divided roadway within a six-lane road right-of-way 115th Ave E to Sawgrass Rd. This will include, 4 travel lanes, bike lanes, sidewalks and street lighting as well as a new signalized intersection at Sawgrass Rd. This project is identified as a concurrency-related improvement, either to mitigate background traffic or project-related traffic impacts, for several developments in the Moccasin Wallow corridor.

Rationale

This project is consistent with the long range need to provide a six lane Moccasin Wallow Rd connection between I-75 and US 301 per the County's adopted Traffic Circulation Plan. Traffic from existing and approved-but-not-yet-built development are expected to exceed the capacity of Moccasin Wallow Rd, and the rural to suburban transition create the need for a multimodal facility. Both of these needs can be addressed by constructing the proposed multi-lane roadway consistent with current County standards.

Project Map





Schedule of Activities

Activity	Start	End	Amount
Design:	10/21	03/24	4,331,039
Land:	10/22	03/24	1,644,192
Construction:	07/23	12/26	32,583,780
Equipment:	-	-	-
Project Mgt.:	10/21	12/26	-
Total Budgetary Cost Estimate			38,559,011

Annual Operating Budget Impacts

Category	Fiscal Year	Amount
Personal:	-	-
Non-Personal:	FY2029	7,500
Operating Capital:	-	-
Operating Total:		7,500
Revenue:		-
Net:		7,500
Initial Year Costs:	FY2028	7,500

Programmed Funding

Expended to Date	Appropriated to Date	FY2025	FY2026	FY2027	FY2028	FY2029	Future
2,941,234	38,559,011	-	-	-	-	-	-

Funding Strategy

Impact Fees, Debt, Grants

Means of Financing

Funding Source	
All Prior Funding	38,559,011
Total Funding:	38,559,011

MANATEE COUNTY GOVERNMENT
Capital Improvement Plan
FY2025 - FY2029

Category: Transportation **Subcategory:** Road Improvements
Project Title: Moccasin Wallow Road - Segment 3
Department: Public Works
Project Mgr: Jim Shuler
Infra. Sales Tax: Yes
Project #: PJ6115660 **Status:** Existing

Comprehensive Plan Information

CIE Project: -
LOS/Concurrency: Yes Project Need: Growth

Project Location

District 1 Moccasin Wallow Road - I-75 - 115th Ave E, Palmetto

Description and Scope

Reconstruct and widen Moccasin Wallow Rd to a four-lane divided roadway within a six-lane road right-of-way from Sawgrass Rd to Buffalo Rd. This includes four travel lanes, bike lanes, sidewalks and street lighting, as well as a new signalized intersection at Carter Rd. This project is identified as a concurrency-related improvement, either to mitigate background traffic or project-related traffic impacts, for several developments in the Moccasin Wallow corridor.

Rationale

This project is consistent with the long range need to provide a six-lane Moccasin Wallow Rd connection between I-75 and US 301 per the County's adopted Traffic Circulation Plan. Traffic from existing and approved-but-not-yet-built development are expected to exceed the capacity of Moccasin Wallow Rd, and the rural to suburban transition create the need for a multimodal facility. Both of these needs can be addressed by constructing the proposed multi-lane roadway consistent with current County standards.

Schedule of Activities

Activity	Start	End	Amount
Design:	03/22	06/24	723,950
Land:	03/22	06/24	3,605,070
Construction:	09/24	12/26	22,263,831
Equipment:	-	-	-
Project Mgt.:	03/22	12/26	4,087,883
Total Budgetary Cost Estimate			30,680,734

Annual Operating Budget Impacts

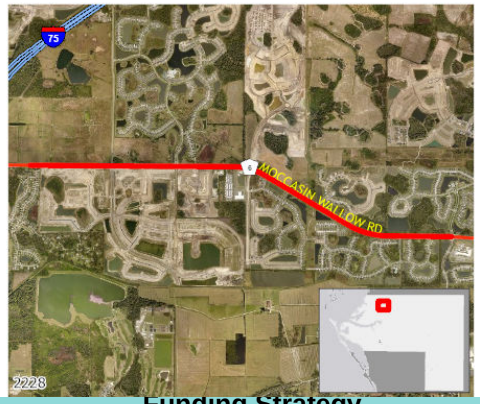
Category	Fiscal Year	Amount
Personal:	-	-
Non-Personal:	-	-
Operating Capital:	-	-
Operating Total:		-
Revenue:		-
Net:		-
Initial Year Costs:	-	-

Programmed Funding

Expended to Date	Appropriated to Date	FY2025	FY2026	FY2027	FY2028	FY2029	Future
235,639	29,180,734	1,500,000	-	-	-	-	-

Project Map





Funding Strategy

Debt
Impact Fees
Infrastructure Sales Tax - TRRI03324
New Total IST Amount - $7,800,000

Means of Financing

Funding Source	
All Prior Funding	29,180,734
Infrastructure Sales Tax Funds	1,500,000
Total Funding:	30,680,734

APPENDIX G

RESERVED TRAFFIC VOLUMES

Manatee County Planning Department
Concurrency Transportation Link Sheet

Report run on: August 1, 2024 9:02 AM

Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Num Sig	Class Grp	Left Turns	5% Peak Hour LOS Vol	Los Std	Exist Los	Projected LOS	Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
2100	301 BLVD	53 AVE E	63 AVE E	MC	PA	U	2U	0.80	1	I	Y	75.5	D	F	F		22	18913	0.090	O	1,702	39	1,741	1,510	-231	0.000			0	06-20
2101	301 BLVD	63 AVE E	WHITFIELD AVE	MC	PA	U	2U	1.32	1	I	Y	75.5	D	C	C		22	11714	0.090		1,054	5	1,059	1,510	451	0.000				06-43
2102	301 BLVD	WHITFIELD AVE	TALLEVAST RD	MC	PA	U	2U	0.99	1	I	Y	79	D	C	C		22	11714	0.090		1,054	235	1,289	1,580	291	0.000				06-43
2140	301 BLVD	TALLEVAST RD	UNIVERSITY PKWY	MC	PA	U	2U	0.65	1		Y	75.5	D	C	C		22	11714	0.090	O	1,054	54	1,108	1,510	402	0.000			0	06-43
2150	BAYSHORE GDNS PKWY	US 41	26 ST W	MC	MA	U	4D	1.33	1		Y	131	D	D	D		22	16512	0.090	O	1,486	390	1,876	2,620	744	0.000			0	03-14/15
2160	BAYSHORE GDNS PKWY	26 ST W	34 ST W	MC	MA	U	4D	1.92	1		Y	131	D	C	D		22	10571	0.090	O	951	465	1,416	2,620	1,204	0.000			0	03-05/06
2170	BAYSHORE RD	US 41(S)	US 41(N)	MC	UC	U	2U	0.36	1	US	Y	108.5	D	B	B		22	2138	0.090	O	192	116	308	2,170	1,862	0.000			0	10-16
2180	BRADEN RIVER RD	SR 70	LINGER LODGE RD	MC	UC	U	2U	1.10	1	US	N	47.5	D	C	C		22	3274	0.090	O	295	128	423	950	527	0.000			0	07-13
2185	BROADWAY AVE	SHADE AVE	TUTTLE AVE	MC	UC	U	2U	1.85	1		Y	62.5	D	C	C		22	4135	0.090		372	0	372	1,250	878	0.000				06-49
2190	BUCKEYE RD	US 41	BUD RHODEN RD	MC	UC	R	2U	1.35	1	US	Y	109.5	D	B	B		22	2580	0.090	O	232	362	594	2,190	1,596	0.000			0	10-09
2195	BUCKEYE RD	BUD RHODEN RD	ARTISAN LAKES PKWY	MC				0.00				149.5		A	A						0	0	0	2,990	2,990	0.000				
2200	BUCKEYE RD	ARTISAN LAKES PKW	SAWGRASS RD	MC	MAC	R	2U	0.38	1	US	Y	109.5	D	B	E		22	2017	0.095	S	192	2,554	2,746	2,190	-556	0.000			0	10-13
2205	BUCKEYE RD	SAWGRASS RD	FT HAMER RD EXT	MC				0.00				149.5		A	A						0	0	0	2,990	2,990	0.000				
2210	BUCKEYE RD	FT HAMER RD EXT	US 301(PARRISH)	MC	MAC	R	2U	0.21	1	55	Y	77.5	C	B	F		22	1962	0.095	O	186	2,969	3,155	1,550	-1,605	0.000			0	10-11
2220	BUD RHODEN RD	BUCKEYE RD	MOCCASIN WALLOW RD	MC	UC	U	2U	0.66	1	US	Y	75.5	D	C	C		22	1242	0.090	O	112	409	521	1,510	989	0.000			0	10-42
2230	BUFFALO RD	69TH ST E	MOCCASIN WALLOW RD	MC	UC	U	2U	0.40	1		Y	62.5	D	C	F		22	5049	0.090		454	1,156	1,610	1,250	-360	0.000				10-19
2232	US 41(BUS)	CORTEZ RD	26 AV W	ST	PA	U	4D	1.00	1	US	Y	187.5	D	C	C		22	26500	0.090	O	2,385	124	2,509	3,750	1,241	0.000			0	0003
2240	US 41(BUS)	17 ST W(PAL)	US 41/US 19	ST	PA	U	4D	0.89	1	I	Y	187.5	D	C	C		22	24500	0.090	C	2,205	200	2,405	3,750	1,345	0.000			0	5027
2260	CANAL RD / 16 AV E	US 41	MENDOZA RD	MC	UC	U	2U	0.76	1	US	N	47.5	D	C	C		22	4303	0.090	O	387	73	460	950	490	0.000			0	09-09
2270	CANAL RD / 16 AV E	MENDOZA RD	US 301	MC	UC	U	2U	0.56	1	US	Y	65.5	D	C	D		22	7092	0.090	O	638	130	768	1,310	542	0.000		OUT	0	09-03

Manatee County Planning Department
Concurrency Transportation Link Sheet

Report run on: August 1, 2024 9:02 AM

Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Num Sig	Class Grp	Left Turns	5% Peak Hour LOS Vol	Los Std	Exist Los	Projected LOS	Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
2275	CARTER RD	MOCCASIN WALLOW R	BUCKEYE RD	MC	MAC	T	2U	0.55	1		N	52.5	D	C	F		22	2739	0.090		247	2,595	2,842	1,050	-1,792	0.000				10-60
2280	CARUSO RD	BRHS NORTH ENTRY	SR 70	MC	UC	U	4D	2.78	1		Y	169	D	C	C		22	7600	0.090	O	684	0	684	3,380	2,696	0.000			0	4215
2281	CARUSO RD	BRHS NORTH ENTRY	44 AV E	MC	UC	U	2U	1.43	1		Y	75.5	D	C	C		22	7600	0.090		684	0	684	1,510	826	0.000				4215
2282	CARUSO RD	SR 70	BRADEN RIVER RD	MC	UC	U	2U	2.86	1		Y	79	D	C	C		22	5355	0.090		482	0	482	1,580	1,098	0.000				07-63
2290	CLAY GULLEY RD	SUGAR BOWL RD	SARASOTA CO LINE	MC	MIC	R	2U	0.11	1	55	Y	39.5	C	B	B		22	445	0.095	O	42	0	42	790	748	0.000			0	12-02
2300	SR 684/CORTEZ RD	SR 789	127 ST W	ST	PA	U	2U	1.54	1	US	Y	69.5	D	D	F		22	15400	0.090	C	1,386	238	1,624	1,390	-234	0.000			0	0001
2310	SR 684/CORTEZ RD	127 ST W	119 ST W	ST	PA	U	2U	1.92	1	I	Y	84	D	C	F		22	15400	0.090	C	1,386	303	1,689	1,680	-9	0.000			0	0001
2315	SR 684/CORTEZ RD	119 ST W	PALMA SOLA BLVD	ST	PA	U	4D	0.48	1	I	Y	179	D	C	C		22	26000	0.090	C	2,340	467	2,807	3,580	773	0.000			0	0054
2320	SR 684/CORTEZ RD	PALMA SOLA BLVD	75TH ST W	ST	PA	U	4D	1.41	1	I	Y	179	D	C	C		22	26000	0.090	O	2,340	561	2,901	3,580	679	0.000			0	0054
2335	SR 684/CORTEZ RD	75 ST W	59 ST W	ST	PA	U	4D	1.00	1	II	Y	179	D	C	D		22	28500	0.090	O	2,565	896	3,461	3,580	119	0.000			0	0016
2338	SR 684/CORTEZ RD	59 ST W	26 ST W	ST	PA	U	4D	0.50	1	II	Y	187.5	D	C	C		22	28500	0.090	O	2,565	637	3,202	3,750	548	0.000			0	0016
2340	SR 684/CORTEZ RD	26 ST W	US 41	ST	PA	U	6D	1.33	1	II	Y	236	D	F	F		22	54000	0.090	O	4,860	339	5,199	4,720	-479	0.000			0	5048
2350	CR 39	SR 62	HILLSBOROUGH CO	MC	MA	R	2U	0.25	1	55	Y	41	C	B	B		22	4603	0.095	O	437	0	437	820	383	0.000			0	12-10
2360	CR 675/RUTLAND RD	US 301	RYE RD	MC	UC	T	2U	0.26	1	US	Y	114.5	D	B	D		22	2949	0.090	O	265	1,907	2,172	2,290	118	0.000			0	'4015'
2361	CR 675/RUTLAND RD	RYE RD	SR 64	MC	MAC	R	2U	0.14	1		Y	41	C	B	D		22	2949	0.095		280	778	1,058	820	-238	0.000				'4015'
2370	CR 675	SR 64	SR 70	MC	MAC	R	2U	0.19	1	55	Y	39.5	C	B	B		22	3103	0.095	O	295	2	297	790	493	0.000			0	11-10
2375	CR 675 - Not Exist	SR 70	UNIVERSITY PKW	MC	MAC	T	2U	1.11	1		N	46.5	C	A	A		22	12500			0	0	0	930	930	0.000				
2380	DUETTE RD	SR 62	SR 64	MC	MAC	R	2U	0.10	1	55	Y	77.5	C	B	B		22	1180	0.095	O	112	14	126	1,550	1,424	0.000			0	12-08
2390	EL CONQUISTADOR PKY	34 ST W	49 ST W	MC	UC	U	4D	1.11	1		Y	131	D	C	D		22	11271	0.090	C	1,014	1,060	2,074	2,620	546	0.000			0	03-43
2391	EL CONQUISTADOR PKY	49 ST W	51 ST W	MC	UC	U	2U	4.00	1		Y	62.5	D	D	F		22	9733	0.090		876	1,099	1,975	1,250	-725	0.000				03-09/43

Manatee County Planning Department
Concurrency Transportation Link Sheet

Report run on: August 1, 2024 9:02 AM

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2392	EL CONQUISTADOR PKY	51 ST W	Road A - Lake Flore	MC	UC	U	2U	1.67	1	I	N	47.5	D	D	F		22	9733	0.090		876	1,196	2,072	950	-1,122	0.000				03-09/43
2393	EL CONQUISTADOR PKY	Road A- Lake Flor	66 ST W	MC	UC	U	2U	1.67	1	II	N	47.5	D	D	F		22	9733	0.090		876	910	1,786	950	-836	0.000				03-09/43
2394	EL CONQUISTADOR PKY	66 ST W	53 AV W	MC	UC	U	2U	1.28	1	II	Y	65.5	D	D	F		22	9733	0.090		876	1,260	2,136	1,310	-826	0.000				03-09
2400	MOCCASIN WALLOW RD	US 41	ELLENTON-GILLETTE	MC	UC	U	2U	1.33	1	US	Y	79	D	C	F		22	8902	0.090	O	801	1,923	2,724	1,580	-1,144	0.000		OUT	0	10-08
2410	ELLENTON GILLETTE RD	MOCASSIN WALLOW	69 ST E	MC	UC	U	2U	0.56	1	US	Y	60	D	C	C		22	3655	0.090	O	329	598	927	1,200	273	0.000			0	10-05
2420	ELLENTON GILLETTE RD	69 ST E	MENDOZA RD	MC	UC	U	2U	0.51	1	US	Y	79	D	C	F		22	8451	0.090	C	761	1,228	1,989	1,580	-409	0.000			0	09-53
2435	ELLENTON GILLETTE RD	MENDOZA RD	MEMPHIS RD	MC	UC	U	2U	0.81	1		Y	75.5	D	C	C		22	9092	0.090	C	818	495	1,313	1,510	197	0.000			0	09-55
2436	ELLENTON GILLETTE RD	MEMPHIS RD	US 301	MC	UC	U	2U	2.04	1		Y	75.5	D	C	C		22	10512	0.090		946	292	1,238	1,510	272	0.000				09-56
2450	69 ST E	US 41	ELLENTON-GILLETTE	MC	UC	U	2U	1.08	1	US	Y	75.5	D	C	F		22	12450	0.090	C	1,121	733	1,854	1,510	-344	0.000			0	10-45
2460	69 ST E	ELLENTON GILLETTE	49 AVE E	MC	UC	U	2U	1.25	1	US	Y	113.5	D	C	D		22	12715	0.090	O	1,144	908	2,052	2,270	218	0.000			0	10-04
2470	69 ST E	49TH AV E	ERIE RD(CR 75)	MC	UC	U	2U	0.41	1	US	Y	113.5	D	C	E		22	9776	0.090	O	880	1,544	2,424	2,270	-154	0.000			0	10-03
2480	ERIE RD/CR 10	69 ST E	HARRISON RANCH BLVD	MC	UC	U	2U	1.79	1	US	Y	108.5	D	B	D		22	7008	0.090	O	631	953	1,584	2,170	586	0.000			0	10-02
2485	ERIE RD/CR 10	HARRISON RANCH BL	US 301 (PARRISH)	MC	UC	U	2U	0.36	1		Y	113.5	D	B	E		22	5880	0.090		529	2,390	2,919	2,270	-649	0.000				10-62
2490	ERIE RD/CR 75	69 ST E	US 301(ELLENTON)	MC	UC	U	2U	0.49	1	US	Y	113.5	D	C	D		21	10319	0.090	O	929	1,061	1,990	2,270	280	0.000		OUT	0	10-01
2500	FLORIDA BLVD	US 41	26 ST W	MC	UC	U	2U	1.33	1		Y	62.5	D	D	D		22	9187	0.090	O	827	239	1,066	1,250	184	0.000			0	03-12
2510	FLORIDA BLVD	26 ST W	34 ST W	MC	UC	U	2U	1.82	1	US	N	47.5	D	D	D		22	6284	0.090	O	566	283	849	950	101	0.000			0	03-44
2520	FT HAMER RD	US 301	GOLF COURSE RD	MC	MA	U	2U	1.27	1		Y	62.5	D	D	F		22	13484	0.090	O	1,214	2,088	3,302	1,250	-2,052	0.000			0	11-02
2521	FT HAMER RD	GOLF COURSE RD	OLD TAMPA RD	MC	MA	U	2U	1.59	1		Y	75.5	D	C	F		22	13484	0.090		1,214	1,523	2,737	1,510	-1,227	0.000				11-02
2522	FT HAMER RD	OLD TAMPA RD	UPPER MANATEE RV RD	MC	MA	U	2U	0.61	1		Y	79	D	C	D		22	13484	0.090		1,214	364	1,578	1,580	2	0.000				11-02
2530	I-75	UNIVERSITY PKY	SR 70	ST	F/PA	U	6D	0.27	1	G1	Y	418.5	C	B	B		22	14000	0.090	O	1,260	773	2,033	8,370	6,337	0.000			0	0039

Manatee County Planning Department
Concurrency Transportation Link Sheet

Report run on: August 1, 2024 9:02 AM

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2655	M & J RD	SR 70	CLAY GULLEY RD	MC	MIC	R	2U	5.00	1		Y	77.5	C	B	B		22	619	0.095		59	0	59	1,550	1,491	0.000				12-04
2660	17 ST E/MEMPHIS RD	BUS US 41	US 41	MC	UC	U	2U	1.32	1		Y	62.5	D	D	D		22	10069	0.090	O	906	0	906	1,250	344	0.000			0	09-01
2670	17 ST E/MEMPHIS RD	US 41	CANAL RD	MC	UC	U	4D	1.35	1		Y	161	D	C	C		22	11197	0.090	O	1,008	118	1,126	3,220	2,094	0.000			0	09-02
2680	17 ST E/MEMPHIS RD	CANAL RD	ELLENTON GILLETTE R	MC	UC	U	2U	0.81	1		Y	62.5	D	C	D		22	6159	0.090	O	554	101	655	1,250	595	0.000			0	09-04
2690	17 ST E/MEMPHIS RD	ELLENTON GILLETTE	51 AVE E	MC	UC	U	2U	1.05	1	US	Y	62.5	D	C	D		22	5653	0.090	O	509	327	836	1,250	414	0.000			0	09-05
2700	MENDOZA RD/39 ST E	US 41	CANAL RD	MC	UC	U	2U	1.10	1	US	N	47.5	D	C	C		22	1478	0.090	S	133	30	163	950	787	0.000			0	09-47
2710	MENDOZA RD/37 ST E	CANAL RD	ELLENTON GILLETTE R	MC	UC	U	2U	0.81	1	US	N	47.5	D	C	D		22	5220	0.090	C	470	41	511	950	439	0.000			0	09-43
2720	MENDOZA RD/37 ST	ELLENTON-GILLETTE	49TH AV E	MC	UC	U	2U	1.30	1	US	Y	75.5	D	C	C		22	10556	0.090	O	950	136	1,086	1,510	424	0.000			0	09-07
2721	MENDOZA RD	49TH AV E	I-75	MC	UC	U	2U	3.70	1		N	57.5	D	C	C		22	9200	0.090		828	0	828	1,150	322	0.000				4216
2730	MENDOZA RD/37 ST	I-75	VICTORY RD	MC	UC	U	2U	0.67	1	US	Y	79	D	C	C		22	5756	0.090	O	518	195	713	1,580	867	0.000			0	09-60
2740	MOCCASIN WALLOW RD	ELLENTON-GILLETTE	GATEWAY/49 AV E	MC	UC	U	2U	1.15	1	US	Y	79	D	C	F		22	10908	0.090	O	982	3,445	4,427	1,580	-2,847	0.000			0	10-06
2745	MOCCASIN WALLOW RD	GATEWAY/49 AV E	I-75	MC	UC	U	4D	1.64	1		Y	169	D	C	F		22	10908	0.090		982	2,927	3,909	3,380	-529	0.000				10-06
2749	MOCCASIN WALLOW RD	I-75	BUFFALO RD	MC	UC	U	4D	2.44	1		Y	295	D	B	F		22	20701	0.090		1,863	5,090	6,953	5,900	-1,053	0.000				10-47
2750	MOCCASIN WALLOW RD	BUFFALO RD	CARTER RD	MC	UC	T	2U	1.12	1		Y	114.5	D	D	F		22	19113	0.090	O	1,720	6,381	8,101	2,290	-5,811	0.000			0	10-48
2751	MOCCASIN WALLOW RD	CARTER RD	115 AV E	MC	UC	T	2U	0.40	1		Y	109.5	D	C	F		22	14840	0.090		1,336	6,769	8,105	2,190	-5,915	0.000				10-49
2752	MOCCASIN WALLOW RD	115 AV E	U.S. 301	MC	UC	T	2U	0.95	1		Y	114.5	D	C	F		22	14840	0.090		1,336	4,988	6,324	2,290	-4,034	0.000				10-49
2753	MOCCASIN WALLOW RD - NExis	US 301	SR 62	MC	MA	T	2U	1.12	1		Y	43	D	A	A		22	0	0.090		0	0	0	860	860	0.000				
2760	MORGAN-JOHNSON RD/57 ST E	SR 64	44 AV E	MC	UC	U	2U	0.45	1		Y	113.5	D	B	B		22	1103	0.090	O	99	115	214	2,270	2,056	0.000			0	4169
2765	MULHOLLAND RD	FT HAMER RD	W OF GAMBLE CREEK	MC	UC	U	2U	0.65	1		Y	65.5	D	C	C		22	3696	0.090		333	41	374	1,310	936	0.000				11-37
2770	WAUCHULA RD	SR 64	SR 70	MC	MAC	R	2U	0.10	1	55	N	39.5	C	B	B		22	1502	0.095	O	143	5	148	790	642	0.000			0	12-24

Manatee County Planning Department
Concurrency Transportation Link Sheet

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2780	US 301	UNIVERSITY PKY	WHITFIELD AV	ST	PA	U	4D	0.49	1	I	Y	187.5	D	C	C		22	39000	0.090	O	3,510	33	3,543	3,750	207	0.000			0	0056
2790	US 301	WHITFIELD AV	SR 70	ST	PA	U	4D	0.49	1	I	Y	187.5	D	D	D		22	41000	0.090	O	3,690	9	3,699	3,750	51	0.000			0	0057
2800	US 301	SR 70	38 AV E	ST	PA	U	4D	0.79	1	I	Y	187.5	D	C	C		22	36000	0.090	O	3,240	97	3,337	3,750	413	0.000			0	5070
2810	US 301	38 AV E	15 ST E	ST	PA	U	4D	0.88	1	II	Y	187.5	D	C	C		22	31500	0.090	O	2,835	0	2,835	3,750	915	0.000			0	5071
2820	US 301	15 ST E	13 AV E	ST	PA	U	4D	0.65	1	I	Y	187.5	D	C	C		22	30000	0.090	O	2,700	0	2,700	3,750	1,050	0.000			0	5069
2830	OLD TAMPA RD	US 301	89 AV E	MC	UC	U	4D	5.26	1		Y	161	D	C	C		22	9040	0.090	O	814	77	891	3,220	2,329	0.000			0	10-50
2831	OLD TAMPA RD	89th AV E	CHIN RD	MC	UC	U	2U	0.52	1		Y	79	D	C	C		22	9040	0.090		814	209	1,023	1,580	557	0.000				10-50
2832	OLD TAMPA RD	CHIN RD	FT HAMER RD	MC	UC	U	2U	0.79	1		Y	79	D	C	C		22	10621	0.090		956	380	1,336	1,580	244	0.000				10-12
2840	ORLANDO AV	US 41	5 ST W	MC	UC	U	2U	1.96	1		Y	62.5	D	C	C		22	4664	0.090	O	420	0	420	1,250	830	0.000			0	05-48
2850	PALMA SOLA BLVD	MANATEE AV W	CORTEZ RD	MC	UC	U	2U	0.37	1		Y	47.5	D	C	C		20	1319	0.090		119	180	299	950	651	0.000				01-24/25
2860	PALMVIEW RD/61 ST E	US 19	US 41	MC	UC	U	2U	0.74	1	US	N	47.5	D	C	C		22	1020	0.090	O	92	0	92	950	858	0.000			0	09-52
2870	PALMVIEW RD/61 ST E	US 41	ELLENTON-GILLETTE	MC	UC	U	2U	0.92	1	US	N	57.5	D	C	C		22	1577	0.090	O	142	283	425	1,150	725	0.000			0	09-12
2875	61ST ST E	ELLENTON-GILLETTE	49TH AV E	MC	UC	U	2U	1.33	1		N	47.5	D	A	A		22	0	0.090		0	0	0	950	950	0.000				
2880	PINEY POINT RD	US 41	HARLEE RD	MC	UC	U	2U	3.03	1	US	Y	47.5	D	D	F		22	7970	0.090	O	717	870	1,587	950	-637	0.000			0	10-10
2885	PORT HARBOUR PKY	KAY RD	GOLDEN HARBOUR TRL	MC	UC	U	2D	0.49	1		Y	62.5	D	D	D		22	8678	0.090		781	84	865	1,250	385	0.000				08-52
2890	PROSPECT RD	63 AV E	WHITFIELD AV E	MC	UC	U	2U	1.33	1	US	Y	75.5	D	C	C		22	1447	0.090	C	130	0	130	1,510	1,380	0.000			0	06-04
2900	PROSPECT RD	WHITFIELD AV E	TALLEVAST RD	MC	UC	U	2U	1.01	1	US	Y	75.5	D	C	C		22	2626	0.090	O	236	52	288	1,510	1,222	0.000			0	07-05
2910	RANGELAND PKY	LAKEWOOD RANCH BL	POPE RD	MC	UC	U	4D	0.98	1		Y	137.5	D	C	C		22	10570	0.090		951	169	1,120	2,750	1,630	0.000				11-40
2912	RANGELAND PKY	WHITE EAGLE BLVD	LORRAINE RD	MC	UC	U	4D	0.83	1		Y	137.5	D	C	C		22	4688	0.090		422	375	797	2,750	1,953	0.000				02-19
2914	RANGELAND PKY	LORRAINE RD	POST BLVD	MC	UC	U	2U	1.33	1		N	47.5	D	C	F		22	4688	0.090		422	658	1,080	950	-130	0.000				02-19

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Concurrency Transportation Link Sheet

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2916	RANGELAND PKY	POST BLVD	UIHLEIN RD	MC	UC	U	2U	1.33	1		N	47.5	D	C	F		22	4688	0.090		422	1,407	1,829	950	-879	0.000				02-19
2917	RANGELAND PKY	UIHLEIN RD	BOURNESIDE BLVD	MC	UC	U	2U	0.80	1		N	47.5	D	C	C		22	4688	0.090		422		422	950	528	0.000				02-19
2918	RYE RD - Not Exist	SR 62	CR 675	MC	MAC	R	2U	0.40	1		Y	39.5	C	F	F		22	4927	0.950		4,681	0	4,681	790	-3,891	0.000				11-04
2920	RYE RD	CR 675	GOLF COURSE RD	MC	UC	R	2U	2.22	1	US	N	109.5	D	B	D		22	4928	0.095	O	468	1,191	1,659	2,190	531	0.000			0	11-04
2921	RYE RD	GOLF COURSE RD	UPPER MANATEE RR	MC	UC	R	2U	0.37	1		N	114.5	D	B	F		22	7921	0.095		752	2,553	3,305	2,290	-1,015	0.000				11-18
2922	RYE RD	UPPER MANATEE RR	SR 64	MC	UC	U	2U	0.31	1		Y	113.5	D	C	E		22	12582	0.090		1,132	1,478	2,610	2,270	-340	0.000				4014
2930	SAFFOLD RD	SR 62	HILLSBOROUGH CO	MC	MIC	R	2U	0.31	1	55	Y	39.5	C	B	B		22	1421	0.095	O	135	0	135	790	655	0.000			0	12-11
2950	SR 37	SR 62	POLK CO	ST	MA	R	2U	0.18	1	55	Y	67.5	D	B	B		22	2700	0.095	O	257	0	257	1,350	1,093	0.000			0	0045
2960	SR 62	US 301	SAFFOLD RD	ST	MA	T	2U	0.12	1	55	Y	109.5	D	B	E		22	4300	0.090	O	387	2,326	2,713	2,190	-523	0.000			0	0015
2961	SR 62	SAFFOLD RD	CR 39	ST	MA	R	2U	0.11	1		Y	70.5	D	C	C		22	5500	0.095		523	14	537	1,410	873	0.000				0019
2970	SR 62	CR 39	SR 37	ST	MA	R	2U	0.47	1	55	Y	70.5	D	C	C		22	5500	0.095	C	523	0	523	1,410	887	0.000			0	0019
2980	SR 62	SR 37	HARDEE CO	ST	MA	R	2U	0.25	1	55	Y	67.5	D	C	C		22	5200	0.095	O	494	5	499	1,350	851	0.000			0	0013
2990	SR 64	SR 789	PERRICO BAY BLVD	ST	MA	U	2U	0.52	1	US	Y	88	D	C	C		22	17600	0.090	O	1,584	0	1,584	1,760	176	0.000			0	0033
3000	SR 64	PERRICO BAY BLVD	PALMA SOLA BLVD	ST	PA	U	2U	0.50	1	US	Y	88	D	C	C		22	18000	0.090	C	1,620	0	1,620	1,760	140	0.000			0	0036
3010	SR 64	PALMA SOLA BLVD	75 ST W	ST	PA	U	4D	2.44	1	US	Y	187.5	D	C	C		22	18000	0.090	O	1,620	3	1,623	3,750	2,127	0.000			0	0036
3025	SR 64	75 ST W	59 ST W	ST	PA	U	4D	1.00	1	II	Y	187.5	D	C	C		22	32000	0.090	O	2,880	30	2,910	3,750	840	0.000			0	5033
3035	SR 64	59 ST W	51 ST W	ST	MA	U	4D	2.08	1	II	Y	187.5	D	C	C		22	32000	0.090	C	2,880	55	2,935	3,750	815	0.000			0	5033
3036	SR 64	51 ST W	43 ST W	MC	MA	U	4D	2.00	1	II	Y	187.5	D	C	C		22	39500	0.090		3,555	0	3,555	3,750	195	0.000				5025
3037	SR 64	43 ST W	34 ST W (BRAD CL)	MC	MA	U	4D	2.00	1	II	Y	179	D	D	D		22	39500	0.090		3,555	0	3,555	3,580	25	0.000				5025
3040	SR 64	CARLTON ARMS BLVD	43RD ST BLVD E	ST	PA	U	6D	2.38	1	II	Y	282.5	D	C	C		22	49500	0.090	C	4,455	678	5,133	5,650	517	0.000			0	0005

Manatee County Planning Department
Concurrency Transportation Link Sheet

Report run on: August 1, 2024 9:02 AM

Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Num Sig	Class Grp	Left Turns	5% Peak Hour LOS Vol	Los Std	Exist Los	Projected LOS	Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	O C S	Peak Hour Base	Peak Hour Res	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
3400	US 301	I-75	60 AV E	ST	PA	U	6D	4.55	1	II	Y	282.5	D	C	C		22	37500	0.090	O	3,375	364	3,739	5,650	1,911	0.000			0	0051
3405	US 301	60 AV E	VICTORY RD	ST	PA	U	4D	1.35	1	I	Y	187.5	D	D	F		22	40500	0.090	O	3,645	1,050	4,695	3,750	-945	0.000			0	0052
3406	US 301	VICTORY RD	COLONY DR	ST	PA	U	4D	2.94	1	II	Y	179	D	F	F		22	40500	0.090		3,645	1,175	4,820	3,580	-1,240	0.000				0052
3407	US 301	COLONY DR	ERIE RD	ST	PA	U	4D	1.49	1	I	Y	179	D	F	F		22	40500	0.090		3,645	972	4,617	3,580	-1,037	0.000				0052
3410	US 301	ERIE RD	HARRISON RANCH BLVD	ST	PA	U	4D	0.59	1	I	Y	187.5	D	C	F		22	25500	0.090	O	2,295	1,959	4,254	3,750	-504	0.000			0	5077
3412	US 301	HARRISON RANCH	CHIN RD	ST	PA	U	4D	1.89	1	I	Y	187.5	D	C	F		22	22000	0.090		1,980	1,985	3,965	3,750	-215	0.000				0080
3413	US 301	CHIN RD	FT. HAMER	ST	PA	U	4D	0.77	1	I	Y	187.5	D	C	F		22	16200	0.090		1,458	2,755	4,213	3,750	-463	0.000				0081
3414	US 301	FT. HAMER	CR 675	ST	PA	U	4D	1.69	1		Y	179	D	C	F		22	17400	0.090		1,566	2,860	4,426	3,580	-846	0.000				0014
3415	US 301	CR 675	SR 62	ST	PA	U	4D	1.27	1		Y	171	C	C	F		22	17400	0.090		1,566	4,195	5,761	3,420	-2,341	0.000				0014
3420	US 301	SR 62	MOCCASIN WALLOW RD	ST	PA	T	2U	2.38	1		Y	81	C	B	F		22	8800	0.090	O	792	4,427	5,219	1,620	-3,599	0.000			0	0060
3421	US 301	MOCCASIN WALLOW	BUCKEYE RD	ST	PA	T	2U	0.33	1		Y	77.5	C	B	F		22	8800	0.090		792	4,145	4,937	1,550	-3,387	0.000				0060
3422	US 301	BUCKEYE RD	HILLSBOROUGH CO	ST	PA	R	2U	0.41	1		Y	39.5	C	D	E		22	9700	0.090		873	1,515	2,388	790	-1,598	0.000				0085
3430	VICTORY RD	MENDOZA RD	US 301	MC	UC	U	2U	1.28	1		Y	62.5	D	D	D		22	8173	0.090	O	736	43	779	1,250	471	0.000			0	09-06
3440	WHITFIELD AV E	US 41	9 ST E	MC	UC	U	2U	0.79	1	US	Y	47.5	D	C	C		22	1846	0.090	O	166	14	180	950	770	0.000			0	06-09
3450	WHITFIELD AV E	9 ST E	301 BLVD	MC	MA	U	2U	1.96	1		Y	47.5	D	D	D		22	6271	0.090	O	564	0	564	950	386	0.000			0	06-13
3460	WHITFIELD AV E	301 BLVD	US 301	MC	MA	U	2U	1.18	1		Y	75.5	D	C	F		22	15136	0.090	O	1,362	158	1,520	1,510	-10	0.000			0	07-02
3470	WHITFIELD AV E	US 301	PROSPECT RD	MC	MA	U	2U	1.08	1		Y	75.5	D	C	C		22	6823	0.090	O	614	21	635	1,510	875	0.000			0	07-29
3480	WHITFIELD AV	PROSPECT RD	LOCKWOOD RIDGE RD	MC	MA	U	2U	1.20	1		Y	75.5	D	C	C		22	6113	0.090	O	550	0	550	1,510	960	0.000			0	06-02
3490	WHITFIELD AV E	LOCKWOOD RIDGE RD	UNIVERSITY PKY	MC	UC	U	2U	0.34	1		Y	65.5	D	C	D		22	6948	0.090		625	44	669	1,310	641	0.000				07-56
3500	49 AVE E - Not Exist	MENDOZA RD	49 ST E	MC	MA	U	2U	0.77	1		N	47.5	D	A	A		22	0	0.090		0	0	0	950	950	0.000				

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Link No	Road Name	From Street	To Street	Jrs Dtn	Fnc Cls	U T R	(#1) Crs Sec	Sig/ Mile	Num Sig	Class Grp	Left Turns	5% Peak Hour LOS Vol	Los Std	Exist Los	Projected LOS	Art Plan LOS	Trf Cnt Yr	Exist AADT	K100	OCS	Peak Hour Base	Peak Hour Res	Peak Hour Total	(#2) Peak Hr LOS Vol	Avail Peak Hour Cap	3 Yr Growth Rate	Cn Yr	Con Typ	De Im Rs	Stn Num
3520	51 AVE E	US 301	17 ST E/MEMPHIS RD	MC	MA	U	2U	5.88	1		N	50	D	C	F		22	4800	0.090		432	712	1,144	1,000	-144	0.000				4246
3530	49 AVE E - Not Exist	17 ST E/MEMPHIS R	MENDOZA RD/37 ST E	MC	MA	U	2U	0.77	1		Y	65.5	D	A	D		22	0	0.090		0	797	797	1,310	513	0.000				
3560	49TH AV E - Not Exist	49 ST E/EXPR FARM	PALMVIEW RD/61 ST E	MC	MA	U	2U	1.43	1		N	47.5	D	A	A		22	0	0.090		0	0	0	950	950	0.000				
3590	49 AVE E - Not Exist	PALMVIEW RD/61 ST	69 ST E	MC	MA	U	2U	2.00	1		N	47.5	D	A	C		22	0	0.090		0	216	216	950	734	0.000				
4040	49 ST E/EXPERIMENTAL FARM RD	US 19	US 41	MC	UC	U	2U	2.44	1		N	47.5	D	C	C		22	3967	0.090	O	357	15	372	950	578	0.000				09-49
4050	49 ST E/EXPERIMENTAL FARM RD	US 41	CANAL RD	MC	UC	U	2U	1.69	1		N	47.5	D	D	D		22	5658	0.090	S	509	203	712	950	238	0.000				09-13
4060	49 ST E/EXPERIMENTAL FARM RD	CANAL RD	ELLENTON GILLETTE R	MC	UC	U	2U	0.81	1		Y	65.5	D	C	C		22	3945	0.090	S	355	255	610	1,310	700	0.000				09-08
4065	49 ST E/EXP FARM RD - NOT EX	ELLENTON GILLETTE	49 AVE E	MC	UC	U	2U	1.33	1		N	47.5	D	A	A		22	0	0.090		0	0	0	950	950	0.000				
4070	CHIN RD	OLD TAMPA RD	US 301	MC	UC	U	2U	1.41	1	US	Y	65.5	D	C	D		22	6496	0.090	O	585	123	708	1,310	602	0.000				10-55
4080	86 ST W	CORTEZ RD	54 AV W	MC	UC	U	2U	1.35	1	US	Y	47.5	D	C	C		22	2472	0.090		222	0	222	950	728	0.000				01-24
4085	66 ST W	53 AV W	Lake Flores Bound	MC	UC	U	NA	1.00	1		N	47.5	D	C	C		22	2472	0.090		222	0	222	950	728	0.000				01-45
4086	66 ST W - Not Exist	LAKE FLORES BOUND	EL CONQUISTADOR PKW	MC	UC	U	NA	0.00			N	47.5	D	A	A		22	0	0.090		0	0	0	950	950	0.000				
4090	66 ST W	53 AV W	SR 684	MC	UC	U	2U	0.97	1	US	Y	75.5	D	C	C		22	2473	0.090		223	0	223	1,510	1,287	0.000				01-45
4100	FT HAMER RD EXT - Not Exist	US 301	ERIE RD	MC	MA	U	2U	0.74	1		N	47.5	D	A	D		22	0	0.090		0	684	684	950	266	0.000				
4110	FT HAMER RD EXT - Not Exist	ERIE RD	MOCCASIN WALLOW RD	MC	MA	U	2U	1.92	1		N	47.5	D	A	F		22	0	0.090		0	1,091	1,091	950	-141	0.000				
4120	FT HAMER RD EXT - Not Exist	MOCCASIN WALLOW R	BUCKEYE RD	MC	MA	R	2U	0.39	1		N	48.5	D	A	F		22	0	0.090		0	3,068	3,068	970	-2,098	0.000				
4130	FT HAMER RD EXT - Not Exist	BUCKEYE RD	JJ RD	MC	MAC	R	2U	0.69	1		Y	48.5	D	A	A		22	0	0.090		0	0	0	970	970	0.000				
4140	WHITE EAGLE BLVD	SR 64/RYE RD	GATEWOOD DR	MC	UC	U	4D	1.35	1		Y	169	D	C	C		22	6823	0.090		614	14	628	3,380	2,752					03-18
4150	WHITE EAGLE BLVD	GATEWOOD DR	44 AVE E	MC	UC	U	4D	0.88	1		Y	169	D	C	C		22	7989	0.090		719	14	733	3,380	2,647	0.000				7989
4160	WHITE EAGLE BLVD	44 AV E	MALACHITE DR	MC	UC	U	4D	1.52	1		Y	169	D	C	C		22	7989	0.090		719	0	719	3,380	2,661	0.000				11-03

Manatee County Planning Department
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4400	UNIVERSITY PKWY - Not Exist	DAM RD (GANTON A)	CR 675	MC	MA	R	2U	0.30	1		N	0	C	A	A		22	0	0.095		0	0	0	0	0	0.000				
4405	UNIVERSITY PKWY - Not Exist	CR 675	SR 70	MC	MA	T	2U	0.77	1		N	0	C	A	A		22	0	0.090		0	0	0	0	0	0.000				
5000	1 AV W	67 ST W	59 ST W	MC	UC	U	2D	2.00	1		Y	62.5	D	C	C		22	2457	0.090		221	0	221	1,250	1,029	0.000				02-10
5010	67 ST W	SR 64	1 AV W	MC	UC	U	2U	4.00	1	US	Y	62.5	D	C	C		22	3495	0.090		315	11	326	1,250	924	0.000				02-44
5020	30 ST E	38 AVE E	53 AVE E	MC	UC	U	2U	0.80	1		Y	79	D	C	C		22	6543	0.090	O	589	89	678	1,580	902	0.000				07-44
5030	51 AVE E	US 301	33 ST E	MC	UC	U	2U	1.89	1	US	Y	62.5	D	C	C		22	6476	0.090		583	0	583	1,250	667	0.000				05-47
5060	CREEKWOOD BLVD	SR 70	52 PL E	MC	UC	U	4U	10.00	1	US	Y	131	D	C	C		22	4200	0.090		378	0	378	2,620	2,242	0.000				4158
5061	CREEKWOOD BLVD	52 PL E	73 ST E	MC	UC	U	2U	8.33	1	US	Y	62.5	D	C	C		22	4200	0.090		378	0	378	1,250	872	0.000				4158
5062	CREEKWOOD BLVD	73 ST E	44 AV E	MC	UC	U	2U	0.57	1	US	Y	62.5	D	C	C		22	4200	0.090		378	0	378	1,250	872	0.000				4158
5070	TARA BLVD	SR 70	STONE RIVER RD	MC	UC	U	4D	4.76	1	US	Y	131	D	C	C		22	6638	0.090		597	314	911	2,620	1,709	0.000				07-61
5071	TARA BLVD	STONE RIVER RD	TARA PRESERVE LANE	MC	UC	U	4U	1.72	1	US	N	98.5	D	C	C		22	6675	0.090		601	145	746	1,970	1,224	0.000				07-62
5072	TARA BLVD	TARA PRESERVE LN	LINGER LODGE RD	MC	UC	U	2U	1.00	1		Y	47.5	D	C	C		22	2154	0.090		194	0	194	950	756	0.000				07-46
5080	LINGER LODGE RD	I-75	85 ST CT E	MC	UC	U	2U	0.00	0		N	59.5	D	C	C		22	1750	0.096	C	168	225	393	1,190	797	0.000				4179
5090	GOLF COURSE RD	FT HAMER RD	RYE RD	MC	MAC	R	2U	0.28	1	US	N	66.5	D	C	F		22	5287	0.095		502	1,910	2,412	1,330	-1,082	0.000				11-17
5092	HARRISON RANCH BLVD	US 301	ERIE RD	MC	UC	U	2U	0.51	1		Y	62.5	D	C	D		22	5650	0.090		509	373	882	1,250	368	0.000				10-61
5093	SILVERLEAF BLVD EXT	US 301	OLD TAMPA RD	MC	UC	U	2U	1.35	1		N	47.5	D	A	A		22	0	0.090		0	0	0	950	950	0.000				n/a
5094	HONORE AV	UNIVERSITY PKY	83 AV E	MC	MA	U	4D	3.70	1		Y	161	D	C	C		22	17379	0.090		1,564	0	1,564	3,220	1,656	0.000				07-54
5095	HONORE AV	83 AV E	COOPER CREEK BLVD	MC	MA	U	2U	2.00	1		Y	65.5	D	F	F		22	17379	0.090		1,564	0	1,564	1,310	-254	0.000				07-54
5096	HONORE AV	COOPER CREEK BLVD	CONESTOGA PL	MC	MA	U	2U	0.65	1		Y	75.5	D	C	C		22	10948	0.090		985	66	1,051	1,510	459	0.000				07-55
5097	HONORE AV	CONESTOGA PL	OLD FARM RD	MC	MA	U	2U	1.89	1		N	47.5	D	F	F		22	10948	0.090		985	59	1,044	950	-94	0.000				07-55

RESERVED TRAFFIC AT STUDY INTERSECTIONS - PM

	Moccasin Wallow Rd			Moccasin Wallow Rd			Buffalo Rd			Buffalo Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	174	2382	116	249	2180	418	133	44	582	570	32	105

	At Int.	From Link Sheet	
North	1,343		
South	1,156	1,156	100%
East	6,381	6,381	100%
West	5,090	5,090	100%

	Moccasin Wallow Rd			Moccasin Wallow Rd			Carter Rd			Carter Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	278	2823	433	376	2164	479	340	118	447	480	119	343

	At Int.	From Link Sheet	
North	1,817	2,595	70%
South	1,834		
East	6,769	6,769	100%
West	6,381	6,381	100%

	Moccasin Wallow Rd			Moccasin Wallow Rd			115th Ave E			Grand River Pkwy		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	137	2683	123	53	2090	76	132	3	67	19	2	151

	At Int.	From Link Sheet	
North	388		
South	380		
East	4,988	4,988	100%
West	5,316	6,769	79%

	Moccasin Wallow Rd			Moccasin Wallow Rd			Fort Hamer Rd			Fort Hamer Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	1028	1578	163	73	1222	255	170	418	16	289	251	827

	At Int.	From Link Sheet	
North	3,068	3,068	100%
South	1,091	1,091	100%
East	3,433	4,988	69%
West	4,988		100%

	Moccasin Wallow Rd						US 301			US 301		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	826		1057				801	1556			1013	749

	At Int.	From Link Sheet	
North	4,144	4,145	100%
South	4,427	4,427	100%
East			
West	3,433	4,988	69%

	US 301			US 301			Silverleaf Ave			Harrison Ranch Blvd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	80	999	5	11	774	110	13	14	20	71	10	88

	At Int.	From Link Sheet	
North	373	373	100%
South	73		
East	1,985	1,985	100%
West	1,959	1,959	100%

RESERVED TRAFFIC AT STUDY INTERSECTIONS - PM

	US 301			US 301			Chin Rd			Palm Blvd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	17	1062	11	44	875	16	8	0	60	32	0	12

	At Int.	From Link Sheet	
North	77		
South	123	123	100%
East	2,089	2,755	76%
West	1,985	1,985	100%

	US 301			US 301			Fort Hamer Rd			Fort Hamer Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	190	916	415	444	812	8	249	162	673	7	145	173

	At Int.	From Link Sheet	
North	685	684	100%
South	2,088	2,088	100%
East	2,860	2,860	100%
West	2,755	2,755	100%

	69th St E			CR 675			US 301			US 301		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	60	20	0	144	20	772	0	1493	103	750	1120	0

	At Int.	From Link Sheet	
North	4,195	4,195	100%
South	2,860	2,860	100%
East	1,809	1,907	95%
West	100		

	Erie Rd			SR 62			US 301			US 301		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	176	270	51	254	150	311	126	1870	329	323	1565	182

	At Int.	From Link Sheet	
North	4,427	4,427	100%
South	4,195	4,195	100%
East	1,637	2,326	70%
West	955	2,390	40%

	Buckeye Rd						US 301			US 301		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	288		378				645	546			504	177

	At Int.	From Link Sheet	
North	1,515	1,515	100%
South	2,073	4,145	50%
East			
West	1,488	2,969	50%

	Erie Rd			Erie Rd			PCS Dwy			69th St E		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	303	275	12	11	176	242	23	23	22	227	13	272

	At Int.	From Link Sheet	
North	1,080	1,544	70%
South	104		
East	953	953	100%
West	1,061	1,061	100%

RESERVED TRAFFIC AT STUDY INTERSECTIONS - PM

	Erie Rd			Erie Rd			Harrison Ranch Blvd			Carter Road		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	192	329	3	65	286	306	3	137	65	384	100	140

	At Int.	From Link Sheet	
North	1,259		
South	373	373	100%
East	1,435	2,390	60%
West	953	953	100%

	Erie Rd			Erie Rd			Fort Hamer Rd			Fort Hamer Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	273	424	81	9	403	46	41	285	34	39	235	213

	At Int.	From Link Sheet	
North	1,091	1,091	100%
South	685	684	100%
East	955	2,390	100%
West	1,435		100%

				Golf Course Rd			Fort Hamer Rd			Fort Hamer Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic				237		445		639	198	555	449	

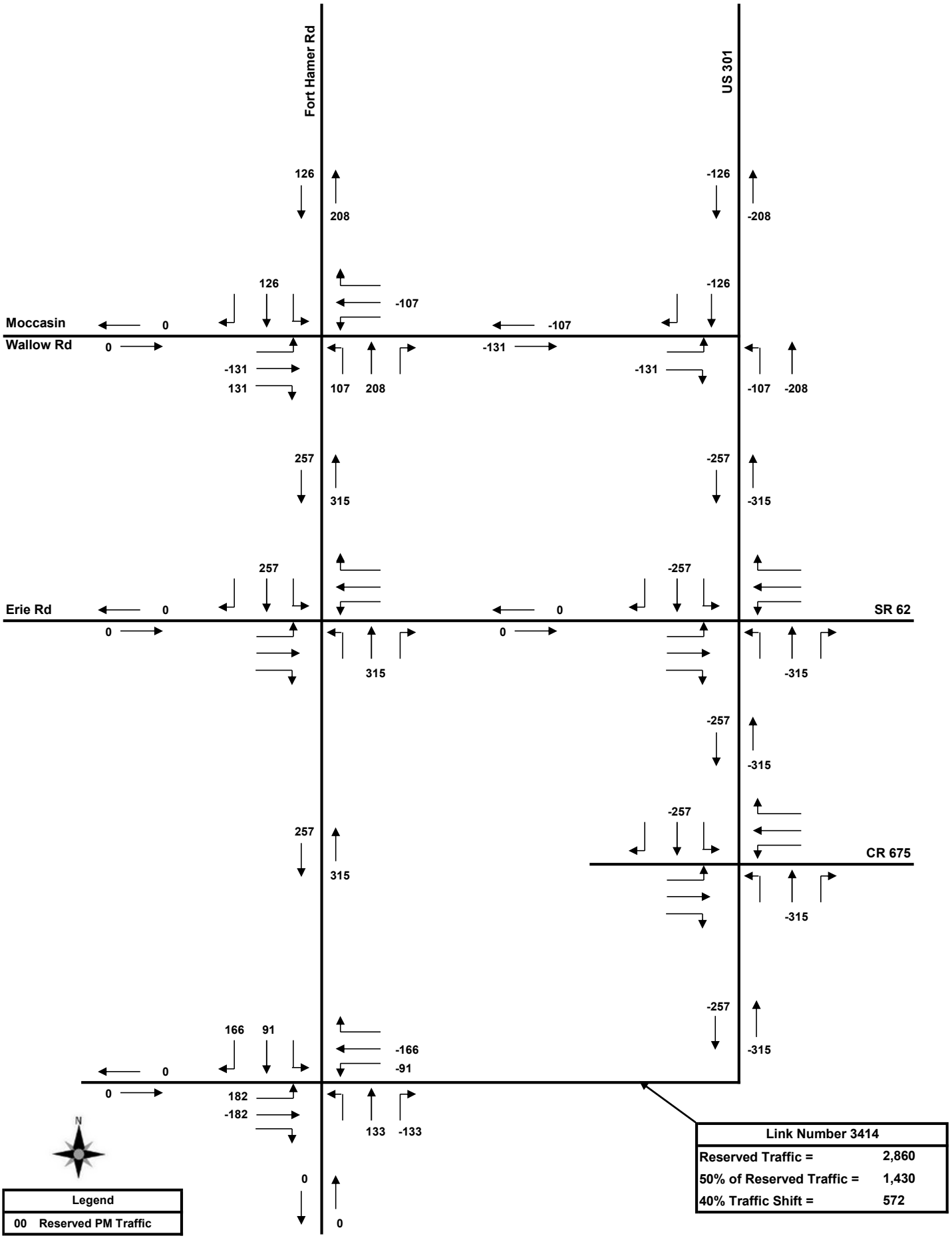
	At Int.	From Link Sheet	
North	2,088	2,088	100%
South	1,523	1,523	100%
East	1,435	1,910	75%
West			

	Old Tampa Rd			Old Tampa Rd			Fort Hamer Rd			Fort Hamer Rd		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic	206	0	0	0	0	237	0	394	0	249	263	174

	At Int.	From Link Sheet	
North	1,523	1,523	100%
South	657	364	180%
East	486		
West	380	380	100%

	Buckeye Rd			Buckeye Rd			Carter Rd					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reserved Traffic		1195	195	194	970		194		195			

	At Int.	From Link Sheet	
North			
South	778	2,595	30%
East	2,554	2,554	100%
West	2,554	2,554	100%



RESERVED TRAFFIC SHIFT

APPENDIX H

HISTORICAL AADT

TRAFFIC TRENDS GRAPHS

BASE YEAR NETWORK VOLUME PLOT

EXISTING PLUS COMMITTED NETWORK VOLUME PLOT

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 4235 - CARTER RD, N OF MOCCASIN WALLOW RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	350 T	N 200	S 150	9.50	57.60	6.40
2022	350 S	N 200	S 150	9.50	56.10	20.20
2021	350 F	N 200	S 150	9.50	56.10	20.20
2020	350 C	N 200	S 150	9.50	56.30	20.20
2019	190 F	N 100	S 90	9.50	56.80	17.90
2018	190 C	N 100	S 90	9.50	55.80	17.90
2017	150 C	N 80	S 70	9.50	56.50	23.80
2016	170 F	N 90	S 80	9.50	55.90	9.40
2015	170 C	N 90	S 80	9.50	55.90	7.90
2014	200 S			9.50	55.10	8.20
2013	200 F	0	0	9.50	55.10	9.10
2012	200 C	N 0	S 0	9.50	54.60	8.10

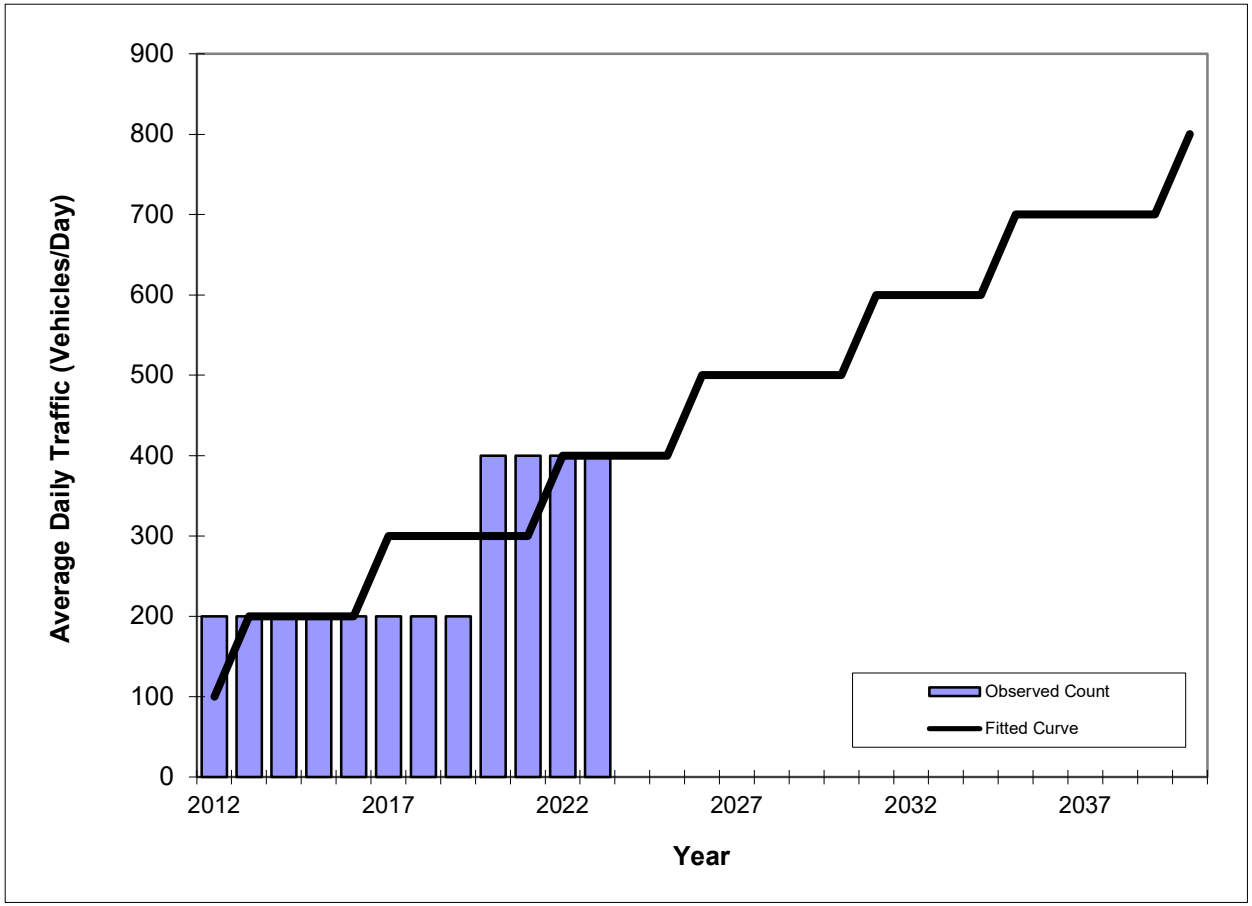
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

CARTER ROAD -- N of Moccasin Wallow Rd

FIN#	0
Location	1

County:	Manatee (13)
Station #:	4235
Highway:	CARTER ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	200	100
2013	200	200
2014	200	200
2015	200	200
2016	200	200
2017	200	300
2018	200	300
2019	200	300
2020	400	300
2021	400	300
2022	400	400
2023	400	400
2025 Opening Year Trend		
2025	N/A	400
2030 Mid-Year Trend		
2030	N/A	500
2035 Design Year Trend		
2035	N/A	700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	22
Trend R-squared:	67.13%
Trend Annual Historic Growth Rate:	27.27%
Trend Growth Rate (2023 to Design Year):	6.25%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 0086 - ERIR RD, W OF 121ST AVE E (HPMS ID: 130001860750)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	4700 C	E 2400	W 2300	9.00	67.20	7.60
2022	2800 E	0	0	9.00	61.30	4.90
2021	2800 S	0	0	9.00	61.00	14.70
2020	2800 F	0	0	9.00	14.70	
2019	2800 C	E 0	W 0	9.00	14.70	
2018	2600 C	E 1300	W 1300	9.00	58.60	19.40
2017	1900 C	E 950	W 950	9.00	63.20	9.70
2016	1900 F	E 950	W 950	9.00	63.00	12.30
2015	1800 C	E 900	W 900	9.00	64.20	12.30

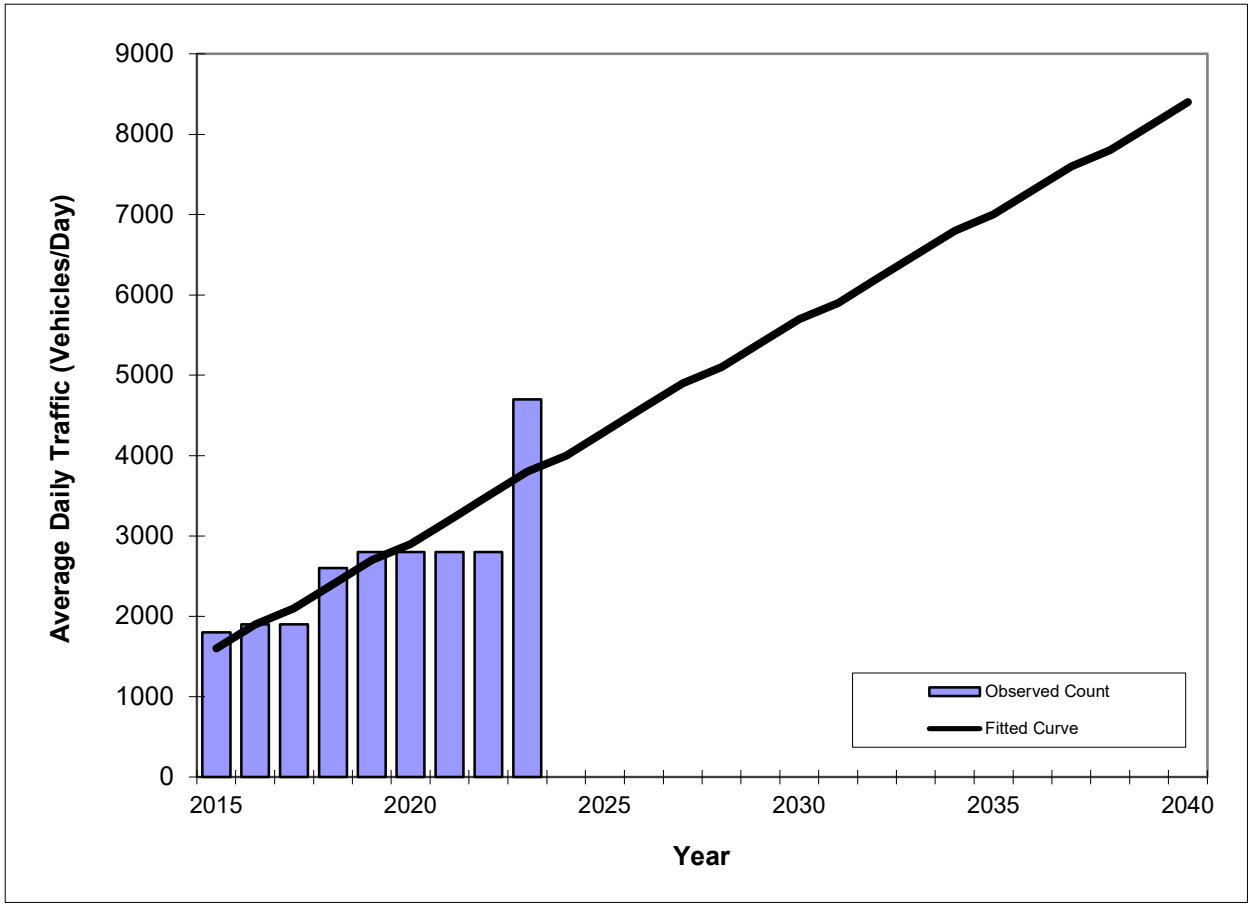
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

ERIE ROAD -- W of 121st Ave E

FIN#	0
Location	2

County:	Manatee (13)
Station #:	0086
Highway:	ERIE ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2015	1800	1600
2016	1900	1900
2017	1900	2100
2018	2600	2400
2019	2800	2700
2020	2800	2900
2021	2800	3200
2022	2800	3500
2023	4700	3800
2025 Opening Year Trend		
2025	N/A	4300
2030 Mid-Year Trend		
2030	N/A	5700
2035 Design Year Trend		
2035	N/A	7000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	272
Trend R-squared:	72.17%
Trend Annual Historic Growth Rate:	17.19%
Trend Growth Rate (2023 to Design Year):	7.02%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 1102 - FORT HAMMER RD, S OF OLD TAMPA RD MC 11-02

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8400 X	0	0	9.00	67.20	3.80
2022	7900 X	0	0	9.00	61.30	5.10
2021	7400 X	0	0	9.00	61.00	7.30
2020	7300 E	0	0	9.00	53.40	7.30
2019	7300 C	N 0	S 0	9.00	53.80	7.30
2018	7100 C	N 3600	S 3500	9.00	58.60	7.30
2017	3200 T			9.00	63.20	5.00
2016	3000 S	N 1500	S 1500	9.00	63.00	6.20
2015	2800 F	N 1400	S 1400	9.00	64.20	6.20
2014	2600 C	N 1300	S 1300	9.00	63.60	6.20
2013	2400 S	N 1200	S 1200	9.00	64.40	7.30
2012	2400 F	N 1200	S 1200	9.00	62.00	7.30
2011	2400 C	N 1200	S 1200	9.00	63.50	7.30
2010	1500 S	N 800	S 700	12.13	64.11	6.90
2009	1500 F	N 800	S 700	11.36	61.18	6.90
2008	1500 C	N 800	S 700	14.25	66.71	6.90

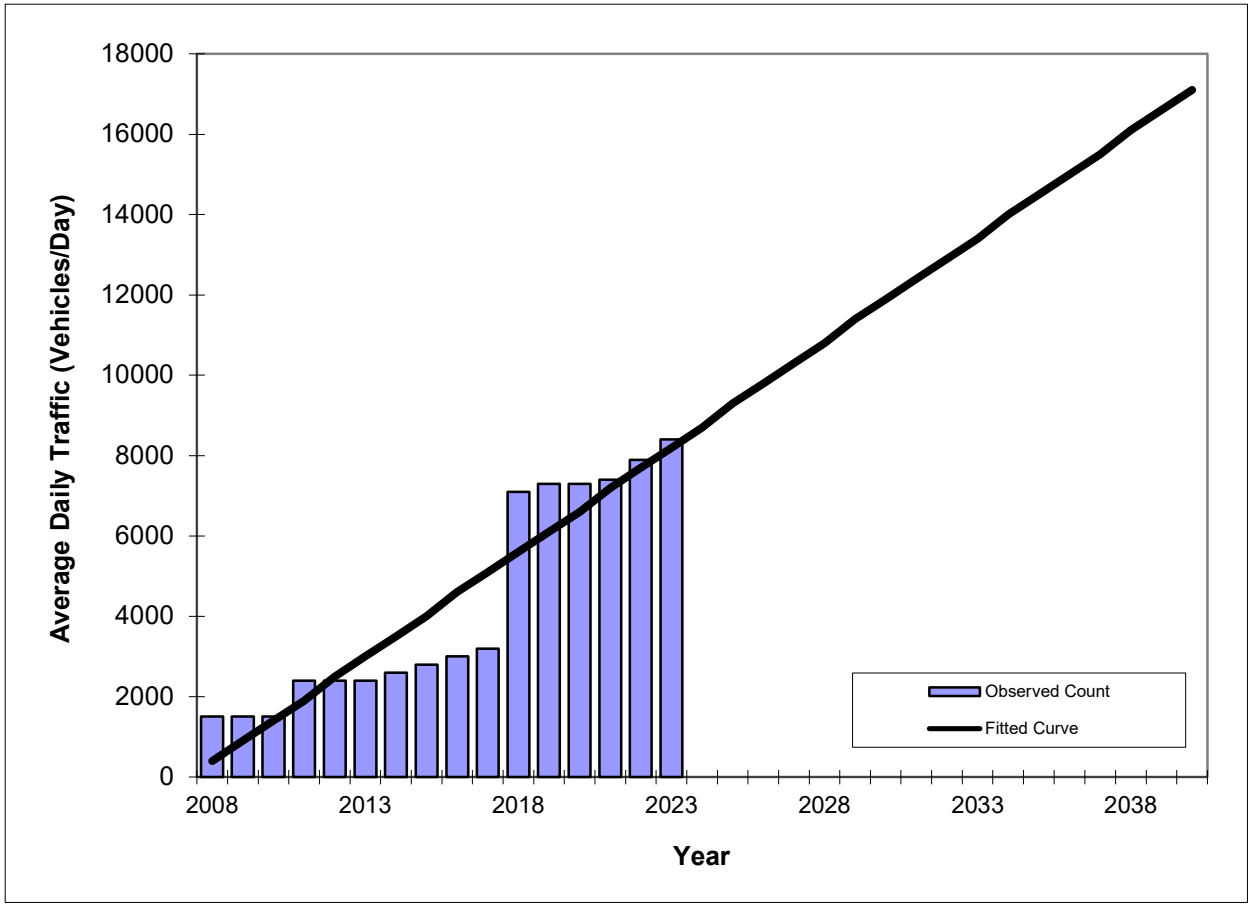
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

FORT HAMMER ROAD -- S of Old Tampa Rd

FIN#	0
Location	3

County:	Manatee (13)
Station #:	1102
Highway:	FORT HAMMER ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	1500	400
2009	1500	900
2010	1500	1400
2011	2400	1900
2012	2400	2500
2013	2400	3000
2014	2600	3500
2015	2800	4000
2016	3000	4600
2017	3200	5100
2018	7100	5600
2019	7300	6100
2020	7300	6600
2021	7400	7200
2022	7900	7700
2023	8400	8200
2025 Opening Year Trend		
2025	N/A	9300
2030 Mid-Year Trend		
2030	N/A	11900
2035 Design Year Trend		
2035	N/A	14500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	523
Trend R-squared:	86.36%
Trend Annual Historic Growth Rate:	130.00%
Trend Growth Rate (2023 to Design Year):	6.40%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 4020 - MOCCASIN WALLOW RD, 500' W OF BUFFALO RD (RTMS SOUTH SIDE OF ROAD)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18900 F	0	0	9.00	54.70	14.20
2022	18113 C	E 9107	W 9006	9.00	54.70	14.20
2021	10000 X	0	0	9.00	60.50	11.90
2020	14500 X	0	0	9.00	59.30	17.40
2019	15000 T	0	0	9.00	59.60	17.40
2018	14000 S	0	0	9.00	57.30	17.40
2017	13600 F	0	0	9.00	59.80	14.30
2016	13217 C	E 6600	W 6617	9.00	60.30	15.30
2015	8907 C	E 4419	W 4488	9.00	61.00	14.10
2014	8016 C	E 4068	W 3948	9.00	59.40	14.10
2013	6300 F	E 0	W 0	9.00	58.60	14.10
2012	6238 C	E 2962	W 3276	9.00	58.70	6.30
2011	5971 C	E 3030	W 2941	9.00	59.40	8.10
2010	5200 S	E 0	W 0	11.98	60.50	6.00
2009	5400 F	E 0	W 0	11.28	58.96	7.70
2008	5798 C	E 3001	W 2797	11.46	60.10	13.20

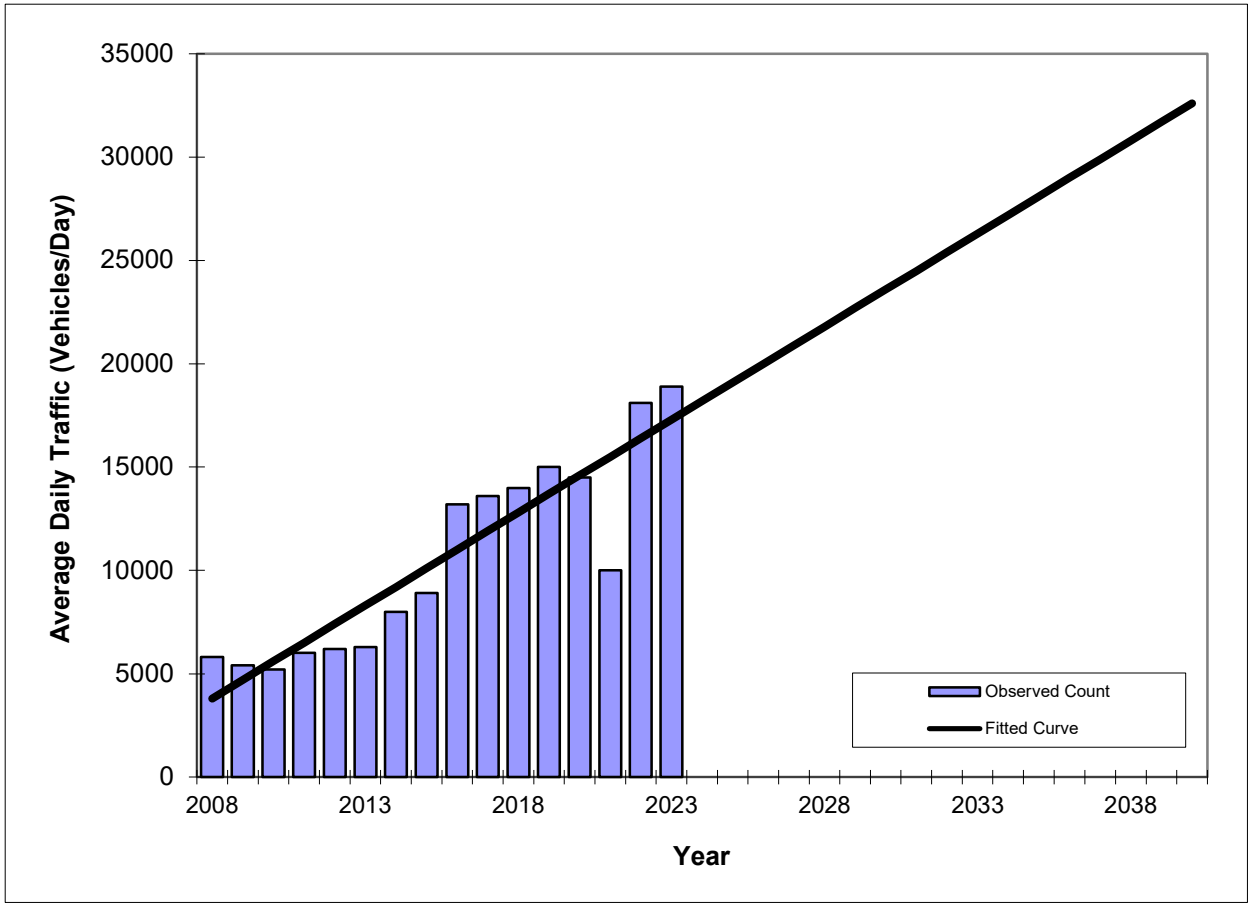
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

MOCCASIN WALLOW RD -- 500' W of Buffalo Rd

FIN#	0
Location	4

County:	Manatee (13)
Station #:	4020
Highway:	MOCCASIN WALLOW RD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	5800	3800
2009	5400	4700
2010	5200	5600
2011	6000	6500
2012	6200	7400
2013	6300	8300
2014	8000	9200
2015	8900	10100
2016	13200	11000
2017	13600	11900
2018	14000	12800
2019	15000	13700
2020	14500	14600
2021	10000	15500
2022	18100	16400
2023	18900	17300
2025 Opening Year Trend		
2025	N/A	19100
2030 Mid-Year Trend		
2030	N/A	23600
2035 Design Year Trend		
2035	N/A	28100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	900
Trend R-squared:	82.17%
Trend Annual Historic Growth Rate:	23.68%
Trend Growth Rate (2023 to Design Year):	5.20%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 0080 - SR 43/US 301, NE OF 100TH AVENUE EAST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	23500 C	E 12000	W 11500	9.00	56.80	6.60
2022	22000 F	E 11500	W 10500	9.00	54.80	6.50
2021	22000 C	E 11500	W 10500	9.00	54.00	6.50
2020	18900 C	E 9600	W 9300	9.00	52.60	7.40
2019	19300 C	E 10000	W 9300	9.00	55.80	6.50
2018	17800 C	E 9100	W 8700	9.00	55.60	5.60
2017	17800 C	E 9300	W 8500	9.00	56.00	5.10
2016	17100 C	E 8900	W 8200	9.00	56.20	5.70
2015	16200 C	E 8400	W 7800	9.00	55.60	6.00
2014	14900 C	E 7700	W 7200	9.00	55.00	5.80
2013	13500 F	E 7000	W 6500	9.00	54.80	6.70
2012	13300 C	E 6900	W 6400	9.00	55.50	6.70
2011	13300 S	E 6800	W 6500	9.00	55.50	6.50
2010	13500 F	E 6900	W 6600	9.85	54.33	6.50
2009	13700 C	E 7000	W 6700	9.90	55.60	6.50
2008	14300 C	E 7200	W 7100	10.11	54.86	7.90

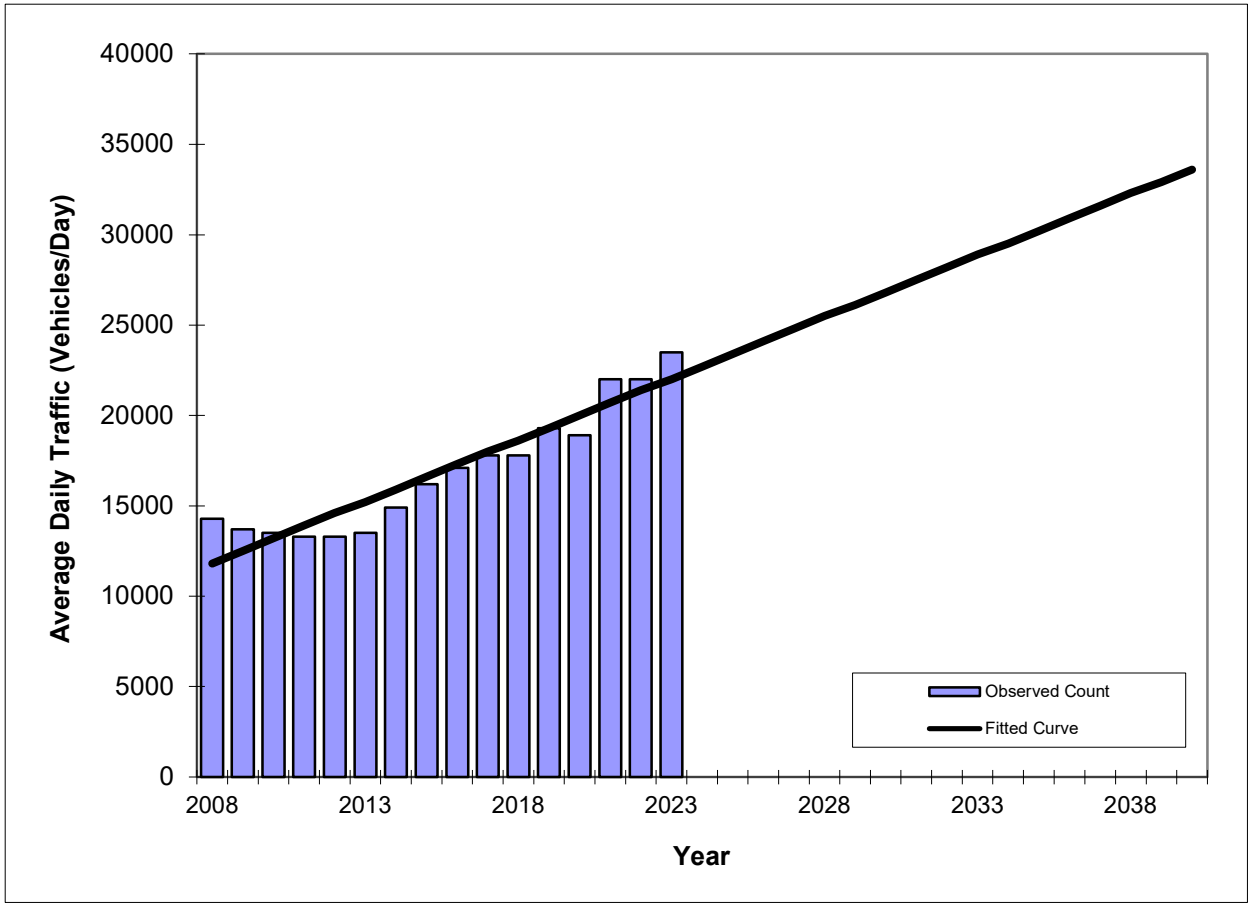
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 43/US 301 -- NE of 100th Ave E

FIN#	0
Location	5

County:	Manatee (13)
Station #:	0080
Highway:	SR 43/US 301



Year	Traffic (ADT/AADT) Count*	Trend**
2008	14300	11800
2009	13700	12500
2010	13500	13200
2011	13300	13900
2012	13300	14600
2013	13500	15200
2014	14900	15900
2015	16200	16600
2016	17100	17300
2017	17800	18000
2018	17800	18600
2019	19300	19300
2020	18900	20000
2021	22000	20700
2022	22000	21400
2023	23500	22000
2025 Opening Year Trend		
2025	N/A	23400
2030 Mid-Year Trend		
2030	N/A	26800
2035 Design Year Trend		
2035	N/A	30200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	681
Trend R-squared:	88.76%
Trend Annual Historic Growth Rate:	5.76%
Trend Growth Rate (2023 to Design Year):	3.11%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 0081 - SR 43/US 301, NE OF CHIN ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17000 F	E 8300	W 8700	9.00	56.80	9.30
2022	16200 C	E 7900	W 8300	9.00	54.80	9.30
2021	16500 C	E 8200	W 8300	9.00	54.00	8.90
2020	10800 C	E 5400	W 5400	9.00	52.60	9.90
2019	12500 C	E 6300	W 6200	9.00	55.80	6.20
2018	11800 C	E 5900	W 5900	9.00	55.60	5.30
2017	10500 C	E 5300	W 5200	9.00	56.00	7.70
2016	10000 F	E 5000	W 5000	9.00	56.20	7.70
2015	9800 C	E 4900	W 4900	9.00	55.60	7.70
2014	9600 F	E 4800	W 4800	9.00	55.00	9.80
2013	9400 C	E 4700	W 4700	9.00	54.80	9.80
2012	8300 C	E 4200	W 4100	9.00	55.50	10.70
2011	10400 S	E 5200	W 5200	9.00	55.50	8.40
2010	10400 F	E 5200	W 5200	9.85	54.33	8.40
2009	10600 C	E 5300	W 5300	9.90	55.60	8.40
2008	9600 C	E 4800	W 4800	10.11	54.86	8.30

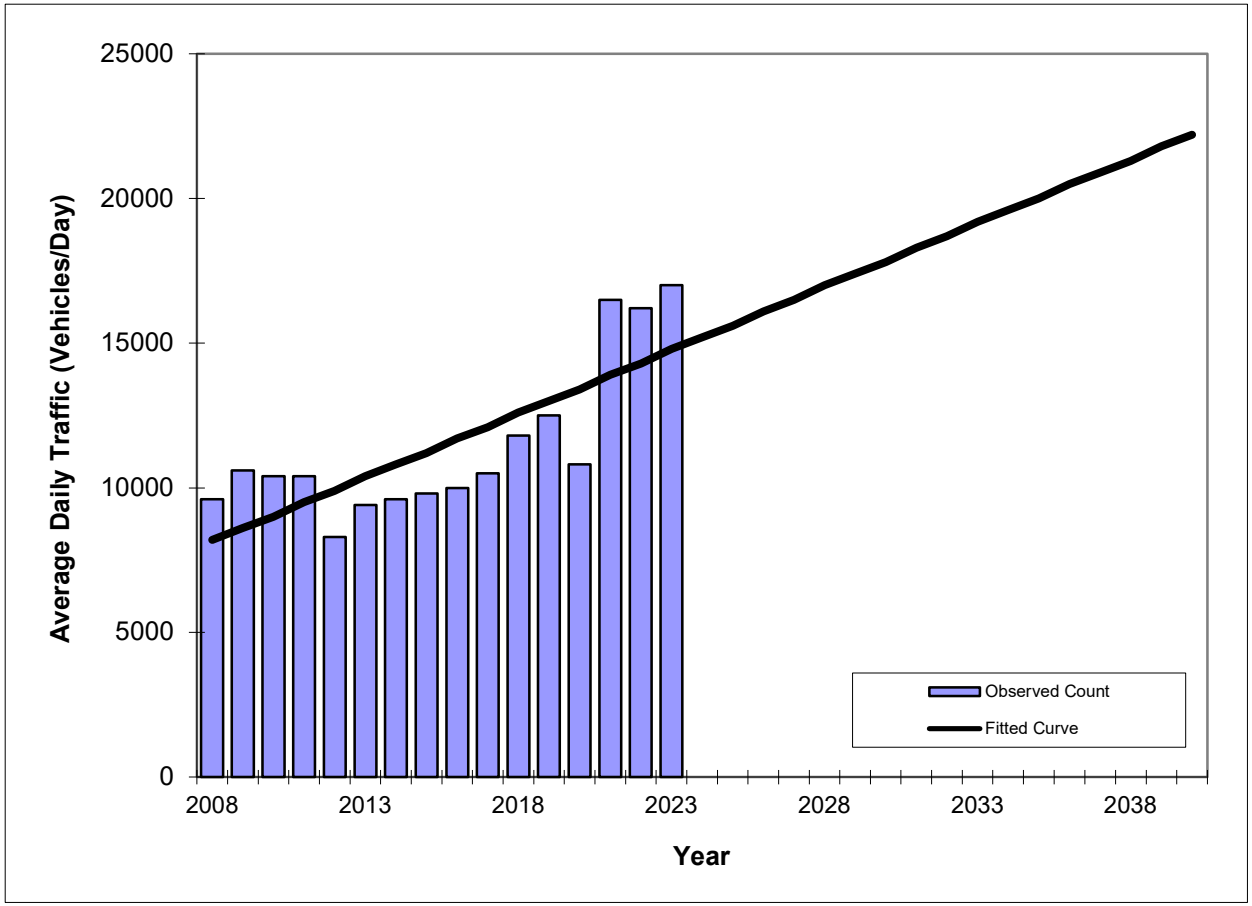
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 43/US 301 -- NE of Chin Rd

FIN#	0
Location	6

County:	Manatee (13)
Station #:	0081
Highway:	SR 43/US 301



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9600	8200
2009	10600	8600
2010	10400	9000
2011	10400	9500
2012	8300	9900
2013	9400	10400
2014	9600	10800
2015	9800	11200
2016	10000	11700
2017	10500	12100
2018	11800	12600
2019	12500	13000
2020	10800	13400
2021	16500	13900
2022	16200	14300
2023	17000	14800
2025 Opening Year Trend		
2025	N/A	15600
2030 Mid-Year Trend		
2030	N/A	17800
2035 Design Year Trend		
2035	N/A	20000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	439
Trend R-squared:	59.61%
Trend Annual Historic Growth Rate:	5.37%
Trend Growth Rate (2023 to Design Year):	2.93%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 0014 - SR 43/US 301, S OF SR 62/81ST STREET PARRISH

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18200 F	N 9300	S 8900	9.00	56.80	14.00
2022	17400 C	N 8900	S 8500	9.00	54.80	14.00
2021	15600 C	N 7900	S 7700	9.00	54.00	12.40
2020	10700 C	N 5400	S 5300	9.00	52.60	11.30
2019	11800 C	N 6000	S 5800	9.00	55.80	13.50
2018	10800 C	N 5400	S 5400	9.00	55.60	10.70
2017	9500 C	N 4800	S 4700	9.00	56.00	10.30
2016	8400 F	N 4100	S 4300	9.00	56.20	10.30
2015	8200 C	N 4000	S 4200	9.00	55.60	10.30
2014	7900 C	N 3900	S 4000	9.00	55.00	11.80
2013	7400 F	N 3700	S 3700	9.00	54.80	13.50
2012	7400 C	N 3700	S 3700	9.00	55.50	13.50
2011	7800 S	N 3900	S 3900	9.00	55.50	11.70
2010	7800 F	N 3900	S 3900	9.85	54.33	11.70
2009	8000 C	N 4000	S 4000	9.90	55.60	11.70
2008	7400 C	N 3700	S 3700	10.11	54.86	11.70

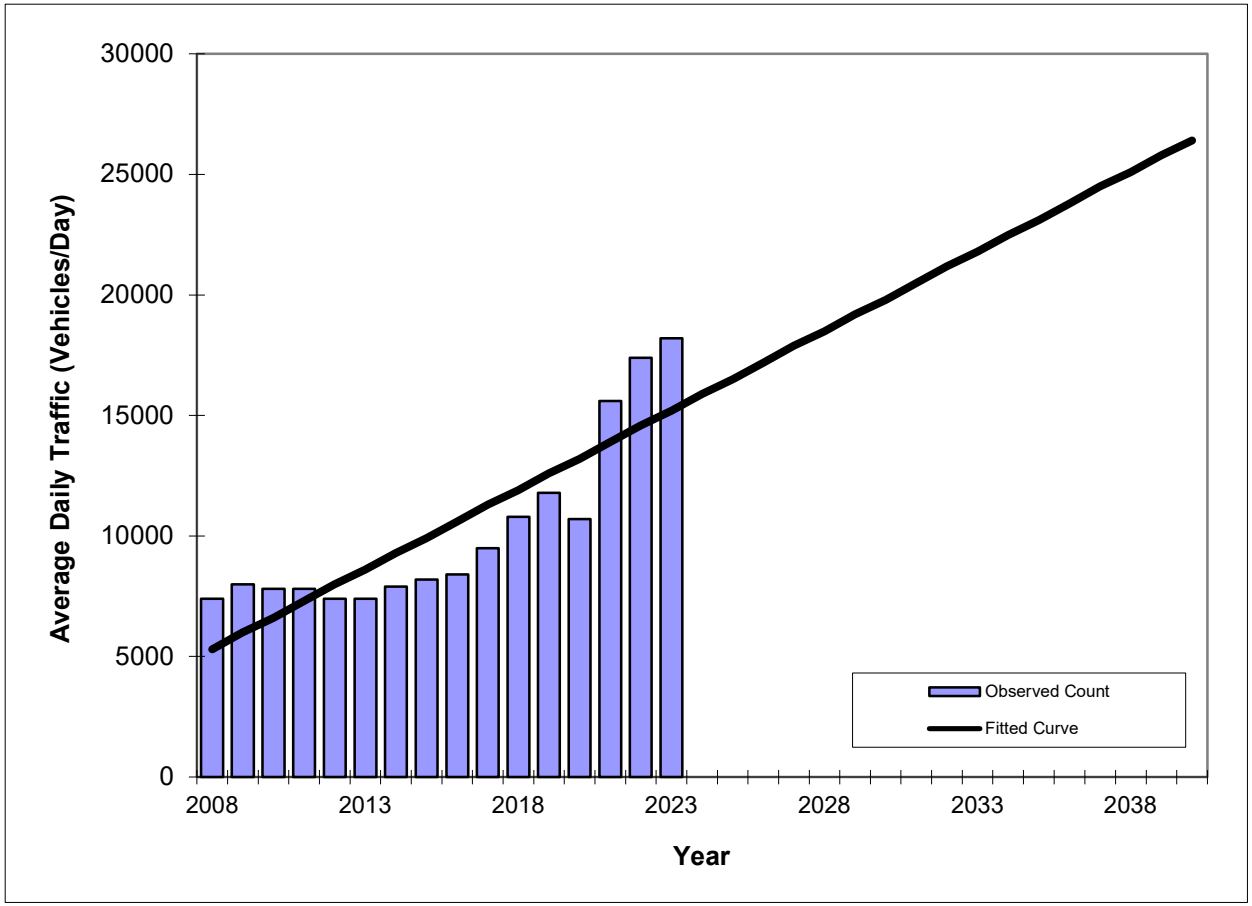
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S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 43/US 301 -- S of SR 62/81st St

FIN#	0
Location	7

County:	Manatee (13)
Station #:	0014
Highway:	SR 43/US 301



Year	Traffic (ADT/AADT) Count*	Trend**
2008	7400	5300
2009	8000	6000
2010	7800	6600
2011	7800	7300
2012	7400	8000
2013	7400	8600
2014	7900	9300
2015	8200	9900
2016	8400	10600
2017	9500	11300
2018	10800	11900
2019	11800	12600
2020	10700	13200
2021	15600	13900
2022	17400	14600
2023	18200	15200
2025 Opening Year Trend		
2025	N/A	16500
2030 Mid-Year Trend		
2030	N/A	19800
2035 Design Year Trend		
2035	N/A	23100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	660
Trend R-squared:	73.72%
Trend Annual Historic Growth Rate:	12.45%
Trend Growth Rate (2023 to Design Year):	4.33%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 13 - MANATEE

SITE: 0060 - SR-43/US-301, N OF MOCCASIN WALLOW RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	9200 F	N 4600	S 4600	9.50	57.60	10.70
2022	8800 C	N 4400	S 4400	9.50	56.10	10.70
2021	7500 C	N 3800	S 3700	9.50	56.10	12.80
2020	5700 C	N 2700	S 3000	9.50	56.30	9.90
2019	5800 C	N 0	S 0	9.50	56.80	18.70
2018	5500 C	N 2800	S 2700	9.50	55.80	10.70
2017	4700 C	N 2400	S 2300	9.50	56.50	12.10
2016	4700 F	N 2400	S 2300	9.00	55.90	12.10
2015	4500 C	N 2300	S 2200	9.00	55.90	12.10
2014	3800 S	N 1800	S 2000	9.00	55.10	14.50
2013	3800 F	N 1800	S 2000	9.00	55.10	14.50
2012	3800 C	N 1800	S 2000	9.00	54.60	14.50
2011	3400 C	N 1700	S 1700	9.00	55.80	14.00
2010	3600 C	N 1800	S 1800	10.92	56.97	12.50

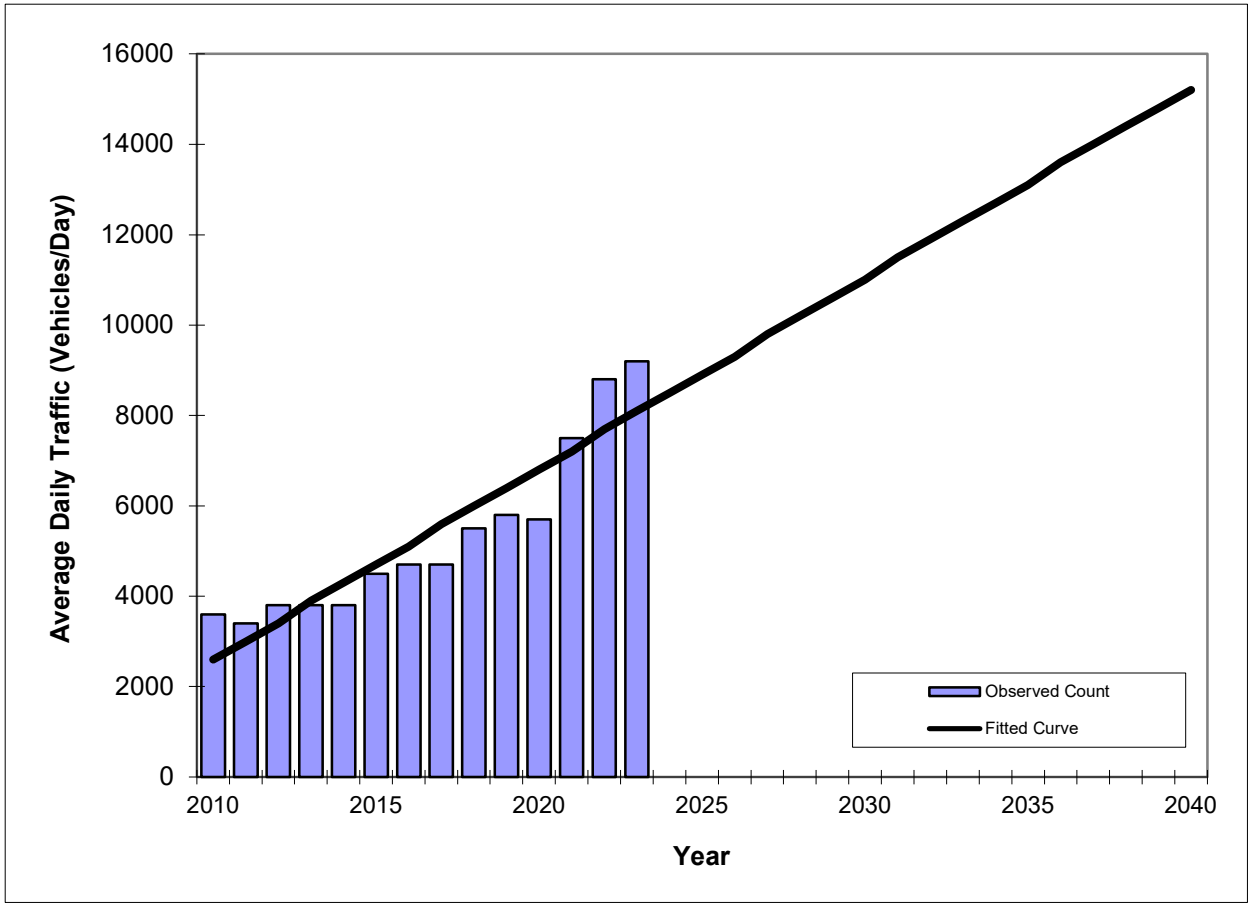
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 43/US 301 -- N of Moccasin Wallow Rd

FIN#	0
Location	8

County:	Manatee (13)
Station #:	0060
Highway:	SR 43/US 301



Year	Traffic (ADT/AADT) Count*	Trend**
2010	3600	2600
2011	3400	3000
2012	3800	3400
2013	3800	3900
2014	3800	4300
2015	4500	4700
2016	4700	5100
2017	4700	5600
2018	5500	6000
2019	5800	6400
2020	5700	6800
2021	7500	7200
2022	8800	7700
2023	9200	8100
2025 Opening Year Trend		
2025	N/A	8900
2030 Mid-Year Trend		
2030	N/A	11000
2035 Design Year Trend		
2035	N/A	13100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	422
Trend R-squared:	85.40%
Trend Annual Historic Growth Rate:	16.27%
Trend Growth Rate (2023 to Design Year):	5.14%
Printed:	22-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0085 - SR 43/US 301, N OF MANATEE COUNTY LINE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	4700 F	N 2400	S 2300	9.00	56.50	7.70
2022	4300 C	N 2200	S 2100	9.00	56.50	11.20
2021	6800 C	N 3300	S 3500	9.00	56.90	11.20
2020	6100 C	N 3100	S 3000	9.00	58.10	11.20
2019	5000 E			9.00	58.90	15.00
2018	4900 S	N 2500	S 2400	9.00	59.70	9.90
2017	4700 F	N 2400	S 2300	9.00	59.60	9.90
2016	4500 C	N 2300	S 2200	9.00	57.00	9.90
2015	4400 C	N 2200	S 2200	9.00	56.80	10.70
2014	4100 C	N 2100	S 2000	9.00	58.60	12.50
2013	3800 C	N 1900	S 1900	9.00	58.20	10.80
2012	3400 C	N 1700	S 1700	9.00	59.00	11.40
2011	3400 C	N 1700	S 1700	9.00	57.20	10.90
2010	3200 C	N 1600	S 1600	9.51	56.00	11.80
2009	3400 C	N 1700	S 1700	9.54	55.72	14.00
2008	3600 C	N 1900	S 1700	9.13	55.29	13.40

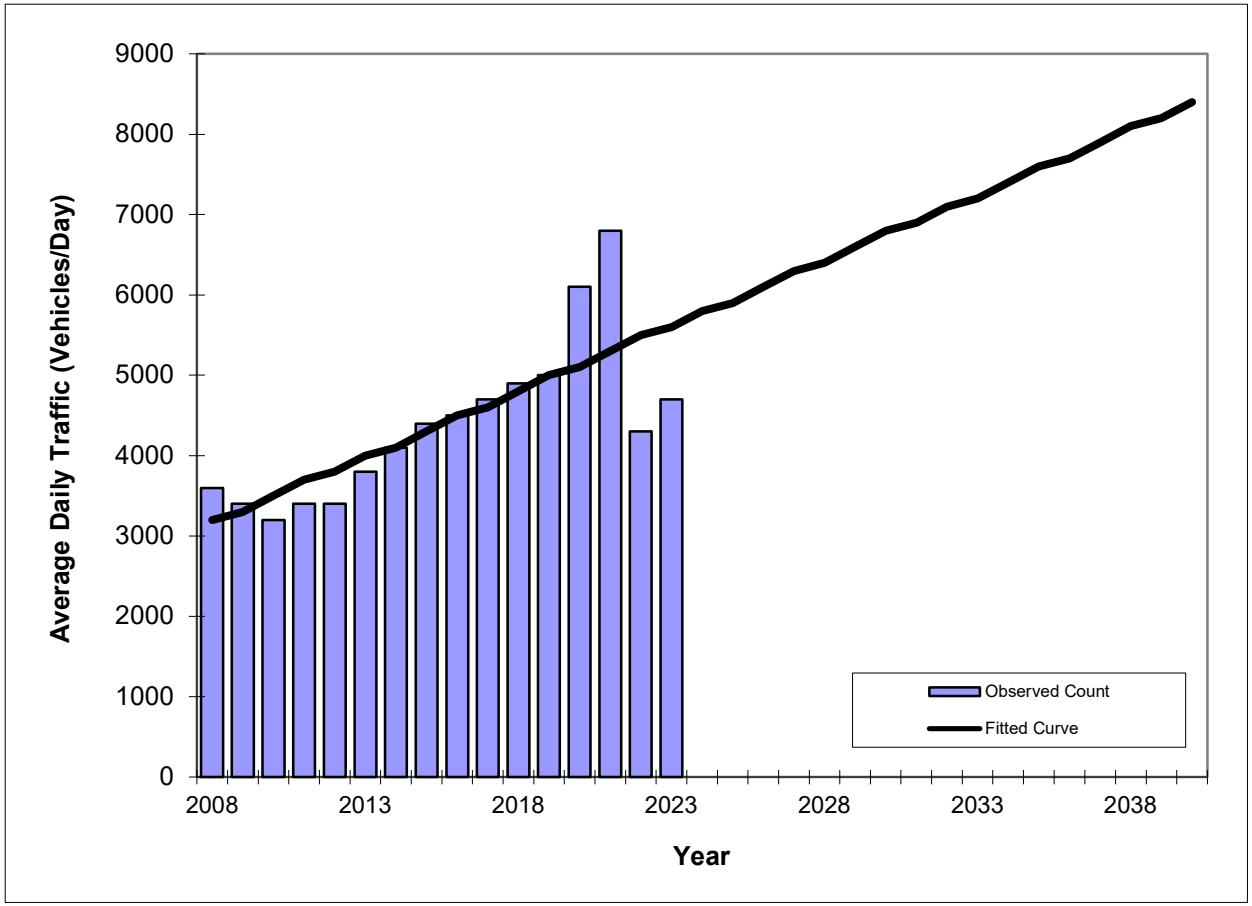
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 43/US 301 -- N of Manatee County Line

FIN#	0
Location	9

County:	Hillsborough (10)
Station #:	0085
Highway:	SR 43/US 301

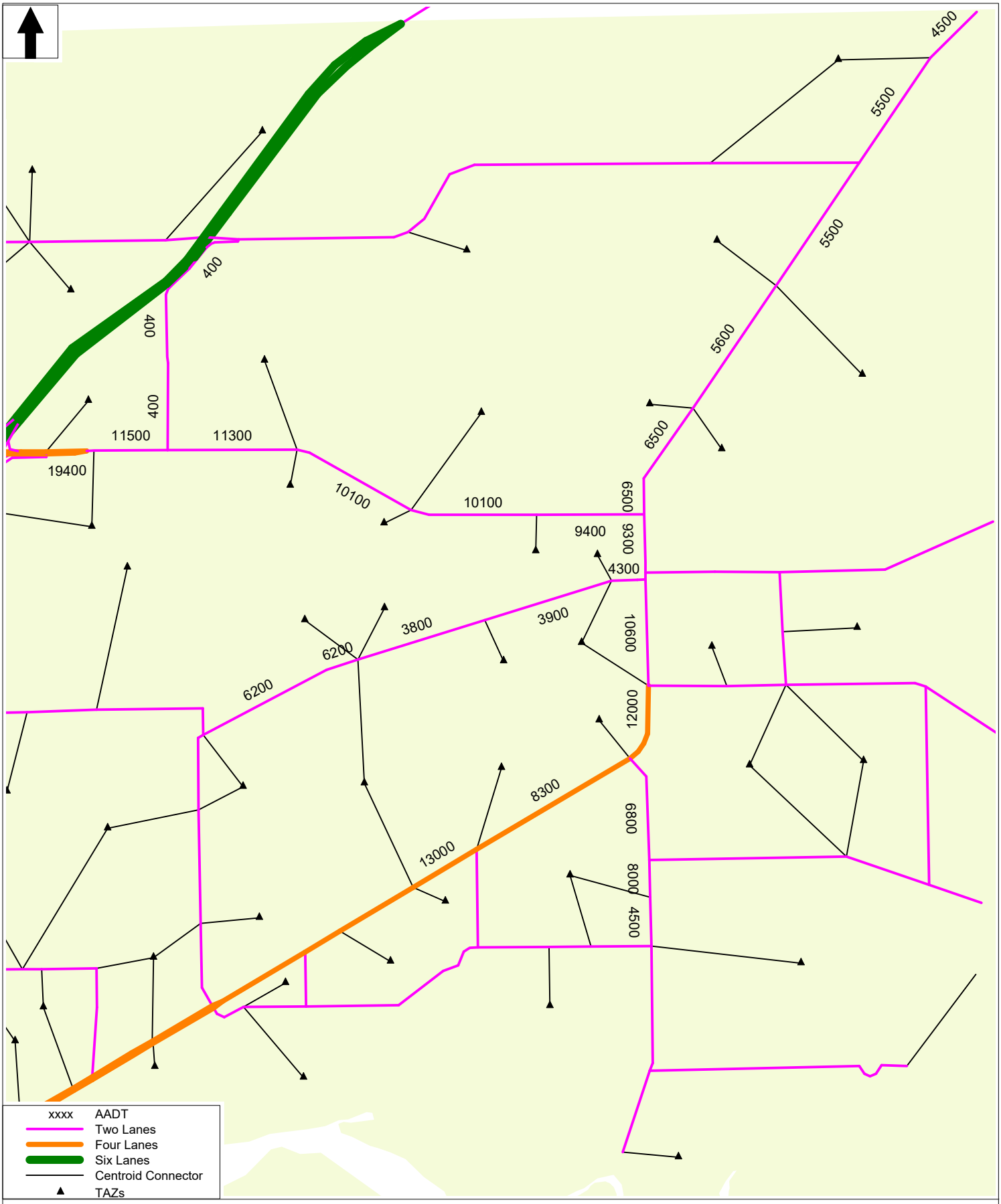


Year	Traffic (ADT/AADT) Count*	Trend**
2008	3600	3200
2009	3400	3300
2010	3200	3500
2011	3400	3700
2012	3400	3800
2013	3800	4000
2014	4100	4100
2015	4400	4300
2016	4500	4500
2017	4700	4600
2018	4900	4800
2019	5000	5000
2020	6100	5100
2021	6800	5300
2022	4300	5500
2023	4700	5600
2025 Opening Year Trend		
2025	N/A	5900
2030 Mid-Year Trend		
2030	N/A	6800
2035 Design Year Trend		
2035	N/A	7600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	163
Trend R-squared:	60.11%
Trend Annual Historic Growth Rate:	5.00%
Trend Growth Rate (2023 to Design Year):	2.98%
Printed:	22-Aug-24

Straight Line Growth Option

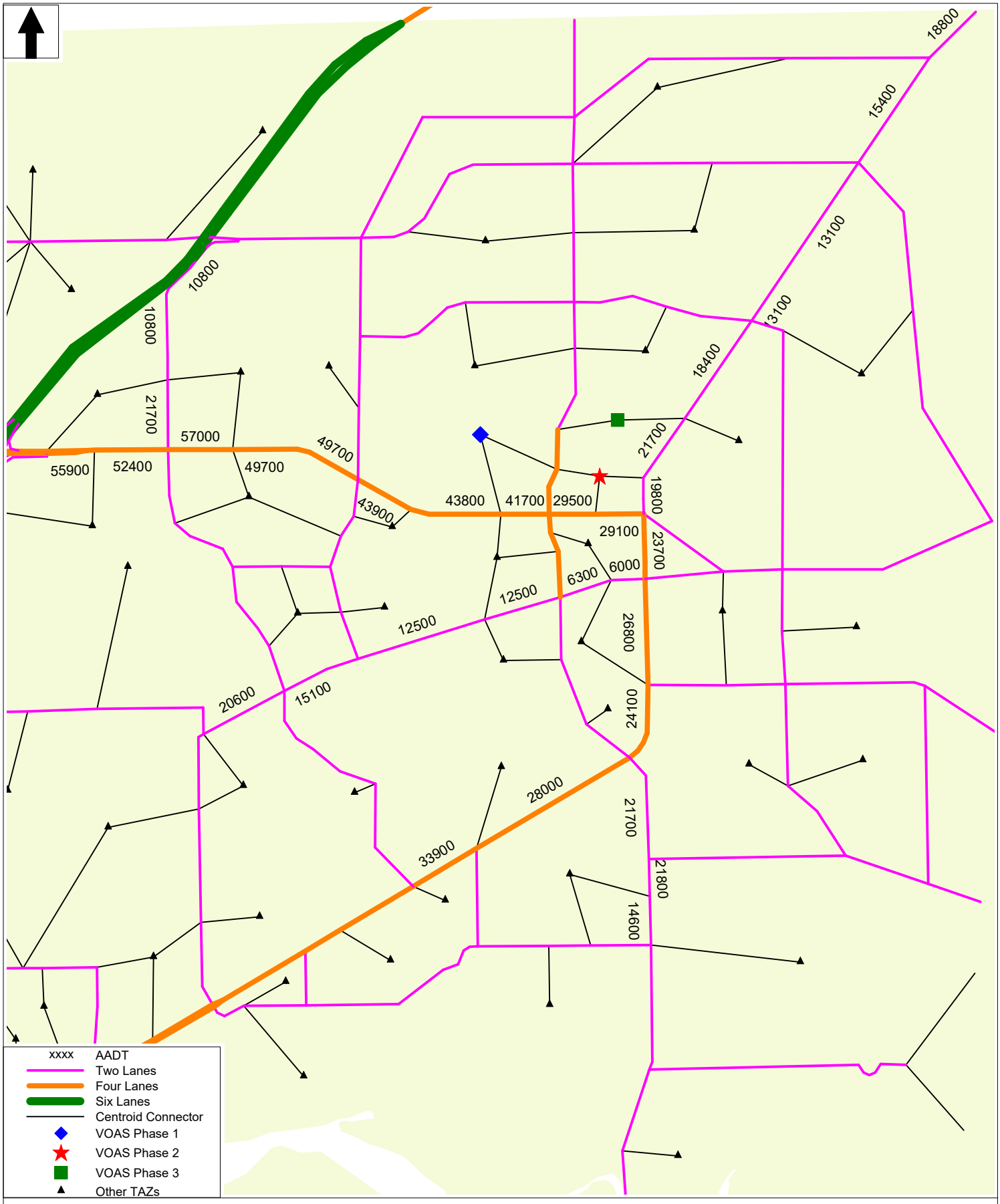
***Axle-Adjusted**



AADT
2015 Base Network

cube

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AADT

2023 Existing Plus Committed Network

cube

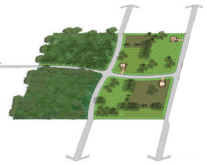
(Licensed to Stantec Consulting Ltd)

APPENDIX I

FDOT MAXIMUM SERVICE VOLUME TABLES

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* 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.

APPENDIX J

2035 BACKGROUND TRAFFIC SUMMARY WORKSHEETS

HCM 6th Signalized Intersection Summary
1: Buffalo Rd & Moccasin Wallow Rd

08/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	2034	526	206	1732	210	330	22	442	285	16	53
Future Volume (veh/h)	88	2034	526	206	1732	210	330	22	442	285	16	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1885	1841	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	2141	498	217	1823	199	347	23	372	300	17	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	4	0	1	0	0	0	0	0
Cap, veh/h	134	1686	752	195	1773	816	376	19	313	323	172	146
Arrive On Green	0.05	0.47	0.47	0.08	0.51	0.51	0.21	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1810	3582	1598	1795	3497	1610	1795	95	1530	3510	1900	1610
Grp Volume(v), veh/h	93	2141	498	217	1823	199	347	0	395	300	17	51
Grp Sat Flow(s),veh/h/ln	1810	1791	1598	1795	1749	1610	1795	0	1625	1755	1900	1610
Q Serve(g_s), s	4.2	75.3	38.4	13.4	81.1	11.1	30.3	0.0	32.7	13.6	1.3	4.8
Cycle Q Clear(g_c), s	4.2	75.3	38.4	13.4	81.1	11.1	30.3	0.0	32.7	13.6	1.3	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	134	1686	752	195	1773	816	376	0	332	323	172	146
V/C Ratio(X)	0.69	1.27	0.66	1.11	1.03	0.24	0.92	0.00	1.19	0.93	0.10	0.35
Avail Cap(c_a), veh/h	143	1686	752	195	1773	816	397	0	332	323	172	146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	42.4	32.6	55.6	39.4	22.2	61.9	0.0	63.7	72.1	66.8	68.4
Incr Delay (d2), s/veh	12.5	126.4	2.5	97.2	28.9	0.2	26.0	0.0	111.4	32.5	0.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	87.7	21.9	19.9	51.7	7.8	23.0	0.0	34.6	12.1	1.2	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	168.7	35.0	152.8	68.4	22.4	88.0	0.0	175.0	104.7	67.0	69.8
LnGrp LOS	D	F	D	F	F	C	F	A	F	F	E	E
Approach Vol, veh/h		2732			2239			742			368	
Approach Delay, s/veh		140.3			72.5			134.3			98.1	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	87.8	20.0	38.0	20.0	82.0	38.2	19.8
Change Period (Y+Rc), s	7.3	* 7.7	* 6.3	* 6.3	* 7.6	* 7.7	* 5.7	* 6.3
Max Green Setting (Gmax), s	7.7	* 80	* 14	* 32	* 12	* 74	* 34	* 12
Max Q Clear Time (g_c+I1), s	6.2	83.1	15.6	34.7	15.4	77.3	32.3	6.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1

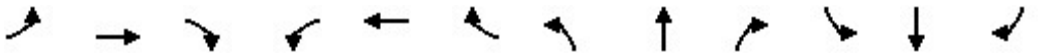
Intersection Summary	
HCM 6th Ctrl Delay	112.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Carter Rd & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	2171	222	194	1624	258	198	60	233	260	61	313
Future Volume (veh/h)	327	2171	222	194	1624	258	198	60	233	260	61	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1900	1841	1900	1841	1900	1900	1737	1900	1900
Adj Flow Rate, veh/h	348	2310	213	206	1728	246	211	64	224	277	65	300
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	4	0	4	0	0	11	0	0
Cap, veh/h	338	1984	1021	272	1866	992	272	229	227	264	237	264
Arrive On Green	0.10	0.55	0.55	0.08	0.53	0.53	0.08	0.06	0.06	0.08	0.07	0.07
Sat Flow, veh/h	3456	3582	1610	3510	3497	1610	3401	3610	1610	3209	3610	1610
Grp Volume(v), veh/h	348	2310	213	206	1728	246	211	64	224	277	65	300
Grp Sat Flow(s),veh/h/ln	1728	1791	1610	1755	1749	1610	1700	1805	1610	1605	1805	1610
Q Serve(g_s), s	15.6	88.2	8.9	9.2	72.6	11.0	9.7	2.7	10.1	13.1	2.7	10.5
Cycle Q Clear(g_c), s	15.6	88.2	8.9	9.2	72.6	11.0	9.7	2.7	10.1	13.1	2.7	10.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	1984	1021	272	1866	992	272	229	227	264	237	264
V/C Ratio(X)	1.03	1.16	0.21	0.76	0.93	0.25	0.78	0.28	0.99	1.05	0.27	1.14
Avail Cap(c_a), veh/h	338	1984	1021	344	1882	999	280	229	227	264	237	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.8	35.5	12.3	72.0	34.3	13.9	71.9	71.1	68.3	73.1	70.8	66.6
Incr Delay (d2), s/veh	56.4	79.9	0.2	7.2	8.7	0.3	12.6	0.7	55.8	69.0	0.6	97.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.7	79.5	5.8	7.8	40.6	7.3	8.2	2.3	18.3	12.7	2.3	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.2	115.4	12.5	79.2	43.0	14.2	84.5	71.8	124.1	142.1	71.4	164.5
LnGrp LOS	F	F	B	E	D	B	F	E	F	F	E	F
Approach Vol, veh/h		2871			2180			499			642	
Approach Delay, s/veh		109.3			43.1			100.6			145.4	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	91.3	23.0	20.0	21.8	94.5	22.6	20.4
Change Period (Y+Rc), s	* 10	7.3	* 11	* 11	* 10	7.3	* 11	* 11
Max Green Setting (Gmax), s	* 15	84.7	* 12	* 9.1	* 15	84.7	* 12	* 9.1
Max Q Clear Time (g_c+I1), s	17.6	74.6	15.1	12.1	11.2	90.2	11.7	12.5
Green Ext Time (p_c), s	0.0	9.4	0.0	0.0	0.2	0.0	0.0	0.0

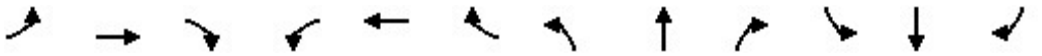
Intersection Summary	
HCM 6th Ctrl Delay	89.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: 115th Ave/Grand River Pkwy & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1961	121	53	1513	81	89	4	76	56	3	122
Future Volume (veh/h)	144	1961	121	53	1513	81	89	4	76	56	3	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1826	1900	1900	1900	1707	1900	1900	1870
Adj Flow Rate, veh/h	153	2086	116	56	1610	77	95	4	72	60	3	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	0	5	0	0	0	13	0	0	2
Cap, veh/h	220	2145	1094	147	2063	1081	205	8	135	242	3	132
Arrive On Green	0.06	0.60	0.60	0.05	0.59	0.59	0.08	0.09	0.09	0.08	0.08	0.08
Sat Flow, veh/h	1810	3582	1610	1810	3469	1610	1810	85	1538	1810	40	1576
Grp Volume(v), veh/h	153	2086	116	56	1610	77	95	0	76	60	0	120
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1735	1610	1810	0	1623	1810	0	1616
Q Serve(g_s), s	5.1	88.7	3.9	1.8	55.7	2.6	7.3	0.0	7.1	4.6	0.0	11.7
Cycle Q Clear(g_c), s	5.1	88.7	3.9	1.8	55.7	2.6	7.3	0.0	7.1	4.6	0.0	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.98
Lane Grp Cap(c), veh/h	220	2145	1094	147	2063	1081	205	0	143	242	0	135
V/C Ratio(X)	0.69	0.97	0.11	0.38	0.78	0.07	0.46	0.00	0.53	0.25	0.00	0.89
Avail Cap(c_a), veh/h	256	2147	1095	156	2063	1081	210	0	143	255	0	135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	30.6	8.8	37.9	24.3	9.0	58.9	0.0	69.2	58.0	0.0	71.9
Incr Delay (d2), s/veh	6.6	13.6	0.1	3.4	2.3	0.1	1.6	0.0	4.9	0.5	0.0	45.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	49.6	2.6	2.5	29.9	1.7	6.3	0.0	5.7	3.9	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	44.2	8.9	41.3	26.6	9.1	60.5	0.0	74.1	58.5	0.0	117.0
LnGrp LOS	D	D	A	D	C	A	E	A	E	E	A	F
Approach Vol, veh/h		2355			1743			171			180	
Approach Delay, s/veh		41.9			26.3			66.6			97.5	
Approach LOS		D			C			E			F	

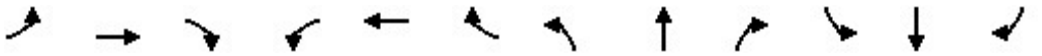
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	102.3	18.8	20.7	16.2	102.9	19.5	20.0
Change Period (Y+Rc), s	* 8.9	* 8.9	* 7.7	* 7.7	* 8.9	* 8.9	* 7.7	* 7.7
Max Green Setting (Gmax), s	* 11	* 91	* 12	* 13	* 8.1	* 94	* 12	* 12
Max Q Clear Time (g_c+I1), s	7.1	57.7	6.6	9.1	3.8	90.7	9.3	13.7
Green Ext Time (p_c), s	0.1	25.5	0.0	0.1	0.1	3.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	571	448	16	771	144	447	281	35	118	433	504
Future Volume (veh/h)	428	571	448	16	771	144	447	281	35	118	433	504
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1707	1870	1900	1767	1811	1870	1811	1900	1900	1870	1811
Adj Flow Rate, veh/h	451	601	304	17	812	136	471	296	33	124	456	475
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	13	2	0	9	6	2	6	0	0	2	6
Cap, veh/h	511	1281	1007	56	890	524	505	1141	584	367	596	504
Arrive On Green	0.16	0.39	0.39	0.03	0.27	0.27	0.24	0.33	0.33	0.08	0.17	0.17
Sat Flow, veh/h	3182	3244	1585	1810	3357	1535	1781	3441	1610	1810	3554	1535
Grp Volume(v), veh/h	451	601	304	17	812	136	471	296	33	124	456	475
Grp Sat Flow(s),veh/h/ln	1591	1622	1585	1810	1678	1535	1781	1721	1610	1810	1777	1535
Q Serve(g_s), s	20.0	19.9	12.5	1.3	33.8	9.2	30.9	9.1	1.9	8.0	17.7	24.2
Cycle Q Clear(g_c), s	20.0	19.9	12.5	1.3	33.8	9.2	30.9	9.1	1.9	8.0	17.7	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	511	1281	1007	56	890	524	505	1141	584	367	596	504
V/C Ratio(X)	0.88	0.47	0.30	0.30	0.91	0.26	0.93	0.26	0.06	0.34	0.77	0.94
Avail Cap(c_a), veh/h	525	1281	1007	110	902	530	561	1173	599	407	596	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.2	32.4	11.9	68.4	51.4	34.3	37.0	35.3	29.9	44.3	57.3	47.2
Incr Delay (d2), s/veh	15.9	0.6	0.4	3.0	13.9	0.6	21.6	0.1	0.0	0.5	5.9	26.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.0	12.3	7.6	1.2	22.0	6.3	22.6	6.8	1.3	6.5	13.0	27.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	33.0	12.2	71.4	65.3	34.9	58.6	35.4	30.0	44.8	63.2	73.6
LnGrp LOS	E	C	B	E	E	C	E	D	C	D	E	E
Approach Vol, veh/h		1356			965			800			1055	
Approach Delay, s/veh		42.4			61.1			48.8			65.8	
Approach LOS		D			E			D			E	

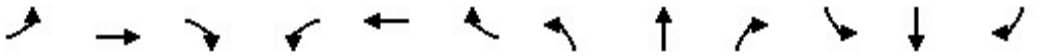
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	53.7	10.7	63.2	40.5	30.0	29.4	44.5
Change Period (Y+Rc), s	6.8	6.8	* 7.2	* 7.2	6.8	6.8	* 7.2	* 7.2
Max Green Setting (Gmax), s	13.2	48.2	* 7.8	* 53	38.2	23.2	* 23	* 38
Max Q Clear Time (g_c+I1), s	10.0	11.1	3.3	21.9	32.9	26.2	22.0	35.8
Green Ext Time (p_c), s	0.1	1.9	0.0	10.8	0.8	0.0	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	591	831	613	51	737	146	400	484	11	148	313	449
Future Volume (veh/h)	591	831	613	51	737	146	400	484	11	148	313	449
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1900	1767	1900	1885	1870	1900	1900	1870	1767
Adj Flow Rate, veh/h	616	866	420	53	768	136	417	504	10	154	326	421
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
Percent Heavy Veh, %	0	3	1	0	9	0	1	2	0	0	2	9
Cap, veh/h	713	1558	1033	91	969	615	452	877	478	329	479	506
Arrive On Green	0.20	0.44	0.44	0.05	0.29	0.29	0.20	0.25	0.25	0.09	0.13	0.13
Sat Flow, veh/h	3510	3526	1598	1810	3357	1610	1795	3554	1610	1810	3554	1497
Grp Volume(v), veh/h	616	866	420	53	768	136	417	504	10	154	326	421
Grp Sat Flow(s),veh/h/ln	1755	1763	1598	1810	1678	1610	1795	1777	1610	1810	1777	1497
Q Serve(g_s), s	24.2	25.9	18.0	4.1	30.1	8.1	27.9	17.7	0.6	10.2	12.5	19.2
Cycle Q Clear(g_c), s	24.2	25.9	18.0	4.1	30.1	8.1	27.9	17.7	0.6	10.2	12.5	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	713	1558	1033	91	969	615	452	877	478	329	479	506
V/C Ratio(X)	0.86	0.56	0.41	0.58	0.79	0.22	0.92	0.57	0.02	0.47	0.68	0.83
Avail Cap(c_a), veh/h	956	1949	1211	112	1149	701	452	877	478	341	479	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	29.4	12.1	66.2	46.7	29.8	40.1	47.1	35.5	46.5	58.7	43.5
Incr Delay (d2), s/veh	6.4	0.7	0.6	5.9	4.4	0.4	24.3	0.9	0.0	1.0	3.9	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.5	16.2	10.1	3.6	18.7	5.7	21.3	12.4	0.4	8.2	9.7	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	30.1	12.6	72.1	51.1	30.1	64.4	48.0	35.5	47.5	62.6	54.7
LnGrp LOS	E	C	B	E	D	C	E	D	D	D	E	D
Approach Vol, veh/h		1902			957			931			901	
Approach Delay, s/veh		36.3			49.3			55.2			56.4	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	41.0	13.3	69.2	35.0	25.0	35.2	47.4
Change Period (Y+Rc), s	6.8	6.8	* 7.2	* 7.2	6.8	6.8	* 7.2	* 7.2
Max Green Setting (Gmax), s	13.2	33.2	* 7.8	* 78	28.2	18.2	* 38	* 48
Max Q Clear Time (g_c+I1), s	12.2	19.7	6.1	27.9	29.9	21.2	26.2	32.1
Green Ext Time (p_c), s	0.0	2.5	0.0	20.5	0.0	0.0	1.8	8.1

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

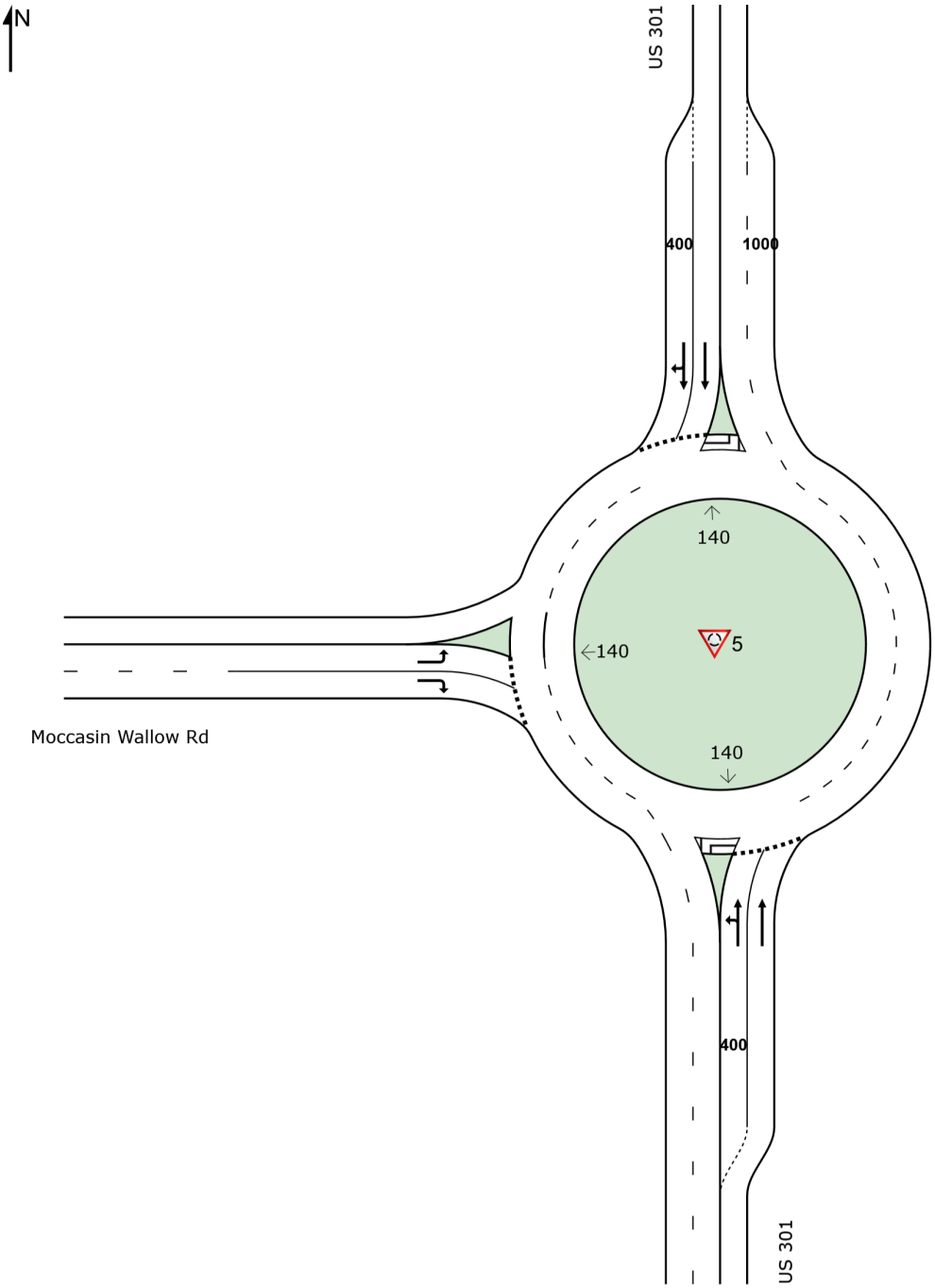
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

SITE LAYOUT

Site: 5 [US 301 & Moccasin Wallow Rd - PM (Site Folder: Background)]

Site Category: 2035 Background Traffic
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 5 [US 301 & Moccasin Wallow Rd - AM (Site Folder: Background)]

Site Category: 2035 AM Peak-Hour Background Traffic
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: US 301														
3	L2	479	4.0	499	4.0	0.586	11.9	LOS B	5.3	137.5	0.69	0.80	1.05	30.5
8	T1	588	4.0	612	4.0	0.586	17.7	LOS C	5.3	137.5	0.69	0.80	1.05	32.6
Approach		1067	4.0	1111	4.0	0.586	15.1	LOS C	5.3	137.5	0.69	0.80	1.05	31.6
North: US 301														
4	T1	1114	6.0	1160	6.0	0.952	42.2	LOS E	27.4	719.1	1.00	2.00	3.63	22.8
14	R2	423	14.0	441	14.0	0.952	43.1	LOS E	26.3	713.0	1.00	2.03	3.67	21.8
Approach		1537	8.2	1601	8.2	0.952	42.5	LOS E	27.4	719.1	1.00	2.01	3.64	22.5
West: Moccasin Wallow Rd														
5	L2	352	13.0	367	13.0	0.952	67.4	LOS F	11.1	306.6	0.93	1.74	3.77	17.7
12	R2	362	16.0	377	16.0	0.876	48.8	LOS E	8.0	225.7	0.88	1.50	2.98	20.6
Approach		714	14.5	744	14.5	0.952	57.9	LOS F	11.1	306.6	0.91	1.62	3.37	19.0
All Vehicles		3318	8.2	3456	8.2	0.952	37.0	LOS E	27.4	719.1	0.88	1.54	2.75	23.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 5 [US 301 & Moccasin Wallow Rd - PM (Site Folder: Background)]

Site Category: 2035 PM Peak-Hour Background Traffic
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: US 301														
3	L2	553	5.0	570	5.0	0.975	45.1	LOS E	33.7	866.7	1.00	2.10	3.84	21.7
8	T1	1197	1.0	1234	1.0	0.975	58.3	LOS F	34.7	874.2	1.00	2.08	3.81	22.2
Approach		1750	2.3	1804	2.3	0.975	54.2	LOS F	34.7	874.2	1.00	2.09	3.82	22.0
North: US 301														
4	T1	709	1.0	731	1.0	0.711	18.1	LOS C	8.0	201.9	0.84	1.13	1.66	30.1
14	R2	404	4.0	416	4.0	0.711	18.4	LOS C	7.8	200.7	0.83	1.13	1.66	28.7
Approach		1113	2.1	1147	2.1	0.711	18.2	LOS C	8.0	201.9	0.84	1.13	1.66	29.6
West: Moccasin Wallow Rd														
5	L2	457	3.0	471	3.0	0.709	21.0	LOS C	6.5	166.0	0.83	1.11	1.71	27.2
12	R2	540	4.0	557	4.0	0.764	22.8	LOS C	8.3	214.2	0.85	1.22	1.96	27.1
Approach		997	3.5	1028	3.5	0.764	22.0	LOS C	8.3	214.2	0.84	1.17	1.84	27.2
All Vehicles		3860	2.5	3979	2.5	0.975	35.5	LOS E	34.7	874.2	0.91	1.58	2.69	25.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	19.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	1500	54	26	1280	167	19	15	31	88	16	143
Future Vol, veh/h	194	1500	54	26	1280	167	19	15	31	88	16	143
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	375	-	280	375	-	240	460	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	1	0	0	1	1	0	0	0	0	0	0
Mvmt Flow	206	1596	57	28	1362	178	20	16	33	94	17	152

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1540	0	0	1653	0	0	2754	3604	798	2636	3483	681
Stage 1	-	-	-	-	-	-	2008	2008	-	1418	1418	-
Stage 2	-	-	-	-	-	-	746	1596	-	1218	2065	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.22	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	427	-	-	396	-	-	~ 10	~ 5	333	~ 12	~ 7	398
Stage 1	-	-	-	-	-	-	62	105	-	146	205	-
Stage 2	-	-	-	-	-	-	376	168	-	195	98	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	427	-	-	396	-	-	~ 1	~ 2	333	~ 68	~ 3	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ -13	-	-	~ 72	19	-
Stage 1	-	-	-	-	-	-	32	54	-	~ 76	190	-
Stage 2	-	-	-	-	-	-	197	156	-	~ 64	51	-

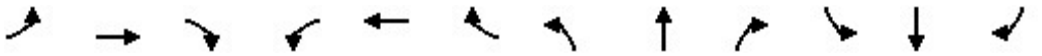
Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.3		261.2
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	+	333	427	-	-	396	-	-	72	132
HCM Lane V/C Ratio	-	0.147	0.483	-	-	0.07	-	-	1.3	1.281
HCM Control Delay (s)	-	17.7	21.1	-	-	14.8	-	-	$ 306.5	236.1
HCM Lane LOS	-	C	C	-	-	B	-	-	F	F
HCM 95th %tile Q(veh)	-	0.5	2.6	-	-	0.2	-	-	7.4	10.6

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

HCM 6th Signalized Intersection Summary
7: Chin Rd/Palm Blvd & US 301

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1341	124	116	1281	16	179	15	162	24	10	15
Future Volume (veh/h)	36	1341	124	116	1281	16	179	15	162	24	10	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1458	122	126	1392	15	195	16	159	26	11	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	1	0	1	0	0	0	0	0
Cap, veh/h	77	1527	686	172	1716	771	260	22	215	56	24	30
Arrive On Green	0.04	0.43	0.43	0.10	0.48	0.48	0.15	0.15	0.15	0.06	0.06	0.06
Sat Flow, veh/h	1810	3582	1610	1810	3582	1610	1795	149	1484	901	381	485
Grp Volume(v), veh/h	39	1458	122	126	1392	15	195	0	175	51	0	0
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1791	1610	1795	0	1633	1768	0	0
Q Serve(g_s), s	2.2	40.5	4.8	7.0	34.0	0.5	10.7	0.0	10.5	2.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	40.5	4.8	7.0	34.0	0.5	10.7	0.0	10.5	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	0.51		0.27
Lane Grp Cap(c), veh/h	77	1527	686	172	1716	771	260	0	237	110	0	0
V/C Ratio(X)	0.51	0.96	0.18	0.73	0.81	0.02	0.75	0.00	0.74	0.47	0.00	0.00
Avail Cap(c_a), veh/h	225	1527	687	225	1716	771	418	0	380	200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.1	28.5	18.3	45.2	22.8	14.1	42.1	0.0	42.1	46.5	0.0	0.0
Incr Delay (d2), s/veh	5.1	14.1	0.3	8.2	3.5	0.0	4.3	0.0	4.5	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	25.8	3.1	6.1	19.8	0.3	8.7	0.0	8.0	2.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	42.6	18.6	53.4	26.3	14.1	46.4	0.0	46.5	49.6	0.0	0.0
LnGrp LOS	D	D	B	D	C	B	D	A	D	D	A	A
Approach Vol, veh/h		1619			1533			370			51	
Approach Delay, s/veh		41.0			28.4			46.5			49.6	
Approach LOS		D			C			D			D	

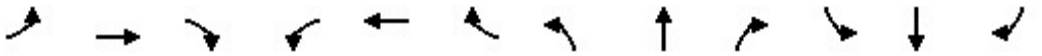
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	55.4		21.0	17.0	50.0		14.8				
Change Period (Y+Rc), s	8.2	7.2		* 7.1	8.2	7.2		9.4				
Max Green Setting (Gmax), s	11.8	42.8		* 23	11.8	42.8		10.6				
Max Q Clear Time (g_c+I1), s	4.2	36.0		12.7	9.0	42.5		4.9				
Green Ext Time (p_c), s	0.0	5.8		1.2	0.1	0.3		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		36.3
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	774	357	315	707	22	378	493	495	51	421	402
Future Volume (veh/h)	393	774	357	315	707	22	378	493	495	51	421	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1856	1870	1900	1870	1870	1841	1900	1870	1885
Adj Flow Rate, veh/h	401	790	327	321	721	20	386	503	441	52	430	386
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
Percent Heavy Veh, %	2	3	0	3	2	0	2	2	4	0	2	1
Cap, veh/h	490	932	640	360	1161	598	461	943	732	81	629	509
Arrive On Green	0.14	0.26	0.26	0.20	0.33	0.33	0.13	0.27	0.27	0.04	0.18	0.18
Sat Flow, veh/h	3456	3526	1610	1767	3554	1610	3456	3554	1560	1810	3554	1598
Grp Volume(v), veh/h	401	790	327	321	721	20	386	503	441	52	430	386
Grp Sat Flow(s),veh/h/ln	1728	1763	1610	1767	1777	1610	1728	1777	1560	1810	1777	1598
Q Serve(g_s), s	14.4	27.2	19.7	22.7	22.0	1.0	14.0	15.5	26.8	3.6	14.5	22.7
Cycle Q Clear(g_c), s	14.4	27.2	19.7	22.7	22.0	1.0	14.0	15.5	26.8	3.6	14.5	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	932	640	360	1161	598	461	943	732	81	629	509
V/C Ratio(X)	0.82	0.85	0.51	0.89	0.62	0.03	0.84	0.53	0.60	0.64	0.68	0.76
Avail Cap(c_a), veh/h	622	1185	756	387	1333	676	477	943	732	109	629	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.4	44.7	29.2	49.6	36.5	25.7	54.2	40.3	25.2	60.2	49.4	39.2
Incr Delay (d2), s/veh	6.8	4.2	0.3	22.7	0.5	0.0	12.1	0.6	1.4	16.6	3.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	17.8	11.9	17.7	14.3	0.7	11.0	10.9	14.8	3.6	10.8	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	48.9	29.5	72.4	37.0	25.7	66.4	40.9	26.6	76.8	52.5	45.7
LnGrp LOS	E	D	C	E	D	C	E	D	C	E	D	D
Approach Vol, veh/h		1518			1062			1330			868	
Approach Delay, s/veh		47.7			47.4			43.5			50.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	48.8	13.1	41.3	33.1	40.8	24.4	30.0
Change Period (Y+Rc), s	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9	8.3	8.3
Max Green Setting (Gmax), s	* 22	* 47	6.7	31.7	* 27	* 42	16.7	21.7
Max Q Clear Time (g_c+I1), s	16.4	24.0	5.6	28.8	24.7	29.2	16.0	24.7
Green Ext Time (p_c), s	0.7	3.3	0.0	1.4	0.5	3.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
9: US 301 & 69th St E/CR 675

08/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	30	10	252	42	743	11	1078	219	526	779	6
Future Volume (veh/h)	37	30	10	252	42	743	11	1078	219	526	779	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1826	1900	1870	1885	1870	1870	1900
Adj Flow Rate, veh/h	38	31	10	260	43	690	11	1111	218	542	803	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	1	0	5	0	2	1	2	2	0
Cap, veh/h	33	22	3	308	28	444	324	1028	201	462	2018	15
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.02	0.35	0.35	0.23	0.56	0.56
Sat Flow, veh/h	0	75	11	1377	95	1529	1810	2964	579	1781	3615	27
Grp Volume(v), veh/h	79	0	0	260	0	733	11	664	665	542	395	414
Grp Sat Flow(s),veh/h/ln	86	0	0	1377	0	1625	1810	1777	1766	1781	1777	1865
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	46.4	0.6	55.5	55.5	37.5	20.2	20.2
Cycle Q Clear(g_c), s	46.4	0.0	0.0	45.7	0.0	46.4	0.6	55.5	55.5	37.5	20.2	20.2
Prop In Lane	0.48		0.13	1.00		0.94	1.00		0.33	1.00		0.01
Lane Grp Cap(c), veh/h	58	0	0	308	0	471	324	616	613	462	992	1041
V/C Ratio(X)	1.35	0.00	0.00	0.84	0.00	1.56	0.03	1.08	1.09	1.17	0.40	0.40
Avail Cap(c_a), veh/h	58	0	0	308	0	471	379	616	613	462	992	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.5	0.0	0.0	56.5	0.0	56.8	31.9	52.2	52.3	53.1	20.1	20.1
Incr Delay (d2), s/veh	237.9	0.0	0.0	18.8	0.0	260.3	0.0	58.9	61.7	98.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	0.0	17.4	0.0	80.4	0.5	46.0	46.6	43.0	12.9	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	298.4	0.0	0.0	75.4	0.0	317.1	32.0	111.1	114.0	151.4	20.2	20.2
LnGrp LOS	F	A	A	E	A	F	C	F	F	F	C	C
Approach Vol, veh/h		79			993			1340			1351	
Approach Delay, s/veh		298.4			253.8			111.9			72.8	
Approach LOS		F			F			F			E	

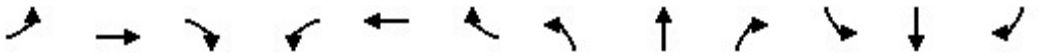
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	95.8		54.0	44.0	62.0		54.0				
Change Period (Y+Rc), s	* 7.5	* 7.5		* 8.6	* 7.5	* 7.5		* 8.6				
Max Green Setting (Gmax), s	* 7.5	* 84		* 45	* 37	* 55		* 45				
Max Q Clear Time (g_c+I1), s	2.6	22.2		48.4	39.5	57.5		48.4				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	139.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	206	85	267	128	242	161	1339	333	264	930	116
Future Volume (veh/h)	134	206	85	267	128	242	161	1339	333	264	930	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1841	1796	1856	1870	1752	1885	1885	1826
Adj Flow Rate, veh/h	141	217	65	281	135	218	169	1409	289	278	979	109
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	4	7	3	2	10	1	1	5
Cap, veh/h	306	231	308	298	332	483	323	1485	823	301	1722	867
Arrive On Green	0.08	0.12	0.12	0.14	0.18	0.18	0.07	0.42	0.42	0.14	0.48	0.48
Sat Flow, veh/h	1781	1870	1560	1781	1841	1522	1767	3554	1485	1795	3582	1547
Grp Volume(v), veh/h	141	217	65	281	135	218	169	1409	289	278	979	109
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1841	1522	1767	1777	1485	1795	1791	1547
Q Serve(g_s), s	10.9	18.2	5.5	21.6	10.3	18.1	8.5	60.6	17.1	19.2	31.0	5.3
Cycle Q Clear(g_c), s	10.9	18.2	5.5	21.6	10.3	18.1	8.5	60.6	17.1	19.2	31.0	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	306	231	308	298	332	483	323	1485	823	301	1722	867
V/C Ratio(X)	0.46	0.94	0.21	0.94	0.41	0.45	0.52	0.95	0.35	0.92	0.57	0.13
Avail Cap(c_a), veh/h	306	231	308	298	332	483	390	1517	836	301	1722	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	68.9	53.3	51.3	57.5	43.1	24.7	44.5	19.6	51.6	29.4	16.5
Incr Delay (d2), s/veh	1.1	42.7	0.5	37.5	1.1	0.9	1.3	12.6	0.1	32.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	17.1	4.0	18.4	8.4	11.4	6.5	37.1	10.1	19.6	19.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	111.6	53.7	88.8	58.6	44.1	26.0	57.1	19.7	83.9	29.7	16.5
LnGrp LOS	E	F	D	F	E	D	C	E	B	F	C	B
Approach Vol, veh/h		423			634			1867			1366	
Approach Delay, s/veh		84.1			67.0			48.5			39.7	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	83.5	20.0	36.0	29.0	73.5	29.0	27.0
Change Period (Y+Rc), s	8.3	8.3	* 8.4	* 8.4	8.3	8.3	* 8.4	* 8.4
Max Green Setting (Gmax), s	16.7	70.7	* 12	* 28	20.7	66.7	* 21	* 19
Max Q Clear Time (g_c+I1), s	10.5	33.0	12.9	20.1	21.2	62.6	23.6	20.2
Green Ext Time (p_c), s	0.2	4.7	0.0	1.2	0.0	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	36.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	308	213	346	916	571	139
Future Vol, veh/h	308	213	346	916	571	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	9	5	20	2	1	27
Mvmt Flow	331	229	372	985	614	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2418	689	763	0	-	0
Stage 1	689	-	-	-	-	-
Stage 2	1729	-	-	-	-	-
Critical Hdwy	6.49	6.25	4.3	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.345	2.38	-	-	-
Pot Cap-1 Maneuver	~ 34	441	774	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	~ 151	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	441	774	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	~ 151	-	-	-	-	-

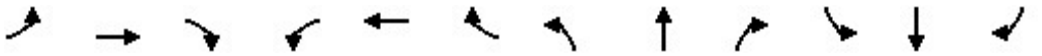
Approach	EB	NB	SB
HCM Control Delay, s	165.5	3.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	774	-	441	-	-
HCM Lane V/C Ratio	0.481	-	1.27	-	-
HCM Control Delay (s)	13.9	0	165.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	2.6	-	23.7	-	-

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

HCM 6th Signalized Intersection Summary
12: Erie Rd & 69th St

08/23/2024



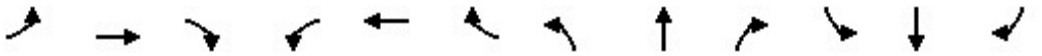
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	285	6	6	213	338	12	12	12	337	7	364
Future Volume (veh/h)	385	285	6	6	213	338	12	12	12	337	7	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1856	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	393	291	5	6	217	310	12	12	11	344	7	334
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
Percent Heavy Veh, %	0	1	0	0	2	3	0	0	0	1	0	0
Cap, veh/h	503	1321	594	449	998	441	227	203	172	560	9	416
Arrive On Green	0.11	0.37	0.37	0.02	0.28	0.28	0.03	0.11	0.11	0.18	0.26	0.26
Sat Flow, veh/h	1810	3582	1610	1810	3554	1572	1810	1900	1610	1795	33	1582
Grp Volume(v), veh/h	393	291	5	6	217	310	12	12	11	344	0	341
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1777	1572	1810	1900	1610	1795	0	1615
Q Serve(g_s), s	8.2	4.2	0.1	0.2	3.5	13.2	0.4	0.4	0.5	12.2	0.0	14.8
Cycle Q Clear(g_c), s	8.2	4.2	0.1	0.2	3.5	13.2	0.4	0.4	0.5	12.2	0.0	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	503	1321	594	449	998	441	227	203	172	560	0	424
V/C Ratio(X)	0.78	0.22	0.01	0.01	0.22	0.70	0.05	0.06	0.06	0.61	0.00	0.80
Avail Cap(c_a), veh/h	503	1321	594	608	1159	513	388	503	426	560	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	16.2	15.0	18.1	20.6	24.1	27.8	30.0	30.0	21.9	0.0	25.8
Incr Delay (d2), s/veh	9.0	0.2	0.0	0.0	0.2	5.3	0.1	0.1	0.2	2.0	0.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	2.9	0.1	0.1	2.5	8.8	0.3	0.4	0.3	8.6	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	16.4	15.0	18.1	20.8	29.4	27.9	30.1	30.2	23.9	0.0	35.3
LnGrp LOS	C	B	B	B	C	C	C	C	C	C	A	D
Approach Vol, veh/h		689			533			35			685	
Approach Delay, s/veh		23.1			25.8			29.4			29.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.6	20.0	13.2	8.4	33.2	8.3	24.9
Change Period (Y+Rc), s	* 7.8	6.6	7.6	6.2	7.6	6.6	6.8	6.2
Max Green Setting (Gmax), s	* 7.2	23.4	12.4	18.8	7.4	23.4	8.2	23.8
Max Q Clear Time (g_c+I1), s	10.2	15.2	14.2	2.5	2.2	6.2	2.4	16.8
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



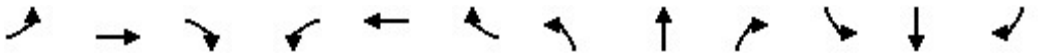
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	400	108	75	421	153	72	68	87	192	50	70
Future Volume (veh/h)	96	400	108	75	421	153	72	68	87	192	50	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1900	1856	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	435	105	82	458	145	78	72	85	202	53	67
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	3	2	2	3	2	2	2	2	2
Cap, veh/h	455	1117	506	462	1094	488	509	301	255	504	336	285
Arrive On Green	0.10	0.31	0.31	0.10	0.31	0.31	0.12	0.16	0.16	0.14	0.18	0.18
Sat Flow, veh/h	1781	3554	1610	1767	3554	1585	1767	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	101	435	105	82	458	145	78	72	85	202	53	67
Grp Sat Flow(s),veh/h/ln	1781	1777	1610	1767	1777	1585	1767	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	6.5	3.3	2.0	7.0	4.8	2.3	2.3	3.2	6.1	1.6	2.5
Cycle Q Clear(g_c), s	2.4	6.5	3.3	2.0	7.0	4.8	2.3	2.3	3.2	6.1	1.6	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	455	1117	506	462	1094	488	509	301	255	504	336	285
V/C Ratio(X)	0.22	0.39	0.21	0.18	0.42	0.30	0.15	0.24	0.33	0.40	0.16	0.24
Avail Cap(c_a), veh/h	534	1563	708	553	1563	697	561	384	325	680	548	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	18.3	17.1	13.0	18.8	18.0	18.6	25.0	25.4	19.1	23.6	24.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.3	0.3	0.1	0.4	0.8	0.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	4.4	2.1	1.3	4.7	3.0	1.6	1.8	2.2	4.4	1.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	18.5	17.3	13.2	19.0	18.3	18.7	25.4	26.1	19.6	23.8	24.4
LnGrp LOS	B	B	B	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		641			685			235			322	
Approach Delay, s/veh		17.5			18.2			23.4			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	26.0	14.3	16.0	11.5	26.4	13.0	17.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	29.0	15.0	13.0	9.0	29.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	4.4	9.0	8.1	5.2	4.0	8.5	4.3	4.5
Green Ext Time (p_c), s	0.1	3.2	0.3	0.3	0.1	2.9	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
14: Fort Hamer Rd & Erie Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	332	104	5	327	85	123	718	25	92	644	188
Future Volume (veh/h)	194	332	104	5	327	85	123	718	25	92	644	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1900	1841	1900	1870	1870	1900	1870	1885	1900
Adj Flow Rate, veh/h	206	353	100	5	348	80	131	764	24	98	685	180
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	3	2	0	4	0	2	2	0	2	1	0
Cap, veh/h	352	902	547	270	568	400	296	981	482	279	977	627
Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.09	0.28	0.28	0.09	0.27	0.27
Sat Flow, veh/h	1810	3526	1585	1810	3497	1610	1781	3554	1610	1781	3582	1610
Grp Volume(v), veh/h	206	353	100	5	348	80	131	764	24	98	685	180
Grp Sat Flow(s),veh/h/ln	1810	1763	1585	1810	1749	1610	1781	1777	1610	1781	1791	1610
Q Serve(g_s), s	8.9	8.2	4.3	0.2	9.1	3.9	5.0	19.5	1.0	3.7	16.9	7.6
Cycle Q Clear(g_c), s	8.9	8.2	4.3	0.2	9.1	3.9	5.0	19.5	1.0	3.7	16.9	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	902	547	270	568	400	296	981	482	279	977	627
V/C Ratio(X)	0.58	0.39	0.18	0.02	0.61	0.20	0.44	0.78	0.05	0.35	0.70	0.29
Avail Cap(c_a), veh/h	352	902	547	439	763	489	333	1471	704	322	1483	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	30.3	22.6	32.8	38.4	29.3	23.5	32.9	24.6	23.6	32.2	20.7
Incr Delay (d2), s/veh	2.5	0.6	0.3	0.1	2.3	0.5	1.5	1.6	0.0	0.8	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	6.3	3.0	0.2	7.3	2.8	3.7	12.8	0.7	2.7	11.4	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	30.9	22.9	32.9	40.7	29.8	25.0	34.5	24.6	24.4	33.2	20.9
LnGrp LOS	C	C	C	C	D	C	C	C	C	C	C	C
Approach Vol, veh/h		659			433			919			963	
Approach Delay, s/veh		29.6			38.6			32.9			30.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	36.1	20.0	24.5	17.7	36.4	10.8	33.7
Change Period (Y+Rc), s	* 10	* 10	9.5	9.5	* 10	* 10	9.5	9.5
Max Green Setting (Gmax), s	* 9.8	* 40	10.5	20.5	* 9.8	* 40	10.5	20.5
Max Q Clear Time (g_c+I1), s	7.0	18.9	10.9	11.1	5.7	21.5	2.2	10.2
Green Ext Time (p_c), s	0.1	4.8	0.0	2.8	0.1	4.7	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



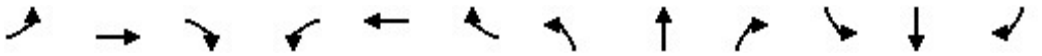
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	234	413	937	204	458	631
Future Volume (veh/h)	234	413	937	204	458	631
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1856	1856	1900	1885	1870
Adj Flow Rate, veh/h	244	387	976	191	477	657
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	1	2
Cap, veh/h	468	413	1512	1113	493	2353
Arrive On Green	0.26	0.26	0.43	0.43	0.19	0.66
Sat Flow, veh/h	1781	1572	3618	1610	1795	3647
Grp Volume(v), veh/h	244	387	976	191	477	657
Grp Sat Flow(s),veh/h/ln	1781	1572	1763	1610	1795	1777
Q Serve(g_s), s	17.6	36.1	32.8	6.2	26.8	11.5
Cycle Q Clear(g_c), s	17.6	36.1	32.8	6.2	26.8	11.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	468	413	1512	1113	493	2353
V/C Ratio(X)	0.52	0.94	0.65	0.17	0.97	0.28
Avail Cap(c_a), veh/h	475	419	1512	1113	493	2353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	47.3	54.1	33.8	8.1	35.0	10.5
Incr Delay (d2), s/veh	1.0	28.6	1.9	0.3	32.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	24.4	19.9	7.8	29.3	7.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.3	82.7	35.7	8.4	67.0	10.8
LnGrp LOS	D	F	D	A	E	B
Approach Vol, veh/h	631		1167			1134
Approach Delay, s/veh	69.4		31.3			34.4
Approach LOS	E		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.0	70.6			105.6	44.4
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	27.7	62.7			97.7	39.0
Max Q Clear Time (g_c+I1), s	28.8	34.8			13.5	38.1
Green Ext Time (p_c), s	0.0	14.7			10.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
16: Fort Hamer Rd & Old Tampa Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	36	307	36	28	128	525	857	58	130	480	177
Future Volume (veh/h)	164	36	307	36	28	128	525	857	58	130	480	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1856	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	169	37	284	37	29	119	541	884	54	134	495	163
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	3	0	0	0	1	0	0	1	0
Cap, veh/h	270	222	458	220	172	146	672	2141	963	434	1736	781
Arrive On Green	0.07	0.12	0.12	0.04	0.09	0.09	0.17	0.60	0.60	0.06	0.48	0.48
Sat Flow, veh/h	1810	1900	1598	1767	1900	1610	1810	3582	1610	1810	3582	1610
Grp Volume(v), veh/h	169	37	284	37	29	119	541	884	54	134	495	163
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1767	1900	1610	1810	1791	1610	1810	1791	1610
Q Serve(g_s), s	10.4	2.6	17.5	2.8	2.1	10.9	21.2	19.8	2.1	5.5	12.4	8.7
Cycle Q Clear(g_c), s	10.4	2.6	17.5	2.8	2.1	10.9	21.2	19.8	2.1	5.5	12.4	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	222	458	220	172	146	672	2141	963	434	1736	781
V/C Ratio(X)	0.63	0.17	0.62	0.17	0.17	0.82	0.80	0.41	0.06	0.31	0.29	0.21
Avail Cap(c_a), veh/h	270	222	458	266	172	146	698	2141	963	459	1736	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	58.9	59.7	46.4	57.4	63.0	67.0	14.0	16.1	12.6	17.1	23.1	22.2
Incr Delay (d2), s/veh	4.5	0.4	2.6	0.4	0.5	28.7	7.7	0.6	0.1	0.4	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	2.3	14.6	2.3	1.9	9.5	14.4	12.5	1.4	4.1	8.9	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	60.0	49.0	57.8	63.4	95.7	21.7	16.7	12.7	17.4	23.5	22.7
LnGrp LOS	E	E	D	E	E	F	C	B	B	B	C	C
Approach Vol, veh/h		490			185			1479			792	
Approach Delay, s/veh		54.8			83.0			18.4			22.3	
Approach LOS		D			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	96.1	14.1	23.9	32.9	79.1	18.0	20.0
Change Period (Y+Rc), s	* 8.4	7.4	* 8.6	7.4	* 8.4	7.4	* 8.6	7.4
Max Green Setting (Gmax), s	* 9.6	86.6	* 9.4	12.6	* 27	69.6	* 9.4	12.6
Max Q Clear Time (g_c+I1), s	7.5	21.8	4.8	19.5	23.2	14.4	12.4	12.9
Green Ext Time (p_c), s	0.1	15.9	0.0	0.0	1.2	8.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	103.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	129	152	547	113	176
Future Vol, veh/h	697	129	152	547	113	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	17	0	6	24	0	1
Mvmt Flow	741	137	162	582	120	187

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	878	0	1716	810
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	906	-
Critical Hdwy	-	-	4.16	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.254	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	753	-	~ 100	381
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	398	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	753	-	~ 68	381
Mov Cap-2 Maneuver	-	-	-	-	~ 68	-
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	271	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	$ 642.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	136	-	-	753	-
HCM Lane V/C Ratio	2.261	-	-	0.215	-
HCM Control Delay (s)	$ 642.8	-	-	11.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	25.9	-	-	0.8	-

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

APPENDIX K

2035 IMPROVED BACKGROUND TRAFFIC SUMMARY WORKSHEETS

Arterial Level of Service: EB Moccasin Wallow Rd

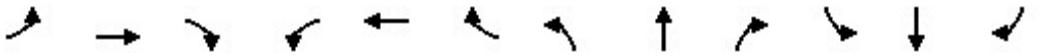
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Buffalo Rd	II	45	30.8	62.1	92.9	0.31	12.0	F
Carter Rd	II	45	70.3	33.4	103.7	0.88	30.5	B
115th Ave	II	45	201.9	41.0	242.9	2.52	37.4	A
Fort Hamer Rd	II	45	34.3	28.4	62.7	0.36	20.5	D
Total	II		337.3	164.9	502.2	4.07	29.2	B

Arterial Level of Service: WB Moccasin Wallow Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fort Hamer Rd	II	45	54.9	55.6	110.5	0.69	22.3	C
Grand River Pkwy	II	45	34.3	31.2	65.5	0.36	19.7	D
Carter Rd	II	45	201.9	31.0	232.9	2.52	39.0	A
Buffalo Rd	II	45	70.3	39.0	109.3	0.88	29.0	B
Total	II		361.4	156.8	518.2	4.45	30.9	B

HCM 6th Signalized Intersection Summary
1: Buffalo Rd & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	2034	526	206	1732	210	330	22	442	285	16	53
Future Volume (veh/h)	88	2034	526	206	1732	210	330	22	442	285	16	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1885	1841	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	2141	498	217	1823	199	347	23	372	300	17	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	4	0	1	0	0	0	0	0
Cap, veh/h	172	2165	672	230	2390	766	379	448	379	323	229	194
Arrive On Green	0.05	0.42	0.42	0.10	0.48	0.48	0.21	0.24	0.24	0.09	0.12	0.12
Sat Flow, veh/h	1810	5147	1598	1795	5025	1610	1795	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	93	2141	498	217	1823	199	347	23	372	300	17	51
Grp Sat Flow(s),veh/h/ln	1810	1716	1598	1795	1675	1610	1795	1900	1610	1755	1900	1610
Q Serve(g_s), s	4.6	66.0	42.0	15.1	47.8	11.8	30.2	1.5	36.7	13.6	1.3	4.6
Cycle Q Clear(g_c), s	4.6	66.0	42.0	15.1	47.8	11.8	30.2	1.5	36.7	13.6	1.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	2165	672	230	2390	766	379	448	379	323	229	194
V/C Ratio(X)	0.54	0.99	0.74	0.94	0.76	0.26	0.92	0.05	0.98	0.93	0.07	0.26
Avail Cap(c_a), veh/h	215	2165	672	230	2390	766	430	448	379	323	229	194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	46.0	39.0	53.9	34.5	25.1	61.8	47.3	60.8	72.1	62.5	63.9
Incr Delay (d2), s/veh	2.6	16.8	4.7	43.8	1.6	0.3	22.7	0.0	40.9	32.5	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	39.5	24.3	11.6	26.4	8.2	22.6	1.3	26.6	12.1	1.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	62.8	43.7	97.7	36.1	25.3	84.4	47.4	101.7	104.7	62.6	64.6
LnGrp LOS	C	E	D	F	D	C	F	D	F	F	E	E
Approach Vol, veh/h		2732			2239			742			368	
Approach Delay, s/veh		58.3			41.1			91.9			97.2	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	82.8	20.0	43.0	23.0	74.0	38.4	24.6
Change Period (Y+Rc), s	7.3	* 7.7	* 6.3	* 6.3	* 7.6	* 7.7	* 5.7	* 6.3
Max Green Setting (Gmax), s	10.7	* 72	* 14	* 37	* 15	* 66	* 37	* 14
Max Q Clear Time (g_c+I1), s	6.6	49.8	15.6	38.7	17.1	68.0	32.2	6.6
Green Ext Time (p_c), s	0.1	17.4	0.0	0.0	0.0	0.0	0.5	0.1

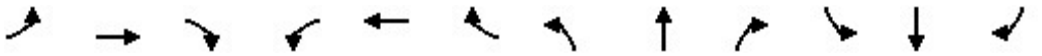
Intersection Summary	
HCM 6th Ctrl Delay	58.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Carter Rd & Moccasin Wallow Rd

08/23/2024



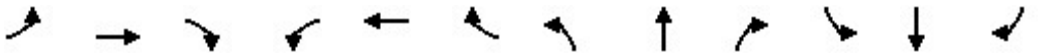
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	2171	222	194	1624	258	198	60	233	260	61	313
Future Volume (veh/h)	327	2171	222	194	1624	258	198	60	233	260	61	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1900	1841	1900	1841	1900	1900	1737	1900	1900
Adj Flow Rate, veh/h	348	2310	213	206	1728	246	211	64	224	277	65	300
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	4	0	4	0	0	11	0	0
Cap, veh/h	414	2737	987	274	2463	945	276	234	230	311	292	323
Arrive On Green	0.12	0.53	0.53	0.08	0.49	0.49	0.08	0.06	0.06	0.10	0.08	0.08
Sat Flow, veh/h	3456	5147	1610	3510	5025	1610	3401	3610	1610	3209	3610	1610
Grp Volume(v), veh/h	348	2310	213	206	1728	246	211	64	224	277	65	300
Grp Sat Flow(s),veh/h/ln	1728	1716	1610	1755	1675	1610	1700	1805	1610	1605	1805	1610
Q Serve(g_s), s	15.3	59.3	9.2	8.9	41.6	11.6	9.5	2.6	10.1	13.3	2.6	12.6
Cycle Q Clear(g_c), s	15.3	59.3	9.2	8.9	41.6	11.6	9.5	2.6	10.1	13.3	2.6	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	2737	987	274	2463	945	276	234	230	311	292	323
V/C Ratio(X)	0.84	0.84	0.22	0.75	0.70	0.26	0.76	0.27	0.97	0.89	0.22	0.93
Avail Cap(c_a), veh/h	458	2769	997	352	2542	971	330	234	230	311	292	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	30.9	13.4	70.2	30.8	15.6	70.0	69.2	66.4	69.4	66.9	61.1
Incr Delay (d2), s/veh	12.3	2.8	0.2	6.6	1.1	0.3	8.5	0.6	51.4	25.4	0.4	32.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	32.1	6.0	7.6	23.2	7.7	7.9	2.2	17.8	10.7	2.2	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	33.8	13.7	76.8	31.9	16.0	78.5	69.9	117.8	94.8	67.3	93.4
LnGrp LOS	E	C	B	E	C	B	E	E	F	F	E	F
Approach Vol, veh/h		2871			2180			499			642	
Approach Delay, s/veh		37.8			34.4			95.0			91.4	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	82.6	25.0	20.0	21.6	89.0	22.5	22.5
Change Period (Y+Rc), s	* 10	7.3	* 11	* 11	* 10	7.3	* 11	* 11
Max Green Setting (Gmax), s	* 20	77.7	* 14	* 9.1	* 15	82.7	* 14	* 9.1
Max Q Clear Time (g_c+I1), s	17.3	43.6	15.3	12.1	10.9	61.3	11.5	14.6
Green Ext Time (p_c), s	0.3	27.6	0.0	0.0	0.2	20.4	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1500	54	26	1280	167	19	15	31	88	16	143
Future Volume (veh/h)	194	1500	54	26	1280	167	19	15	31	88	16	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1900	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	1596	57	28	1362	178	20	16	33	94	17	152
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	360	2222	999	276	2071	924	150	83	172	257	25	221
Arrive On Green	0.09	0.62	0.62	0.05	0.58	0.58	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3582	1610	1810	3582	1598	1236	553	1141	1378	164	1471
Grp Volume(v), veh/h	206	1596	57	28	1362	178	20	0	49	94	0	169
Grp Sat Flow(s),veh/h/ln	1781	1791	1610	1810	1791	1598	1236	0	1695	1378	0	1635
Q Serve(g_s), s	3.5	25.8	1.2	0.5	21.9	4.5	1.3	0.0	2.1	5.4	0.0	8.3
Cycle Q Clear(g_c), s	3.5	25.8	1.2	0.5	21.9	4.5	9.6	0.0	2.1	7.6	0.0	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.90
Lane Grp Cap(c), veh/h	360	2222	999	276	2071	924	150	0	255	257	0	246
V/C Ratio(X)	0.57	0.72	0.06	0.10	0.66	0.19	0.13	0.00	0.19	0.37	0.00	0.69
Avail Cap(c_a), veh/h	509	2967	1334	503	2967	1324	257	0	401	376	0	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	11.0	6.3	9.1	12.1	8.5	38.6	0.0	31.4	34.7	0.0	34.0
Incr Delay (d2), s/veh	1.4	0.7	0.0	0.2	0.5	0.1	0.4	0.0	0.4	0.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	12.6	0.6	0.3	11.5	2.4	0.7	0.0	1.6	3.3	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.8	11.7	6.3	9.2	12.6	8.6	39.0	0.0	31.8	35.6	0.0	37.4
LnGrp LOS	B	B	A	A	B	A	D	A	C	D	A	D
Approach Vol, veh/h		1859			1568			69			263	
Approach Delay, s/veh		11.8			12.1			33.9			36.8	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	53.9		17.7	9.4	57.4		17.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	69.0		19.0	14.0	69.0		19.0				
Max Q Clear Time (g_c+I1), s	5.5	23.9		11.6	2.5	27.8		10.3				
Green Ext Time (p_c), s	0.3	21.0		0.1	0.0	23.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
9: US 301 & 69th St E/CR 675

08/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	30	10	252	42	743	11	1078	219	526	779	6
Future Volume (veh/h)	37	30	10	252	42	743	11	1078	219	526	779	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1826	1900	1870	1885	1870	1870	1900
Adj Flow Rate, veh/h	38	31	10	260	43	690	11	1111	218	542	803	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	1	0	5	0	2	1	2	2	0
Cap, veh/h	136	104	28	332	370	731	350	1240	557	579	2168	16
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.35	0.35	0.28	0.60	0.60
Sat Flow, veh/h	463	534	144	1377	1900	1547	1810	3554	1598	1781	3615	27
Grp Volume(v), veh/h	79	0	0	260	43	690	11	1111	218	542	395	414
Grp Sat Flow(s),veh/h/ln	1141	0	0	1377	1900	1547	1810	1777	1598	1781	1777	1865
Q Serve(g_s), s	3.5	0.0	0.0	15.8	2.1	22.4	0.4	34.1	11.8	28.5	13.2	13.2
Cycle Q Clear(g_c), s	5.7	0.0	0.0	21.4	2.1	22.4	0.4	34.1	11.8	28.5	13.2	13.2
Prop In Lane	0.48		0.13	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	268	0	0	332	370	731	350	1240	557	579	1066	1119
V/C Ratio(X)	0.29	0.00	0.00	0.78	0.12	0.94	0.03	0.90	0.39	0.94	0.37	0.37
Avail Cap(c_a), veh/h	268	0	0	332	370	731	435	1343	604	603	1066	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	0.0	45.9	38.2	28.9	22.6	35.5	28.3	31.6	11.9	11.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	11.6	0.1	20.8	0.0	7.4	0.2	21.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	0.0	12.9	1.8	29.3	0.3	21.6	7.8	24.4	8.3	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	0.0	57.5	38.3	49.8	22.6	42.9	28.5	53.5	11.9	11.9
LnGrp LOS	D	A	A	E	D	D	C	D	C	D	B	B
Approach Vol, veh/h		79			993			1340			1351	
Approach Delay, s/veh		39.9			51.3			40.4			28.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	75.6		30.0	38.5	46.7		30.0				
Change Period (Y+Rc), s	* 7.5	* 7.5		* 8.6	* 7.5	* 7.5		* 8.6				
Max Green Setting (Gmax), s	* 7.5	* 68		* 21	* 33	* 43		* 21				
Max Q Clear Time (g_c+I1), s	2.4	15.2		24.4	30.5	36.1		7.7				
Green Ext Time (p_c), s	0.0	2.9		0.0	0.4	3.1		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	308	213	346	916	571	139
Future Volume (veh/h)	308	213	346	916	571	139
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1826	1604	1870	1885	1500
Adj Flow Rate, veh/h	331	229	372	985	614	149
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	5	20	2	1	27
Cap, veh/h	357	247	437	1780	821	291
Arrive On Green	0.38	0.38	0.21	0.50	0.23	0.23
Sat Flow, veh/h	945	654	1527	3647	3676	1271
Grp Volume(v), veh/h	561	0	372	985	614	149
Grp Sat Flow(s),veh/h/ln	1602	0	1527	1777	1791	1271
Q Serve(g_s), s	33.3	0.0	17.3	19.0	15.9	10.2
Cycle Q Clear(g_c), s	33.3	0.0	17.3	19.0	15.9	10.2
Prop In Lane	0.59	0.41	1.00			1.00
Lane Grp Cap(c), veh/h	606	0	437	1780	821	291
V/C Ratio(X)	0.93	0.00	0.85	0.55	0.75	0.51
Avail Cap(c_a), veh/h	709	0	560	2288	1045	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	21.8	17.1	35.6	33.4
Incr Delay (d2), s/veh	16.7	0.0	9.7	0.4	2.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.8	0.0	10.7	11.0	11.0	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.2	0.0	31.5	17.5	38.4	35.4
LnGrp LOS	D	A	C	B	D	D
Approach Vol, veh/h	561			1357	763	
Approach Delay, s/veh	46.2			21.3	37.8	
Approach LOS	D			C	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.0	28.8				55.8	43.6
Change Period (Y+Rc), s	7.0	7.0				7.0	7.0
Max Green Setting (Gmax), s	28.0	28.0				63.0	43.0
Max Q Clear Time (g_c+I1), s	19.3	17.9				21.0	35.3
Green Ext Time (p_c), s	0.8	3.9				10.9	1.3

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	697	129	152	547	113	176
Future Volume (veh/h)	697	129	152	547	113	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1648	1900	1811	1544	1900	1885
Adj Flow Rate, veh/h	741	137	162	582	120	187
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	17	0	6	24	0	1
Cap, veh/h	768	142	237	1078	132	206
Arrive On Green	0.57	0.57	0.08	0.70	0.20	0.20
Sat Flow, veh/h	1353	250	1725	1544	656	1022
Grp Volume(v), veh/h	0	878	162	582	308	0
Grp Sat Flow(s),veh/h/ln	0	1603	1725	1544	1683	0
Q Serve(g_s), s	0.0	52.0	3.4	18.1	17.8	0.0
Cycle Q Clear(g_c), s	0.0	52.0	3.4	18.1	17.8	0.0
Prop In Lane		0.16	1.00		0.39	0.61
Lane Grp Cap(c), veh/h	0	910	237	1078	339	0
V/C Ratio(X)	0.00	0.96	0.68	0.54	0.91	0.00
Avail Cap(c_a), veh/h	0	920	239	1089	339	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.5	22.8	7.3	38.7	0.0
Incr Delay (d2), s/veh	0.0	21.5	7.7	0.7	27.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	29.9	4.7	8.5	14.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	42.0	30.6	8.0	65.9	0.0
LnGrp LOS	A	D	C	A	E	A
Approach Vol, veh/h	878			744	308	
Approach Delay, s/veh	42.0			12.9	65.9	
Approach LOS	D			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.3		25.0	12.9	61.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		69.0		19.0	7.0	56.0
Max Q Clear Time (g_c+I1), s		20.1		19.8	5.4	54.0
Green Ext Time (p_c), s		6.4		0.0	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

APPENDIX L

2035 TOTAL TRAFFIC SUMMARY WORKSHEETS

Arterial Level of Service: EB Moccasin Wallow Rd

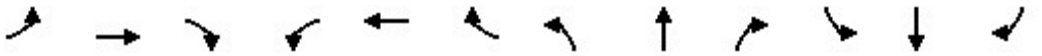
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Buffalo Rd	II	45	30.8	62.7	93.5	0.31	12.0	F
Carter Rd	II	45	70.3	33.5	103.8	0.88	30.5	B
115th Ave	II	45	201.9	42.5	244.4	2.52	37.2	A
Fort Hamer Rd	II	45	34.3	28.4	62.7	0.36	20.5	D
Total	II		337.3	167.1	504.4	4.07	29.1	B

Arterial Level of Service: WB Moccasin Wallow Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fort Hamer Rd	II	45	54.9	56.4	111.3	0.69	22.2	C
Grand River Pkwy	II	45	34.3	32.0	66.3	0.36	19.4	D
Carter Rd	II	45	201.9	31.1	233.0	2.52	39.0	A
Buffalo Rd	II	45	70.3	39.2	109.5	0.88	28.9	B
Total	II		361.4	158.7	520.1	4.45	30.8	B

HCM 6th Signalized Intersection Summary
1: Buffalo Rd & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	2040	526	206	1740	210	330	22	442	285	16	53
Future Volume (veh/h)	88	2040	526	206	1740	210	330	22	442	285	16	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1885	1841	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	2147	498	217	1832	199	347	23	372	300	17	51
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	4	0	1	0	0	0	0	0
Cap, veh/h	171	2165	672	230	2390	766	379	448	379	323	229	194
Arrive On Green	0.05	0.42	0.42	0.10	0.48	0.48	0.21	0.24	0.24	0.09	0.12	0.12
Sat Flow, veh/h	1810	5147	1598	1795	5025	1610	1795	1900	1610	3510	1900	1610
Grp Volume(v), veh/h	93	2147	498	217	1832	199	347	23	372	300	17	51
Grp Sat Flow(s),veh/h/ln	1810	1716	1598	1795	1675	1610	1795	1900	1610	1755	1900	1610
Q Serve(g_s), s	4.6	66.4	42.0	15.1	48.1	11.8	30.2	1.5	36.7	13.6	1.3	4.6
Cycle Q Clear(g_c), s	4.6	66.4	42.0	15.1	48.1	11.8	30.2	1.5	36.7	13.6	1.3	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	2165	672	230	2390	766	379	448	379	323	229	194
V/C Ratio(X)	0.54	0.99	0.74	0.94	0.77	0.26	0.92	0.05	0.98	0.93	0.07	0.26
Avail Cap(c_a), veh/h	214	2165	672	230	2390	766	430	448	379	323	229	194
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	46.1	39.0	54.0	34.6	25.1	61.8	47.3	60.8	72.1	62.5	63.9
Incr Delay (d2), s/veh	2.7	17.4	4.7	44.1	1.6	0.3	22.7	0.0	40.9	32.5	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	39.8	24.3	11.6	26.5	8.2	22.6	1.3	26.6	12.1	1.1	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.9	63.5	43.7	98.1	36.3	25.3	84.4	47.4	101.7	104.7	62.6	64.6
LnGrp LOS	C	E	D	F	D	C	F	D	F	F	E	E
Approach Vol, veh/h		2738			2248			742			368	
Approach Delay, s/veh		58.9			41.3			91.9			97.2	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	82.8	20.0	43.0	23.0	74.0	38.4	24.6
Change Period (Y+Rc), s	7.3	* 7.7	* 6.3	* 6.3	* 7.6	* 7.7	* 5.7	* 6.3
Max Green Setting (Gmax), s	10.7	* 72	* 14	* 37	* 15	* 66	* 37	* 14
Max Q Clear Time (g_c+I1), s	6.6	50.1	15.6	38.7	17.1	68.4	32.2	6.6
Green Ext Time (p_c), s	0.1	17.2	0.0	0.0	0.0	0.0	0.5	0.1

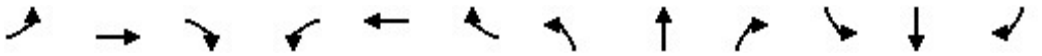
Intersection Summary	
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Carter Rd & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	2178	222	194	1634	262	198	60	233	264	61	313
Future Volume (veh/h)	327	2178	222	194	1634	262	198	60	233	264	61	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1900	1841	1900	1841	1900	1900	1737	1900	1900
Adj Flow Rate, veh/h	348	2317	213	206	1738	251	211	64	224	281	65	300
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	4	0	4	0	0	11	0	0
Cap, veh/h	414	2737	987	274	2464	946	276	234	230	311	292	323
Arrive On Green	0.12	0.53	0.53	0.08	0.49	0.49	0.08	0.06	0.06	0.10	0.08	0.08
Sat Flow, veh/h	3456	5147	1610	3510	5025	1610	3401	3610	1610	3209	3610	1610
Grp Volume(v), veh/h	348	2317	213	206	1738	251	211	64	224	281	65	300
Grp Sat Flow(s),veh/h/ln	1728	1716	1610	1755	1675	1610	1700	1805	1610	1605	1805	1610
Q Serve(g_s), s	15.3	59.7	9.2	8.9	41.9	11.9	9.5	2.6	10.1	13.5	2.6	12.6
Cycle Q Clear(g_c), s	15.3	59.7	9.2	8.9	41.9	11.9	9.5	2.6	10.1	13.5	2.6	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	2737	987	274	2464	946	276	234	230	311	292	323
V/C Ratio(X)	0.84	0.85	0.22	0.75	0.71	0.27	0.76	0.27	0.97	0.90	0.22	0.93
Avail Cap(c_a), veh/h	457	2768	997	352	2541	971	330	234	230	311	292	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	31.0	13.4	70.3	30.9	15.7	70.0	69.3	66.4	69.5	67.0	61.1
Incr Delay (d2), s/veh	12.3	2.9	0.2	6.6	1.1	0.3	8.5	0.6	51.5	27.7	0.4	32.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	32.2	6.0	7.6	23.3	7.8	7.9	2.2	17.8	10.9	2.2	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	33.9	13.7	76.8	32.1	16.0	78.6	69.9	117.9	97.3	67.3	93.4
LnGrp LOS	E	C	B	E	C	B	E	E	F	F	E	F
Approach Vol, veh/h		2878			2195			499			646	
Approach Delay, s/veh		37.9			34.4			95.1			92.5	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	82.6	25.0	20.0	21.6	89.1	22.5	22.5
Change Period (Y+Rc), s	* 10	7.3	* 11	* 11	* 10	7.3	* 11	* 11
Max Green Setting (Gmax), s	* 20	77.7	* 14	* 9.1	* 15	82.7	* 14	* 9.1
Max Q Clear Time (g_c+I1), s	17.3	43.9	15.5	12.1	10.9	61.7	11.5	14.6
Green Ext Time (p_c), s	0.3	27.5	0.0	0.0	0.2	20.1	0.2	0.0

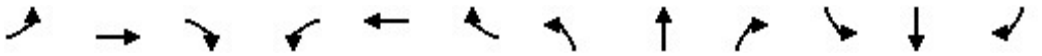
Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
3: 115th Ave/Grand River Pkwy & Moccasin Wallow Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1979	121	55	1537	81	89	4	77	56	3	122
Future Volume (veh/h)	144	1979	121	55	1537	81	89	4	77	56	3	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1826	1900	1900	1900	1707	1900	1900	1870
Adj Flow Rate, veh/h	153	2105	116	59	1635	77	95	4	73	60	3	117
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	0	5	0	0	0	13	0	0	2
Cap, veh/h	216	2145	1094	146	2064	1081	205	7	135	241	3	132
Arrive On Green	0.06	0.60	0.60	0.05	0.60	0.60	0.08	0.09	0.09	0.08	0.08	0.08
Sat Flow, veh/h	1810	3582	1610	1810	3469	1610	1810	84	1539	1810	40	1576
Grp Volume(v), veh/h	153	2105	116	59	1635	77	95	0	77	60	0	120
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1735	1610	1810	0	1623	1810	0	1616
Q Serve(g_s), s	5.1	90.8	4.0	1.9	57.3	2.6	7.4	0.0	7.2	4.6	0.0	11.7
Cycle Q Clear(g_c), s	5.1	90.8	4.0	1.9	57.3	2.6	7.4	0.0	7.2	4.6	0.0	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		0.98
Lane Grp Cap(c), veh/h	216	2145	1094	146	2064	1081	205	0	143	241	0	135
V/C Ratio(X)	0.71	0.98	0.11	0.40	0.79	0.07	0.46	0.00	0.54	0.25	0.00	0.89
Avail Cap(c_a), veh/h	251	2145	1094	154	2064	1081	210	0	143	254	0	135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	31.0	8.8	38.1	24.6	9.0	59.0	0.0	69.3	58.1	0.0	72.0
Incr Delay (d2), s/veh	7.5	15.4	0.1	3.8	2.5	0.1	1.6	0.0	5.2	0.5	0.0	45.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	51.1	2.6	2.7	30.7	1.7	6.3	0.0	5.8	3.9	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	46.4	8.9	41.9	27.1	9.1	60.6	0.0	74.6	58.6	0.0	117.3
LnGrp LOS	D	D	A	D	C	A	E	A	E	E	A	F
Approach Vol, veh/h		2374			1771			172			180	
Approach Delay, s/veh		44.0			26.8			66.8			97.7	
Approach LOS		D			C			E			F	

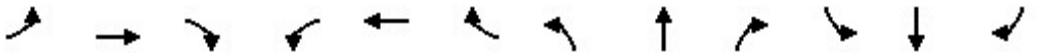
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	102.4	18.8	20.7	16.3	103.0	19.5	20.0
Change Period (Y+Rc), s	* 8.9	* 8.9	* 7.7	* 7.7	* 8.9	* 8.9	* 7.7	* 7.7
Max Green Setting (Gmax), s	* 11	* 91	* 12	* 13	* 8.1	* 94	* 12	* 12
Max Q Clear Time (g_c+I1), s	7.1	59.3	6.6	9.2	3.9	92.8	9.4	13.7
Green Ext Time (p_c), s	0.1	24.9	0.0	0.1	0.1	1.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	583	448	20	781	144	447	285	39	118	437	514
Future Volume (veh/h)	440	583	448	20	781	144	447	285	39	118	437	514
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1707	1870	1900	1767	1811	1870	1811	1900	1900	1870	1811
Adj Flow Rate, veh/h	463	614	304	21	822	136	471	300	37	124	460	485
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	12	13	2	0	9	6	2	6	0	0	2	6
Cap, veh/h	519	1276	1006	62	888	523	504	1139	589	364	590	505
Arrive On Green	0.16	0.39	0.39	0.03	0.26	0.26	0.24	0.33	0.33	0.08	0.17	0.17
Sat Flow, veh/h	3182	3244	1585	1810	3357	1535	1781	3441	1610	1810	3554	1535
Grp Volume(v), veh/h	463	614	304	21	822	136	471	300	37	124	460	485
Grp Sat Flow(s),veh/h/ln	1591	1622	1585	1810	1678	1535	1781	1721	1610	1810	1777	1535
Q Serve(g_s), s	20.8	20.6	12.6	1.7	34.7	9.3	31.4	9.3	2.2	8.1	18.1	24.2
Cycle Q Clear(g_c), s	20.8	20.6	12.6	1.7	34.7	9.3	31.4	9.3	2.2	8.1	18.1	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	1276	1006	62	888	523	504	1139	589	364	590	505
V/C Ratio(X)	0.89	0.48	0.30	0.34	0.93	0.26	0.93	0.26	0.06	0.34	0.78	0.96
Avail Cap(c_a), veh/h	520	1276	1006	109	894	526	554	1162	599	402	590	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	33.1	12.0	68.7	52.2	34.7	37.9	35.7	30.0	44.9	58.2	47.9
Incr Delay (d2), s/veh	17.4	0.6	0.4	3.2	15.7	0.6	22.1	0.1	0.0	0.6	6.6	29.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.5	12.7	7.7	1.5	22.8	6.3	22.3	7.0	1.5	6.6	13.3	28.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	33.7	12.4	71.9	67.8	35.3	60.0	35.8	30.1	45.4	64.8	77.8
LnGrp LOS	E	C	B	E	E	D	E	D	C	D	E	E
Approach Vol, veh/h		1381			979			808			1069	
Approach Delay, s/veh		43.5			63.4			49.7			68.4	
Approach LOS		D			E			D			E	

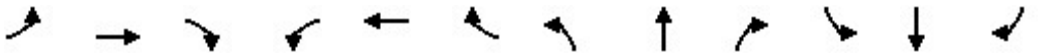
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	54.0	11.2	63.5	40.9	30.0	30.0	44.7
Change Period (Y+Rc), s	6.8	6.8	* 7.2	* 7.2	6.8	6.8	* 7.2	* 7.2
Max Green Setting (Gmax), s	13.2	48.2	* 7.8	* 53	38.2	23.2	* 23	* 38
Max Q Clear Time (g_c+I1), s	10.1	11.3	3.7	22.6	33.4	26.2	22.8	36.7
Green Ext Time (p_c), s	0.1	2.0	0.0	10.9	0.7	0.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	600	841	613	55	750	146	400	487	14	148	318	462
Future Volume (veh/h)	600	841	613	55	750	146	400	487	14	148	318	462
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1900	1767	1900	1885	1870	1900	1900	1870	1767
Adj Flow Rate, veh/h	625	876	420	57	781	136	417	507	14	154	331	434
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
Percent Heavy Veh, %	0	3	1	0	9	0	1	2	0	0	2	9
Cap, veh/h	721	1571	1037	92	976	618	446	867	474	324	475	508
Arrive On Green	0.21	0.45	0.45	0.05	0.29	0.29	0.20	0.24	0.24	0.09	0.13	0.13
Sat Flow, veh/h	3510	3526	1598	1810	3357	1610	1795	3554	1610	1810	3554	1497
Grp Volume(v), veh/h	625	876	420	57	781	136	417	507	14	154	331	434
Grp Sat Flow(s),veh/h/ln	1755	1763	1598	1810	1678	1610	1795	1777	1610	1810	1777	1497
Q Serve(g_s), s	24.7	26.3	18.0	4.4	30.9	8.2	28.2	18.1	0.9	10.3	12.8	19.2
Cycle Q Clear(g_c), s	24.7	26.3	18.0	4.4	30.9	8.2	28.2	18.1	0.9	10.3	12.8	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	721	1571	1037	92	976	618	446	867	474	324	475	508
V/C Ratio(X)	0.87	0.56	0.41	0.62	0.80	0.22	0.93	0.59	0.03	0.48	0.70	0.86
Avail Cap(c_a), veh/h	948	1933	1200	111	1140	696	446	867	474	334	475	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	29.4	12.0	66.9	47.1	29.8	40.8	47.9	36.1	47.0	59.5	44.2
Incr Delay (d2), s/veh	6.8	0.7	0.5	7.4	4.6	0.4	26.9	1.0	0.0	1.1	4.4	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	16.4	10.2	4.0	19.2	5.7	21.9	12.6	0.6	8.2	10.0	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	30.1	12.6	74.3	51.7	30.2	67.7	48.9	36.1	48.1	63.9	57.6
LnGrp LOS	E	C	B	E	D	C	E	D	D	D	E	E
Approach Vol, veh/h		1921			974			938			919	
Approach Delay, s/veh		36.6			50.0			57.1			58.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	40.9	13.5	70.3	35.0	25.0	35.7	48.0
Change Period (Y+Rc), s	6.8	6.8	* 7.2	* 7.2	6.8	6.8	* 7.2	* 7.2
Max Green Setting (Gmax), s	13.2	33.2	* 7.8	* 78	28.2	18.2	* 38	* 48
Max Q Clear Time (g_c+I1), s	12.3	20.1	6.4	28.3	30.2	21.2	26.7	32.9
Green Ext Time (p_c), s	0.0	2.5	0.0	20.7	0.0	0.0	1.8	7.9

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

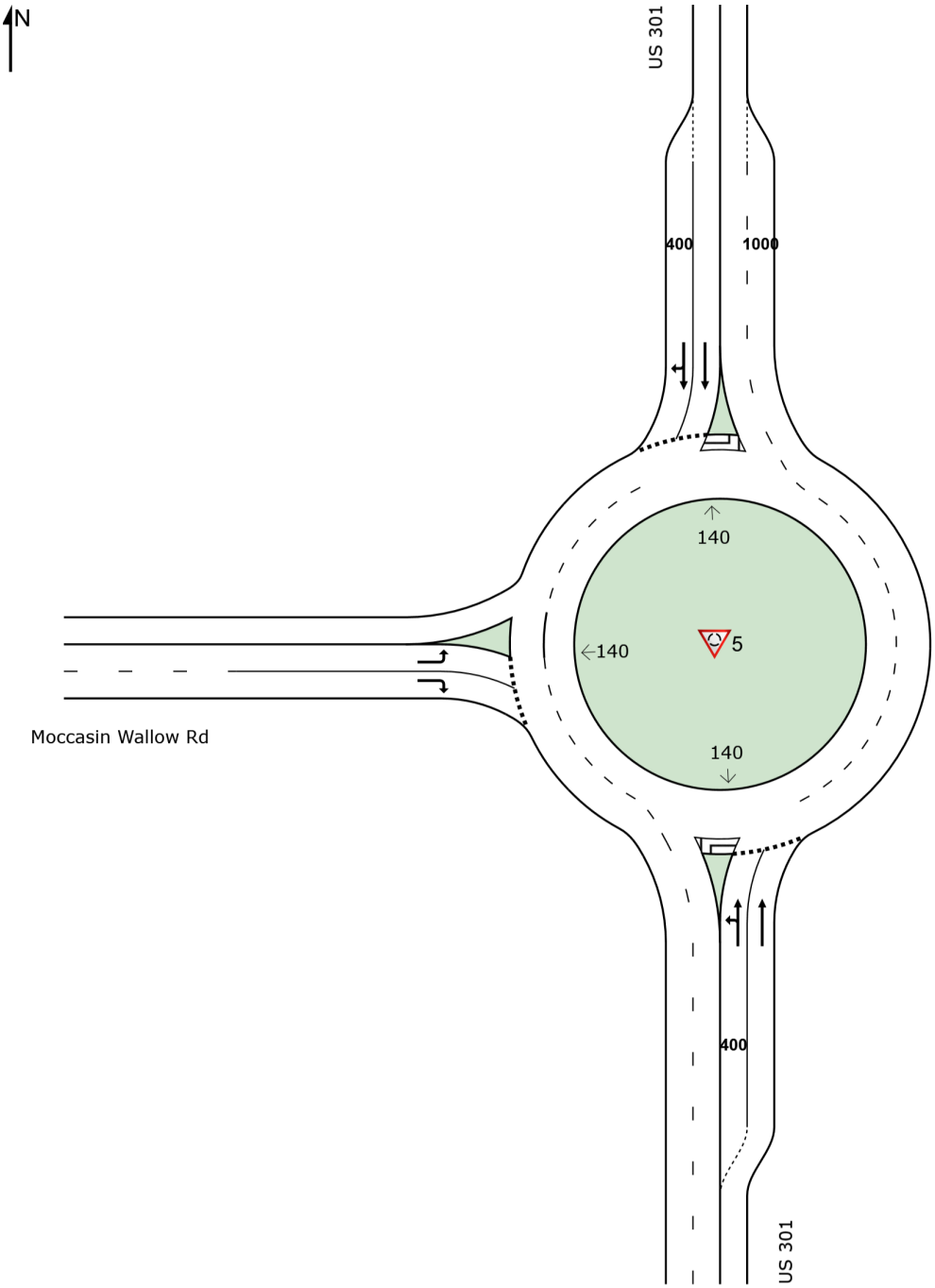
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

SITE LAYOUT

Site: 5 [US 301 & Moccasin Wallow Rd - PM (Site Folder: Total)]

Site Category: 2035 Total Traffic
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 5 [US 301 & Moccasin Wallow Rd - AM (Site Folder: Total)]

Site Category: 2035 AM Peak-Hour Total Traffic
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: US 301														
3	L2	494	4.0	515	4.0	0.601	12.3	LOS B	5.7	148.3	0.70	0.82	1.10	30.3
8	T1	603	4.0	628	4.0	0.601	18.3	LOS C	5.7	148.3	0.70	0.82	1.10	32.4
Approach		1097	4.0	1143	4.0	0.601	15.6	LOS C	5.7	148.3	0.70	0.82	1.10	31.4
North: US 301														
4	T1	1127	6.0	1174	6.0	0.976	47.6	LOS E	30.3	794.1	1.00	2.13	3.99	21.7
14	R2	423	14.0	441	14.0	0.976	48.5	LOS E	29.1	787.3	1.00	2.16	4.04	20.8
Approach		1550	8.2	1615	8.2	0.976	47.8	LOS E	30.3	794.1	1.00	2.14	4.00	21.4
West: Moccasin Wallow Rd														
5	L2	352	13.0	367	13.0	0.964	70.9	LOS F	11.7	323.4	0.94	1.79	3.95	17.3
12	R2	375	16.0	391	16.0	0.919	56.8	LOS F	9.7	274.9	0.90	1.65	3.46	19.1
Approach		727	14.5	757	14.5	0.964	63.6	LOS F	11.7	323.4	0.92	1.72	3.70	18.2
All Vehicles		3374	8.2	3515	8.2	0.976	40.7	LOS E	30.3	794.1	0.88	1.62	2.99	22.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 5 [US 301 & Moccasin Wallow Rd - PM (Site Folder: Total)]

Site Category: 2035 PM Peak-Hour Total Traffic
Roundabout

Vehicle Movement Performance

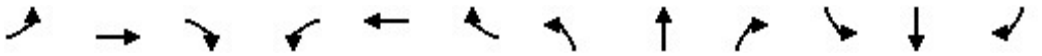
Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: US 301														
3	L2	565	5.0	582	5.0	0.988	48.1	LOS E	36.1	928.1	1.00	2.18	4.04	21.1
8	T1	1210	1.0	1247	1.0	0.988	61.9	LOS F	37.2	936.5	1.00	2.16	4.01	21.6
Approach		1775	2.3	1830	2.3	0.988	57.5	LOS F	37.2	936.5	1.00	2.17	4.02	21.4
North: US 301														
4	T1	725	1.0	747	1.0	0.730	19.2	LOS C	8.5	215.2	0.86	1.17	1.75	29.7
14	R2	404	4.0	416	4.0	0.730	19.5	LOS C	8.3	213.9	0.85	1.17	1.75	28.3
Approach		1129	2.1	1164	2.1	0.730	19.3	LOS C	8.5	215.2	0.85	1.17	1.75	29.2
West: Moccasin Wallow Rd														
5	L2	457	3.0	471	3.0	0.720	21.9	LOS C	6.7	170.5	0.84	1.13	1.76	26.9
12	R2	557	4.0	574	4.0	0.799	25.8	LOS D	9.5	245.0	0.88	1.30	2.17	26.2
Approach		1014	3.5	1045	3.5	0.799	24.1	LOS C	9.5	245.0	0.86	1.23	1.98	26.5
All Vehicles		3918	2.5	4039	2.5	0.988	37.8	LOS E	37.2	936.5	0.92	1.64	2.84	24.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th Signalized Intersection Summary
6: Silverleaf Ave/Harrison Ranch Blvd & US 301

08/23/2024



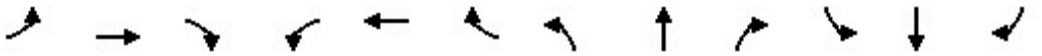
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	1505	54	27	1286	167	19	15	32	88	16	143
Future Volume (veh/h)	194	1505	54	27	1286	167	19	15	32	88	16	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1900	1900	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	206	1601	57	29	1368	178	20	16	34	94	17	152
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	0	0	1	1	0	0	0	0	0	0
Cap, veh/h	359	2223	999	276	2076	926	149	81	173	256	25	221
Arrive On Green	0.09	0.62	0.62	0.05	0.58	0.58	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	3582	1610	1810	3582	1598	1236	542	1151	1376	164	1471
Grp Volume(v), veh/h	206	1601	57	29	1368	178	20	0	50	94	0	169
Grp Sat Flow(s),veh/h/ln	1781	1791	1610	1810	1791	1598	1236	0	1693	1376	0	1635
Q Serve(g_s), s	3.6	26.0	1.2	0.5	22.1	4.5	1.3	0.0	2.2	5.5	0.0	8.3
Cycle Q Clear(g_c), s	3.6	26.0	1.2	0.5	22.1	4.5	9.6	0.0	2.2	7.6	0.0	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.90
Lane Grp Cap(c), veh/h	359	2223	999	276	2076	926	149	0	254	256	0	246
V/C Ratio(X)	0.57	0.72	0.06	0.11	0.66	0.19	0.13	0.00	0.20	0.37	0.00	0.69
Avail Cap(c_a), veh/h	507	2953	1327	500	2953	1317	255	0	399	373	0	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	11.1	6.3	9.1	12.1	8.4	38.8	0.0	31.6	34.9	0.0	34.2
Incr Delay (d2), s/veh	1.5	0.8	0.0	0.2	0.5	0.1	0.4	0.0	0.4	0.9	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	12.7	0.6	0.3	11.5	2.3	0.7	0.0	1.6	3.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	11.8	6.4	9.3	12.7	8.6	39.2	0.0	32.0	35.8	0.0	37.6
LnGrp LOS	B	B	A	A	B	A	D	A	C	D	A	D
Approach Vol, veh/h		1864			1575			70			263	
Approach Delay, s/veh		11.9			12.1			34.0			37.0	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	54.2		17.8	9.5	57.7		17.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	69.0		19.0	14.0	69.0		19.0				
Max Q Clear Time (g_c+I1), s	5.6	24.1		11.6	2.5	28.0		10.3				
Green Ext Time (p_c), s	0.3	21.1		0.1	0.0	23.7		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		14.1	
HCM 6th LOS		B	

HCM 6th Signalized Intersection Summary
7: Chin Rd/Palm Blvd & US 301

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1347	124	117	1288	18	179	15	163	25	10	15
Future Volume (veh/h)	36	1347	124	117	1288	18	179	15	163	25	10	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	1464	122	127	1400	18	195	16	160	27	11	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	1	0	1	0	0	0	0	0
Cap, veh/h	77	1525	685	173	1716	771	260	22	215	57	23	30
Arrive On Green	0.04	0.43	0.43	0.10	0.48	0.48	0.14	0.14	0.14	0.06	0.06	0.06
Sat Flow, veh/h	1810	3582	1610	1810	3582	1610	1795	148	1484	918	374	476
Grp Volume(v), veh/h	39	1464	122	127	1400	18	195	0	176	52	0	0
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1791	1610	1795	0	1633	1768	0	0
Q Serve(g_s), s	2.2	40.8	4.8	7.0	34.4	0.6	10.7	0.0	10.6	2.9	0.0	0.0
Cycle Q Clear(g_c), s	2.2	40.8	4.8	7.0	34.4	0.6	10.7	0.0	10.6	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	0.52		0.27
Lane Grp Cap(c), veh/h	77	1525	685	173	1716	771	260	0	237	110	0	0
V/C Ratio(X)	0.51	0.96	0.18	0.73	0.82	0.02	0.75	0.00	0.74	0.47	0.00	0.00
Avail Cap(c_a), veh/h	225	1525	685	225	1716	771	417	0	379	199	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.2	28.7	18.4	45.2	22.9	14.1	42.2	0.0	42.1	46.6	0.0	0.0
Incr Delay (d2), s/veh	5.1	14.9	0.3	8.4	3.6	0.0	4.3	0.0	4.6	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	26.2	3.1	6.2	20.0	0.4	8.7	0.0	8.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	43.6	18.6	53.7	26.5	14.1	46.5	0.0	46.7	49.7	0.0	0.0
LnGrp LOS	D	D	B	D	C	B	D	A	D	D	A	A
Approach Vol, veh/h		1625			1545			371			52	
Approach Delay, s/veh		41.9			28.6			46.6			49.7	
Approach LOS		D			C			D			D	

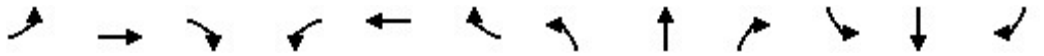
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	55.5		21.0	17.1	50.0		14.8				
Change Period (Y+Rc), s	8.2	7.2		* 7.1	8.2	7.2		9.4				
Max Green Setting (Gmax), s	11.8	42.8		* 23	11.8	42.8		10.6				
Max Q Clear Time (g_c+I1), s	4.2	36.4		12.7	9.0	42.8		4.9				
Green Ext Time (p_c), s	0.0	5.5		1.2	0.1	0.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	393	782	357	324	717	22	378	493	502	51	421	402
Future Volume (veh/h)	393	782	357	324	717	22	378	493	502	51	421	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1900	1856	1870	1900	1870	1870	1841	1900	1870	1885
Adj Flow Rate, veh/h	401	798	327	331	732	20	386	503	448	52	430	386
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
Percent Heavy Veh, %	2	3	0	3	2	0	2	2	4	0	2	1
Cap, veh/h	488	937	642	368	1181	607	459	934	735	81	621	505
Arrive On Green	0.14	0.27	0.27	0.21	0.33	0.33	0.13	0.26	0.26	0.04	0.17	0.17
Sat Flow, veh/h	3456	3526	1610	1767	3554	1610	3456	3554	1560	1810	3554	1598
Grp Volume(v), veh/h	401	798	327	331	732	20	386	503	448	52	430	386
Grp Sat Flow(s),veh/h/ln	1728	1763	1610	1767	1777	1610	1728	1777	1560	1810	1777	1598
Q Serve(g_s), s	14.6	27.9	19.9	23.7	22.5	1.0	14.2	15.8	27.7	3.7	14.8	22.7
Cycle Q Clear(g_c), s	14.6	27.9	19.9	23.7	22.5	1.0	14.2	15.8	27.7	3.7	14.8	22.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	937	642	368	1181	607	459	934	735	81	621	505
V/C Ratio(X)	0.82	0.85	0.51	0.90	0.62	0.03	0.84	0.54	0.61	0.64	0.69	0.76
Avail Cap(c_a), veh/h	615	1170	748	382	1316	669	471	934	735	107	621	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	45.3	29.5	50.1	36.4	25.5	55.0	41.1	25.5	61.0	50.3	40.1
Incr Delay (d2), s/veh	7.1	4.5	0.3	24.5	0.5	0.0	12.6	0.6	1.5	16.7	3.3	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	18.2	12.0	18.5	14.6	0.7	11.1	11.1	15.3	3.7	10.9	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	49.8	29.8	74.6	37.0	25.5	67.6	41.7	27.0	77.7	53.6	46.9
LnGrp LOS	E	D	C	E	D	C	E	D	C	E	D	D
Approach Vol, veh/h		1526			1083			1337			868	
Approach Delay, s/veh		48.5			48.3			44.3			52.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.2	50.1	13.1	41.4	33.9	41.4	24.5	30.0
Change Period (Y+Rc), s	* 7.9	* 7.9	8.3	8.3	* 7.9	* 7.9	8.3	8.3
Max Green Setting (Gmax), s	* 22	* 47	6.7	31.7	* 27	* 42	16.7	21.7
Max Q Clear Time (g_c+I1), s	16.6	24.5	5.7	29.7	25.7	29.9	16.2	24.7
Green Ext Time (p_c), s	0.7	3.3	0.0	1.0	0.3	3.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

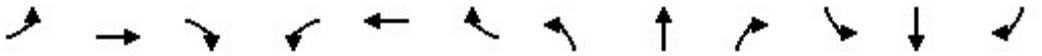
Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
9: US 301 & 69th St E/CR 675

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	30	10	252	42	747	11	1093	219	531	798	6
Future Volume (veh/h)	37	30	10	252	42	747	11	1093	219	531	798	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1826	1900	1870	1885	1870	1870	1900
Adj Flow Rate, veh/h	38	31	10	260	43	694	11	1127	218	547	823	6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	1	0	5	0	2	1	2	2	0
Cap, veh/h	134	102	28	327	365	731	345	1246	560	581	2186	16
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.35	0.35	0.28	0.60	0.60
Sat Flow, veh/h	461	532	144	1377	1900	1547	1810	3554	1598	1781	3616	26
Grp Volume(v), veh/h	79	0	0	260	43	694	11	1127	218	547	404	425
Grp Sat Flow(s),veh/h/ln	1137	0	0	1377	1900	1547	1810	1777	1598	1781	1777	1866
Q Serve(g_s), s	3.7	0.0	0.0	16.0	2.2	22.4	0.4	35.2	12.0	29.5	13.6	13.6
Cycle Q Clear(g_c), s	5.9	0.0	0.0	21.9	2.2	22.4	0.4	35.2	12.0	29.5	13.6	13.6
Prop In Lane	0.48		0.13	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	264	0	0	327	365	731	345	1246	560	581	1074	1128
V/C Ratio(X)	0.30	0.00	0.00	0.80	0.12	0.95	0.03	0.90	0.39	0.94	0.38	0.38
Avail Cap(c_a), veh/h	264	0	0	327	365	731	429	1326	596	594	1074	1128
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	0.0	46.9	38.9	29.4	22.7	36.0	28.5	32.3	11.8	11.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	12.8	0.1	21.7	0.0	8.3	0.2	23.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	0.0	13.2	1.8	30.0	0.3	22.4	7.9	25.1	8.5	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	0.0	59.7	39.1	51.1	22.8	44.3	28.7	55.5	11.9	11.9
LnGrp LOS	D	A	A	E	D	D	C	D	C	E	B	B
Approach Vol, veh/h		79			997			1356			1376	
Approach Delay, s/veh		40.7			52.8			41.6			29.2	
Approach LOS		D			D			D			C	

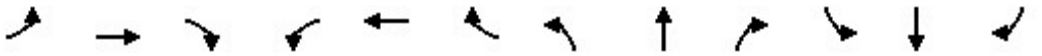
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	77.0		30.0	39.2	47.4		30.0				
Change Period (Y+Rc), s	* 7.5	* 7.5		* 8.6	* 7.5	* 7.5		* 8.6				
Max Green Setting (Gmax), s	* 7.5	* 68		* 21	* 33	* 43		* 21				
Max Q Clear Time (g_c+I1), s	2.4	15.6		24.4	31.5	37.2		7.9				
Green Ext Time (p_c), s	0.0	3.0		0.0	0.2	2.7		0.4				

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	206	85	267	128	247	161	1358	333	272	954	117
Future Volume (veh/h)	135	206	85	267	128	247	161	1358	333	272	954	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1841	1796	1856	1870	1752	1885	1885	1826
Adj Flow Rate, veh/h	142	217	65	281	135	223	169	1429	289	286	1004	110
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	4	7	3	2	10	1	1	5
Cap, veh/h	304	230	307	296	331	481	317	1493	825	299	1729	870
Arrive On Green	0.08	0.12	0.12	0.14	0.18	0.18	0.07	0.42	0.42	0.14	0.48	0.48
Sat Flow, veh/h	1781	1870	1560	1781	1841	1522	1767	3554	1485	1795	3582	1547
Grp Volume(v), veh/h	142	217	65	281	135	223	169	1429	289	286	1004	110
Grp Sat Flow(s),veh/h/ln	1781	1870	1560	1781	1841	1522	1767	1777	1485	1795	1791	1547
Q Serve(g_s), s	11.0	18.3	5.6	21.6	10.3	18.7	8.5	62.1	17.1	20.4	32.1	5.3
Cycle Q Clear(g_c), s	11.0	18.3	5.6	21.6	10.3	18.7	8.5	62.1	17.1	20.4	32.1	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	230	307	296	331	481	317	1493	825	299	1729	870
V/C Ratio(X)	0.47	0.94	0.21	0.95	0.41	0.46	0.53	0.96	0.35	0.96	0.58	0.13
Avail Cap(c_a), veh/h	304	230	307	296	331	481	383	1511	833	299	1729	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	69.2	53.6	51.7	57.8	43.6	24.9	44.8	19.5	53.3	29.6	16.4
Incr Delay (d2), s/veh	1.1	43.7	0.5	39.0	1.2	1.0	1.4	14.0	0.1	40.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	17.2	4.1	18.6	8.5	11.7	6.5	38.2	10.1	21.0	19.6	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	113.0	54.1	90.7	59.0	44.6	26.3	58.8	19.6	93.9	29.9	16.5
LnGrp LOS	E	F	D	F	E	D	C	E	B	F	C	B
Approach Vol, veh/h		424			639			1887			1400	
Approach Delay, s/veh		84.9			67.9			49.9			41.9	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	84.2	20.0	36.0	29.0	74.2	29.0	27.0
Change Period (Y+Rc), s	8.3	8.3	* 8.4	* 8.4	8.3	8.3	* 8.4	* 8.4
Max Green Setting (Gmax), s	16.7	70.7	* 12	* 28	20.7	66.7	* 21	* 19
Max Q Clear Time (g_c+I1), s	10.5	34.1	13.0	20.7	22.4	64.1	23.6	20.3
Green Ext Time (p_c), s	0.2	4.9	0.0	1.2	0.0	1.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	308	213	346	918	572	139
Future Volume (veh/h)	308	213	346	918	572	139
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1826	1604	1870	1885	1500
Adj Flow Rate, veh/h	331	229	372	987	615	149
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	5	20	2	1	27
Cap, veh/h	357	247	437	1781	822	292
Arrive On Green	0.38	0.38	0.21	0.50	0.23	0.23
Sat Flow, veh/h	945	654	1527	3647	3676	1271
Grp Volume(v), veh/h	561	0	372	987	615	149
Grp Sat Flow(s),veh/h/ln	1602	0	1527	1777	1791	1271
Q Serve(g_s), s	33.3	0.0	17.3	19.1	15.9	10.2
Cycle Q Clear(g_c), s	33.3	0.0	17.3	19.1	15.9	10.2
Prop In Lane	0.59	0.41	1.00			1.00
Lane Grp Cap(c), veh/h	606	0	437	1781	822	292
V/C Ratio(X)	0.93	0.00	0.85	0.55	0.75	0.51
Avail Cap(c_a), veh/h	709	0	560	2287	1044	371
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	21.8	17.1	35.6	33.4
Incr Delay (d2), s/veh	16.7	0.0	9.7	0.4	2.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.8	0.0	10.7	11.0	11.0	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.3	0.0	31.5	17.5	38.4	35.4
LnGrp LOS	D	A	C	B	D	D
Approach Vol, veh/h	561			1359	764	
Approach Delay, s/veh	46.3			21.4	37.8	
Approach LOS	D			C	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.0	28.8				55.8	43.6
Change Period (Y+Rc), s	7.0	7.0				7.0	7.0
Max Green Setting (Gmax), s	28.0	28.0				63.0	43.0
Max Q Clear Time (g_c+I1), s	19.3	17.9				21.1	35.3
Green Ext Time (p_c), s	0.8	3.9				10.9	1.3

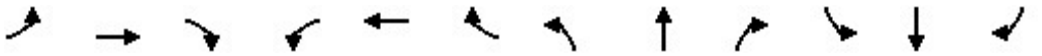
Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
12: Erie Rd & 69th St

08/23/2024



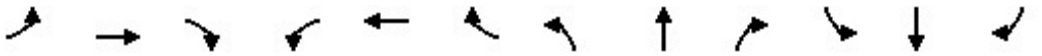
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	286	6	7	215	340	12	12	13	339	7	364
Future Volume (veh/h)	385	286	6	7	215	340	12	12	13	339	7	364
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1856	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	393	292	5	7	219	312	12	12	12	346	7	334
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
Percent Heavy Veh, %	0	1	0	0	2	3	0	0	0	1	0	0
Cap, veh/h	502	1315	591	452	998	441	227	203	172	559	9	416
Arrive On Green	0.11	0.37	0.37	0.03	0.28	0.28	0.03	0.11	0.11	0.18	0.26	0.26
Sat Flow, veh/h	1810	3582	1610	1810	3554	1572	1810	1900	1610	1795	33	1582
Grp Volume(v), veh/h	393	292	5	7	219	312	12	12	12	346	0	341
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1777	1572	1810	1900	1610	1795	0	1615
Q Serve(g_s), s	8.2	4.2	0.1	0.2	3.5	13.3	0.4	0.4	0.5	12.3	0.0	14.8
Cycle Q Clear(g_c), s	8.2	4.2	0.1	0.2	3.5	13.3	0.4	0.4	0.5	12.3	0.0	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Lane Grp Cap(c), veh/h	502	1315	591	452	998	441	227	203	172	559	0	424
V/C Ratio(X)	0.78	0.22	0.01	0.02	0.22	0.71	0.05	0.06	0.07	0.62	0.00	0.80
Avail Cap(c_a), veh/h	502	1315	591	608	1159	513	388	503	426	559	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	16.3	15.0	18.0	20.6	24.1	27.8	30.0	30.1	21.9	0.0	25.8
Incr Delay (d2), s/veh	9.1	0.2	0.0	0.0	0.2	5.5	0.1	0.1	0.2	2.1	0.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	2.9	0.1	0.1	2.5	8.9	0.3	0.4	0.3	8.7	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	16.5	15.0	18.1	20.9	29.6	27.9	30.1	30.2	24.0	0.0	35.3
LnGrp LOS	C	B	B	B	C	C	C	C	C	C	A	D
Approach Vol, veh/h		690			538			36			687	
Approach Delay, s/veh		23.3			25.9			29.4			29.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	26.6	20.0	13.2	8.5	33.1	8.3	24.9
Change Period (Y+Rc), s	* 7.8	6.6	7.6	6.2	7.6	6.6	6.8	6.2
Max Green Setting (Gmax), s	* 7.2	23.4	12.4	18.8	7.4	23.4	8.2	23.8
Max Q Clear Time (g_c+I1), s	10.2	15.3	14.3	2.5	2.2	6.2	2.4	16.8
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



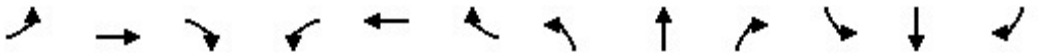
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	404	108	77	426	153	72	68	88	192	50	70
Future Volume (veh/h)	96	404	108	77	426	153	72	68	88	192	50	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1900	1856	1870	1870	1856	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	439	105	84	463	145	78	72	86	202	53	67
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	3	2	2	3	2	2	2	2	2
Cap, veh/h	453	1115	505	461	1094	488	509	301	255	504	336	285
Arrive On Green	0.10	0.31	0.31	0.10	0.31	0.31	0.12	0.16	0.16	0.14	0.18	0.18
Sat Flow, veh/h	1781	3554	1610	1767	3554	1585	1767	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	101	439	105	84	463	145	78	72	86	202	53	67
Grp Sat Flow(s),veh/h/ln	1781	1777	1610	1767	1777	1585	1767	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	6.6	3.3	2.0	7.1	4.8	2.3	2.3	3.3	6.1	1.6	2.5
Cycle Q Clear(g_c), s	2.4	6.6	3.3	2.0	7.1	4.8	2.3	2.3	3.3	6.1	1.6	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	453	1115	505	461	1094	488	509	301	255	504	336	285
V/C Ratio(X)	0.22	0.39	0.21	0.18	0.42	0.30	0.15	0.24	0.34	0.40	0.16	0.24
Avail Cap(c_a), veh/h	533	1563	708	550	1563	697	561	384	325	680	548	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	18.3	17.2	13.0	18.8	18.0	18.6	25.0	25.4	19.1	23.6	24.0
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	0.3	0.3	0.1	0.4	0.8	0.5	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	4.4	2.1	1.3	4.7	3.0	1.6	1.8	2.2	4.4	1.3	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.2	18.6	17.4	13.2	19.0	18.3	18.7	25.4	26.2	19.6	23.8	24.4
LnGrp LOS	B	B	B	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		645			692			236			322	
Approach Delay, s/veh		17.5			18.2			23.5			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	26.0	14.3	16.0	11.6	26.4	13.0	17.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	29.0	15.0	13.0	9.0	29.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	4.4	9.1	8.1	5.3	4.0	8.6	4.3	4.5
Green Ext Time (p_c), s	0.1	3.2	0.3	0.3	0.1	3.0	0.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
14: Fort Hamer Rd & Erie Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	332	104	5	327	85	123	718	25	92	644	196
Future Volume (veh/h)	200	332	104	5	327	85	123	718	25	92	644	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1870	1900	1841	1900	1870	1870	1900	1870	1885	1900
Adj Flow Rate, veh/h	213	353	100	5	348	80	131	764	24	98	685	189
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	3	2	0	4	0	2	2	0	2	1	0
Cap, veh/h	352	902	547	270	568	400	296	981	482	279	977	627
Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.09	0.28	0.28	0.09	0.27	0.27
Sat Flow, veh/h	1810	3526	1585	1810	3497	1610	1781	3554	1610	1781	3582	1610
Grp Volume(v), veh/h	213	353	100	5	348	80	131	764	24	98	685	189
Grp Sat Flow(s),veh/h/ln	1810	1763	1585	1810	1749	1610	1781	1777	1610	1781	1791	1610
Q Serve(g_s), s	9.2	8.2	4.3	0.2	9.1	3.9	5.0	19.5	1.0	3.7	16.9	8.0
Cycle Q Clear(g_c), s	9.2	8.2	4.3	0.2	9.1	3.9	5.0	19.5	1.0	3.7	16.9	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	902	547	270	568	400	296	981	482	279	977	627
V/C Ratio(X)	0.60	0.39	0.18	0.02	0.61	0.20	0.44	0.78	0.05	0.35	0.70	0.30
Avail Cap(c_a), veh/h	352	902	547	439	763	489	332	1471	704	322	1483	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	30.3	22.6	32.8	38.4	29.3	23.5	32.9	24.6	23.6	32.2	20.8
Incr Delay (d2), s/veh	2.9	0.6	0.3	0.1	2.3	0.5	1.5	1.6	0.0	0.8	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	6.3	3.0	0.2	7.3	2.8	3.7	12.8	0.7	2.7	11.4	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	30.9	22.9	32.9	40.7	29.8	25.0	34.5	24.6	24.4	33.2	21.1
LnGrp LOS	C	C	C	C	D	C	C	C	C	C	C	C
Approach Vol, veh/h		666			433			919			972	
Approach Delay, s/veh		29.8			38.6			32.9			29.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	36.1	20.0	24.5	17.7	36.4	10.8	33.7
Change Period (Y+Rc), s	* 10	* 10	9.5	9.5	* 10	* 10	9.5	9.5
Max Green Setting (Gmax), s	* 9.8	* 40	10.5	20.5	* 9.8	* 40	10.5	20.5
Max Q Clear Time (g_c+I1), s	7.0	18.9	11.2	11.1	5.7	21.5	2.2	10.2
Green Ext Time (p_c), s	0.1	4.9	0.0	2.8	0.1	4.7	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



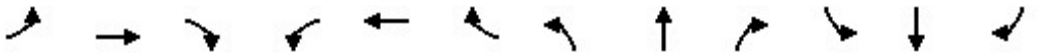
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	234	413	944	204	458	640
Future Volume (veh/h)	234	413	944	204	458	640
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1856	1856	1900	1885	1870
Adj Flow Rate, veh/h	244	387	983	191	477	667
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	3	0	1	2
Cap, veh/h	468	413	1512	1113	492	2353
Arrive On Green	0.26	0.26	0.43	0.43	0.19	0.66
Sat Flow, veh/h	1781	1572	3618	1610	1795	3647
Grp Volume(v), veh/h	244	387	983	191	477	667
Grp Sat Flow(s),veh/h/ln	1781	1572	1763	1610	1795	1777
Q Serve(g_s), s	17.6	36.1	33.1	6.2	27.0	11.7
Cycle Q Clear(g_c), s	17.6	36.1	33.1	6.2	27.0	11.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	468	413	1512	1113	492	2353
V/C Ratio(X)	0.52	0.94	0.65	0.17	0.97	0.28
Avail Cap(c_a), veh/h	475	419	1512	1113	492	2353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	47.3	54.1	33.9	8.1	35.4	10.5
Incr Delay (d2), s/veh	1.0	28.6	1.9	0.3	32.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	24.4	20.0	7.8	29.5	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.3	82.7	35.9	8.4	68.3	10.8
LnGrp LOS	D	F	D	A	E	B
Approach Vol, veh/h	631		1174			1144
Approach Delay, s/veh	69.4		31.4			34.8
Approach LOS	E		C			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	35.0	70.6			105.6	44.4
Change Period (Y+Rc), s	7.3	7.3			7.3	6.0
Max Green Setting (Gmax), s	27.7	62.7			97.7	39.0
Max Q Clear Time (g_c+I1), s	29.0	35.1			13.7	38.1
Green Ext Time (p_c), s	0.0	14.8			10.3	0.3

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
16: Fort Hamer Rd & Old Tampa Rd

08/23/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	36	307	36	28	129	525	860	58	131	484	177
Future Volume (veh/h)	164	36	307	36	28	129	525	860	58	131	484	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1856	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	169	37	284	37	29	120	541	887	54	135	499	163
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	1	3	0	0	0	1	0	0	1	0
Cap, veh/h	270	222	458	220	172	146	671	2140	962	433	1736	781
Arrive On Green	0.07	0.12	0.12	0.04	0.09	0.09	0.17	0.60	0.60	0.06	0.48	0.48
Sat Flow, veh/h	1810	1900	1598	1767	1900	1610	1810	3582	1610	1810	3582	1610
Grp Volume(v), veh/h	169	37	284	37	29	120	541	887	54	135	499	163
Grp Sat Flow(s),veh/h/ln	1810	1900	1598	1767	1900	1610	1810	1791	1610	1810	1791	1610
Q Serve(g_s), s	10.4	2.6	17.5	2.8	2.1	11.0	21.2	19.9	2.1	5.5	12.5	8.7
Cycle Q Clear(g_c), s	10.4	2.6	17.5	2.8	2.1	11.0	21.2	19.9	2.1	5.5	12.5	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	270	222	458	220	172	146	671	2140	962	433	1736	781
V/C Ratio(X)	0.63	0.17	0.62	0.17	0.17	0.82	0.81	0.41	0.06	0.31	0.29	0.21
Avail Cap(c_a), veh/h	270	222	458	266	172	146	696	2140	962	457	1736	781
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	58.9	59.7	46.4	57.4	63.0	67.0	14.0	16.1	12.6	17.0	23.1	22.2
Incr Delay (d2), s/veh	4.5	0.4	2.6	0.4	0.5	29.9	7.8	0.6	0.1	0.4	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	2.3	14.6	2.3	1.9	9.6	14.4	12.6	1.4	4.1	8.9	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	60.0	49.0	57.8	63.4	96.9	21.9	16.7	12.7	17.4	23.5	22.7
LnGrp LOS	E	E	D	E	E	F	C	B	B	B	C	C
Approach Vol, veh/h		490			186			1482			797	
Approach Delay, s/veh		54.8			83.9			18.5			22.3	
Approach LOS		D			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	96.0	14.1	23.9	32.9	79.1	18.0	20.0
Change Period (Y+Rc), s	* 8.4	7.4	* 8.6	7.4	* 8.4	7.4	* 8.6	7.4
Max Green Setting (Gmax), s	* 9.6	86.6	* 9.4	12.6	* 27	69.6	* 9.4	12.6
Max Q Clear Time (g_c+I1), s	7.5	21.9	4.8	19.5	23.2	14.5	12.4	13.0
Green Ext Time (p_c), s	0.1	16.0	0.0	0.0	1.2	8.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	697	130	152	547	114	176
Future Volume (veh/h)	697	130	152	547	114	176
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1648	1900	1811	1544	1900	1885
Adj Flow Rate, veh/h	741	138	162	582	121	187
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	17	0	6	24	0	1
Cap, veh/h	767	143	236	1078	133	205
Arrive On Green	0.57	0.57	0.08	0.70	0.20	0.20
Sat Flow, veh/h	1351	252	1725	1544	659	1019
Grp Volume(v), veh/h	0	879	162	582	309	0
Grp Sat Flow(s),veh/h/ln	0	1603	1725	1544	1684	0
Q Serve(g_s), s	0.0	52.1	3.4	18.1	17.8	0.0
Cycle Q Clear(g_c), s	0.0	52.1	3.4	18.1	17.8	0.0
Prop In Lane		0.16	1.00		0.39	0.61
Lane Grp Cap(c), veh/h	0	910	236	1078	339	0
V/C Ratio(X)	0.00	0.97	0.69	0.54	0.91	0.00
Avail Cap(c_a), veh/h	0	920	238	1088	339	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.5	22.9	7.3	38.8	0.0
Incr Delay (d2), s/veh	0.0	21.7	7.9	0.7	27.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	29.9	4.7	8.5	14.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	42.2	30.7	8.0	66.6	0.0
LnGrp LOS	A	D	C	A	E	A
Approach Vol, veh/h	879			744	309	
Approach Delay, s/veh	42.2			12.9	66.6	
Approach LOS	D			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.3		25.0	12.9	61.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		69.0		19.0	7.0	56.0
Max Q Clear Time (g_c+I1), s		20.1		19.8	5.4	54.1
Green Ext Time (p_c), s		6.4		0.0	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

VILLAGES OF AMAZON SOUTH

MANATEE COUNTY
GENERAL DEVELOPMENT PLAN (GDP)
ENVIRONMENTAL NARRATIVE

Revised June 2025

Prepared for:
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Sarasota, Florida 34240

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SARASOTA, FL 34236

INTRODUCTION

The following report addresses Sections 705 and 706 of the Manatee County Land Development Code (LDC) pertaining to wildlife, wetlands, and upland habitats for a General Development Plan (GDP) submittal of a mixed-use project that consists of 35.53 acres of the total 1,067.76 acres of the entire GDP Amendment. The project is located in Parish and consists of several parcels at the northwest intersection of U.S. 301 and Moccasin Wallow Road in Section 20, Township 33 South, Range 19 East, in Manatee County. See attached Location Map.

METHODOLOGY

The following methods were employed to assess the referenced parcel:

- Field inspection of the site for identification of habitats, protected species, or other sensitive environmental features.
- Recent and historical aerial photograph interpretation of the subject property.
- Research of Manatee County, and various State and Federal databases regarding protected wildlife species.

EXISTING CONDITIONS

The existing conditions of the project including upland and wetland plant communities as depicted on the attached habitat map, were mapped in accordance with Florida Land Use Cover Forms and Classification System (FLUCCS, Florida Department of Transportation 1999). The jurisdictional limits of onsite wetlands and surface waters have been delineated in accordance with Chapter 62-340 F.A.C and field verified with through a Petition for a Formal Determination of Wetland and Surface Waters application numbers 689942 and 816833. Refer to the attached FLUCCS Map for the wetland and surface water locations.

Upland Descriptions

Open Land (FLUCCS 190)

Small areas of open lands can be found throughout the project area.

Improved Pasture (FLUCCS 211)

Areas of improved pasture are located throughout the property. These areas are vegetated with bahia grass (*Paspalum notatum*) and other forage species. This area has been historically and currently utilized for agricultural activities, primarily cattle grazing. Due to the current and historic agricultural activities this area is not likely to support listed species. During site visits in July and August 2024, scientists with Kimley-Horn did not identify any evidence of listed species during the preliminary survey (including gopher tortoise) utilization in this land cover class.

Fallow Cropland (FLUCCS 261)

The southeastern portion of the project area has open land areas that were historically used for row crops.

Pine-Mesic Oak (FLUCCS 414)

On the east part of the site, pine-mesic oak is the predominant native upland habitat. This area consists of historic mesic pine flatwoods that have been fragmented and isolated within the property by construction of the surrounding subdivisions. Due to fire suppression, the habitat exhibits some overgrowth and high fuel loads. Slash pine (*Pinus elliottii*) is the dominant (>66% of canopy) tree species, although various oaks are present such as water oak (*Quercus nigra*), laurel oak (*Quercus laurifolia*), and live oak (*Quercus virginiana*). The subcanopy includes various native shrubs and small trees, including saw palmetto (*Serenoa repens*), cabbage palm (*Sabal palmetto*), beautyberry (*Callicarpa americana*), and galberry (*Ilex glabra*). The groundcover is sparse but includes species such as bracken fern (*Pteridium aquilinum*), blackberry (*Rubus* spp.), and greenbrier (*Smilax* spp.).

Utilities (FLUCCS Code 830)
Florida Power and Light (FPL) utilities lines run along the southern section of the project area.

Brazilian Pepper (FLUCCS Code 422)
Some areas of Brazilian pepper are located on the site with the majority being along areas that have been disturbed from agriculture activities over the years.

Wetland and Other Surface Water Habitats

Streams and Waterways (FLUCCS Code 510)
An upland excavated ditch is located adjacent to a forested wetland system. This ditch lacks any native desirable vegetation.

Exotic Wetland Hardwoods (FLUCCS 619)
Several of the onsite wetlands are disturbed with exotic and nuisance species such as Brazilian pepper (*Schinus terebinthifolia*).

Freshwater Marsh (FLUCCS Code 640-641)
There are two areas within the project limits identified as freshwater marsh. Both are historic marshes that appear to have been artificially excavated in the past. The first area forms the core of a larger wetland in the west part of the property. The other is an isolated feature at the southern property boundary that appears to have been fully cleared and utilized as a pond. Old spoil material is deposited throughout this wetland.

Vegetation: Dominant species in this area include maidencane (*Panicum hemitomon*), pickerelweed (*Pontedaria cordata*), soft rush (*Juncus effusus*), smartweed (*Polygonum* spp.).

Impacts: No impacts are proposed for the freshwater marshes located within the project area.

Hydrology: The hydrology of these wetlands likely has been negatively impacted by historical excavation and agricultural ditching.

Wildlife: During September 2024 site visits, Kimley-Horn environmental scientists observed wading birds utilizing some of the freshwater marsh for foraging, including little blue heron (State-listed Threatened). Other species observed included glossy ibis, white ibis. The majority of the marshes offer minimal benefits to listed species due to their poor habitat quality and the prevalence of nuisance species. Wildlife observed at this wetland included small mammals (armadillo, marsh rabbit).

Wetland Forested Mixed (FLUCCS Code 630)
There are several areas within the project limits identified as wetland forested mixed. This habitat type includes wetland forests in which the canopy is comprised of both pines and hardwoods.

Vegetation: The canopy composition in these wetlands is dominated by laurel oak, slash pine, and Brazilian pepper. Other tree species present include laurel oak, swamp bay (*Persea palustris*), cabbage palms and sweetbay magnolia (*Magnolia virginiana*). The subcanopy includes wax myrtle, Carolina willow, and buttonbush (*Cephalanthus occidentalis*). Groundcover includes cinnamon fern (*Osmundastrum cinnamomea*), shield ferns (*Thelypteris* spp.), Virginia chain fern (Woodwardia virginica), netted chain fern

(*Woodwardia areolata*), greenbrier, Vasey's grass (*Paspalum urvillei*), marshpennywort (*Hydrocotyle* spp.), and spikesedge (*Kyllinga* spp.).

Impacts: Old drainage and fire suppression likely facilitated encroachment of oaks and pines throughout these wetlands, which likely historically consisted of open marsh and sparse bay swamp. Since the oak/pine dominance had already been established by 1984, these factors are considered historic.

Hydrology: The hydrology of these wetlands have been negatively impacted by historical excavation and agricultural ditching.

Wildlife: During September 2024 site visits, Kimley Horn environmental scientists observed species typical of Florida forested wetland environments. These included, red-bellied woodpecker, southern black racer, and armadillo.

Off-site Wetland and Upland Habitats

North
The northern boundary of the property consists of medium-density residential subdivisions and Florida Power and Light (FPL) Easement.

West and South
The property is bordered to the west and south by additional medium-density residential subdivisions.

East
The property is bordered to the east by US Highway 301 and existing agriculture lands.

SOILS
According to the current Natural Resources Conservation Service (NRCS) web soil survey for Manatee County, there are eight (8) soil types found within the project boundary. Please see the attached NRCS Soils Map. Soils found on site are listed below:

07 – Canova, Anclote, and Okeelanta Soil
16 – Delray complex
17 – Delray complex
20 – EauGallie fine sand, 0-2% slopes
26 – Floridana-Immokalee-Okeelanta association
38 – Palmetto sand
39 – Parkwood variant-Chobee, Limestone
48 – Wabasso-Wabasso, wet fine sand

LISTED SPECIES
Kimley Horn has reviewed the subject property for the potential presence of listed species. This review included field survey and research of available databases for documented listed species presence relative to the proposed project. Recent on-site evaluations occurred in September 2024. To assist in determining potential utilization of the subject parcel by listed species, a search of available databases was conducted including review of the Florida Native Areas Inventory (FNAI) Biodiversity Matrix, the U.S. Fish and Wildlife, Information for Planning and Consultation (IPaC) web tool, and the Florida Fish and Wildlife Conservation Commission (FWC) bald eagle nest locator database.

FNAI Biodiversity Matrix
In addition to the field evaluations conducted on the site, the FNAI Biodiversity Matrix was consulted to determine documented, likely, and/or potential rare animals that may occur in the vicinity of the project area throughout the year. The most "likely" listed species to occur in the vicinity of the project as listed by FNAI (Matrix Unit 26293) is the Wood Stork (*Mycteria americana*).

The table below lists both the species that are likely and/or have a potential to utilize the project area.

Common Name	Scientific Name	Federal/State Status	Likelihood of Occurrence	Notes
Audubon's Crested Caracara	*Polyborus plancus audubonii*	FT	Potential (FWS)	Not indicated by FNAI. Not observed on site. No suitable habitat present.
Bald Eagle	*Haliaeetus leucocephalus*	Protected under Migratory Bird Treaty Act & Bald and Golden Eagle Protection Act	Potential (FWS)	Nest MN064 is located on-site.
Eastern Black Rail	*Laterallus jamaicensis*	FT	Potential (FWS)	Not indicated by FNAI. Not observed on site. Wetland 1 contains some potential habitat.
Eastern Indigo Snake	*Drymarchon couperi*	FT	Potential (FNAI)	Not observed.
Gopher Tortoise	*Gopherus polyphemus*	ST	Potential (FNAI)	No active burrows identified.
Wood Stork	*Mycteria americana*	FT	Likely (FNAI)	Site is within Core Foraging Area; some wetlands that are previously permitted may provide foraging habitat.

FT = Federally-listed Threatened
FE = Federally-listed Endangered
ST = State-listed Threatened

Audubon's Crested Caracara (*Polyborus plancus audubonii*)
The crested caracara is listed as "Threatened" under the Endangered Species Act. While the property is within the consultation area for this species, it lacks suitable habitat, which typically consists of open field with prevalent cabbage palm (*Sabal palmetto*) trees. Therefore, USFWS consultation and formal nest surveys should not be required for this property.

Bald Eagle (*Haliaeetus leucocephalus*)
A search of the Florida Fish and Wildlife Conservation Commission (FWC) bald eagle database was completed to determine whether any known bald eagle nests occur

within the vicinity of the subject parcel. The database revealed that one known bald eagle nest (MN064) is located within a cell tower in the project area. Kimley-Horn has consulted with U.S. Fish & Wildlife Service (USFWS) and has acquired the necessary permits for construction on these parcels.

Eastern Black Rail (*Laterallus jamaicensis ssp. jamaicensis*)
Listed as "Threatened" under the Endangered Species Act, the eastern black rail is a small, secretive bird that nests and forages in wetlands with dense groundcover vegetation. There is currently no formal survey requirement for this species. In the scenario of proposed wetland impacts, we anticipate that the standard wetland mitigation process will be sufficient for minimizing cumulative adverse impacts to this species under the current rule.

Eastern Indigo Snake (*Drymarchon corais couperi*)
The eastern indigo snake is listed as "Threatened" under the Endangered Species Act. The snake occurs in a range of habitats, including pine flatwoods, scrubby flatwoods, dry prairie, edges of freshwater marshes, agricultural fields, and human-altered habitats. According to FNAI data, potential habitat for the eastern indigo snake may be present within the project area. During the field reviews and wetland evaluations, no eastern indigo snakes were observed within or adjacent to the project area. Development within the property will likely be required to implement the U.S. Fish and Wildlife Service's (USFWS) '*Standard Protection Measures for the Eastern Indigo Snake*' (revised August 12, 2013) in order to minimize potential for adverse impacts to this species.

Gopher Tortoise (*Gopherus polyphemus*)
Gopher tortoises and their burrows are both protected under State rule. Kimley-Horn scientists have conducted preliminary evaluations of potential gopher tortoise habitat in September 2023 and September 2024. During this evaluation, no evidence of Gopher Tortoise or burrows were observed on site. Ninety (90) days prior to construction and land clearing within the project area, Kimley-Horn recommends a 100 percent survey of suitable habitat to be conducted. Should any gopher tortoise burrows be in or within 25' of the limits of clearing, a relocation permit from FWC will be obtained to remove all gopher tortoises within the project area. Manatee County will be copied on any permits necessary for this project.

Wood Stork (*Mycteria americana*) and State-Listed Wading Birds
The wood stork is listed as "Threatened" under the Endangered Species Act. According to USFWS data, the project does fall within the Core Foraging Area (CFA) for the Ayers Point-Dot Dash nesting colony within the mouth of the Braden River. Consequently, impacts to wetlands and surface waters in excess of 0.5 acres should be offset by creation of similar aquatic features within the water depth range preferred by wood storks. Should any of the wetlands on-site be impacted, this requirement would be satisfied through the standard wetland mitigation process. During the September 2024 site evaluations, Kimley-Horn scientists observed State-listed wading birds (including little blue heron) foraging in Wetland 1 however, no nests were documented. Impacts to State-listed wading bird foraging habitat would also be satisfied through the standard wetland mitigation process.

PROPOSED CONDITIONS

Wetlands Impacts

The proposed application includes approximately 24.79 acres of wetland impacts. Proposed wetland impacts are summarized in the table below:

Wetland ID	Wetland Type	Impact Acreage	UMAM
WL-37	Freshwater Forested	24.79	15.69

Avoidance Statement

The proposed commercial use for this 35.53-acre parcel provides limited alternatives available that allow an economically viable project on the subject parcel without impacting most, if not all the on-site wetland which is located in the southeast corner. Developing this property will not only boost local businesses but also create jobs and increase tax revenues. The location in Manatee County stand to benefit from new investments that can help elevate the economy, and the community benefits with these projects such as improved infrastructure, increased accessibility and convenience for shopping for essential goods and services and reducing vehicular trips on surrounding roadways.

In September Kimley-Horn environmental staff completed an onsite evaluation of the condition of WL-37. Historically this wetland was an open freshwater marsh. Over time the lands surround this wetland were converted to row crops, ditched and drained diverting historic flows to the wetland. As a result, this changed the vegetation stratum from an herbaceous marsh to a forested system. WL-37 is currently sided with 2 busy roadways and soon to be roundabout. In addition to economic viability, the long-term functional viability of the project wetland was evaluated prior to proposing the impacts described above. Given the historically altered hydrological conditions, presence of invasive species, lack of offsite hydrological connections, and lack of use by listed or imperiled species, the proposed mitigation plan described below would provide significantly greater regional long-term ecological value than the area of wetland to be adversely affected. Specifically, the functions currently provided by this wetland will be maintained at a regional scale in perpetuity through the long-term preservation and management of a permittee responsible off-site mitigation area. As a result, there would be no net adverse impact on wetland functions that is not offset by mitigation, and design modification to reduce or eliminate impacts are not required.

Conceptual Mitigation Plan

The amount of mitigation required to offset the proposed impacts will be determined using the Uniform Mitigation Assessment Method (UMAM) in accordance with the ERP Application Handbook Section 10.3. The applicant proposes to provide mitigation through a combination of offsite permittee responsible mitigation and/or onsite wetland enhancement to ensure a net positive outcome.

Flow Conditions and Hydroperiods

Seasonal high-water level (SHWL) elevations will also be set within the preserved wetland systems to ensure historic flow conditions are maintained in the post-development condition. Additionally, the hydroperiods of the onsite wetlands will be stabilized/restored through the installation of control structures associated with the future stormwater management design.

Wetland Buffers
The General Development Plan will comply with 30-foot wetland buffers.

Native Plan Community Preservation
The proposed GDP includes preservation of 20.62 acres of native plant communities. The preserved native plant communities consist of jurisdictional wetlands proposed to remain. LDC Section 402.6.T.3.b requires that 35% of the required open space shall be in the form of preserved native plan communities.

PART I – Qualitative Description
(See Rule 62-345.400, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
South River Road Industrial Park		Wetland 37

FLUCCs code	Further classification (optional)	Impact or Mitigation Site?	Assessment Area Size
630		Impact	24.79

Basin/Watershed Name/Number	Affected Waterbody (Class)	Special Classification (i.e. OFW, AP, other local/state/federal designation of importance)
Southern Coastal	None	None

Geographic relationship to and hydrologic connection with wetlands, other surface water, uplands

The wetland hydrology has been impacted from surround land uses. Historically this wetland was part of a much larger system but over time it has been filled and altered over time.

Assessment area description

The wetland is a degraded, disturbed freshwater forested.

Significant nearby features	Uniqueness (considering the relative rarity in relation to the regional landscape.)
None.	The wetland is not particularly unique.

Functions	Mitigation for previous permit/other historic use
Wetland function has been impaired by reduced watershed/hydroperiod due to surrounding land use changes and drainage alterations and the presence of nuisance/exotic vegetation.	N/A

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found)	Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the assessment area)
Possible utilization by small mammals, reptiles, and amphibians.	Utilization by listed species is not likely.

Observed Evidence of Wildlife Utilization (List species directly observed, or other signs such as tracks, droppings, casings, nests, etc.):

None.

Additional relevant factors:

None.

Assessment conducted by:	Assessment date(s):
Todd W. Hershfeld, Kimley Horn	Jul-24

PART II – Quantification of Assessment Area (impact or mitigation)
(See Rules 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Village of Amazon South		Wetland 37
Impact or Mitigation	Assessment conducted by:	Assessment date:
Impact 24.79 ac.	Todd Hershfeld, Kimley Horn	Jul-24

Scoring Guidance	Optimal (10)	Moderate(7)	Minimal (4)	Not Present (0)
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface waterfunctions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

.500(6)(a) Location and Landscape Support	w/o pres or current: 5	with: 0
Wetland 37 fronts US 301 to the east and Moccasin Wallow Rd to the south. These are two very busy artilary roadways. Residential development is to the north and west of this wetland. This wetland will soon be surrounded wiht development and roadways. Open pasture lands currently surround this wetland to the north and western side.		
.500(6)(b)Water Environment (n/a for uplands)	w/o pres or current: 7	with: 0
The drainage basin for this wetland has been disturbed with surrounding agriculture uses such has row crops, and current cattle operations. This wetland had received point source discharge from the surrounding ag fields for many years along with reduced hydrology from drainage basin alterations.		
.500(6)(c)Community structure 1. Vegetation and/or 2. Benthic Community	w/o pres or current: 7	with: 0
Vegetation within the wetland has areas of nusiance/exotic vegetation and lacks proper zonation normally associated with freshwater forested systems. Vegetation includes species of Brazilian pepper (Schinus terebinthifolius) Cabbage palm (*Sabal palmetto*) Wax myrtle *(Myrica cerifera*) cattail (*Typha spp* .) Water Primrose *(Ludwigia peruviana*) and Carolina willow (Salix caroliniana), torpedo grass *(panicum repens*), red maple *(Acer Rubrum*), laurel oak (*Quercus laurifolia*). american elm (*Ulmus americana*)		

Score = sum of above scores/30 (if uplands, divide by 20)	current or w/o pres: 19	with: 0

If preservation as mitigation,
Preservation adjustment factor =
Adjusted mitigation delta =

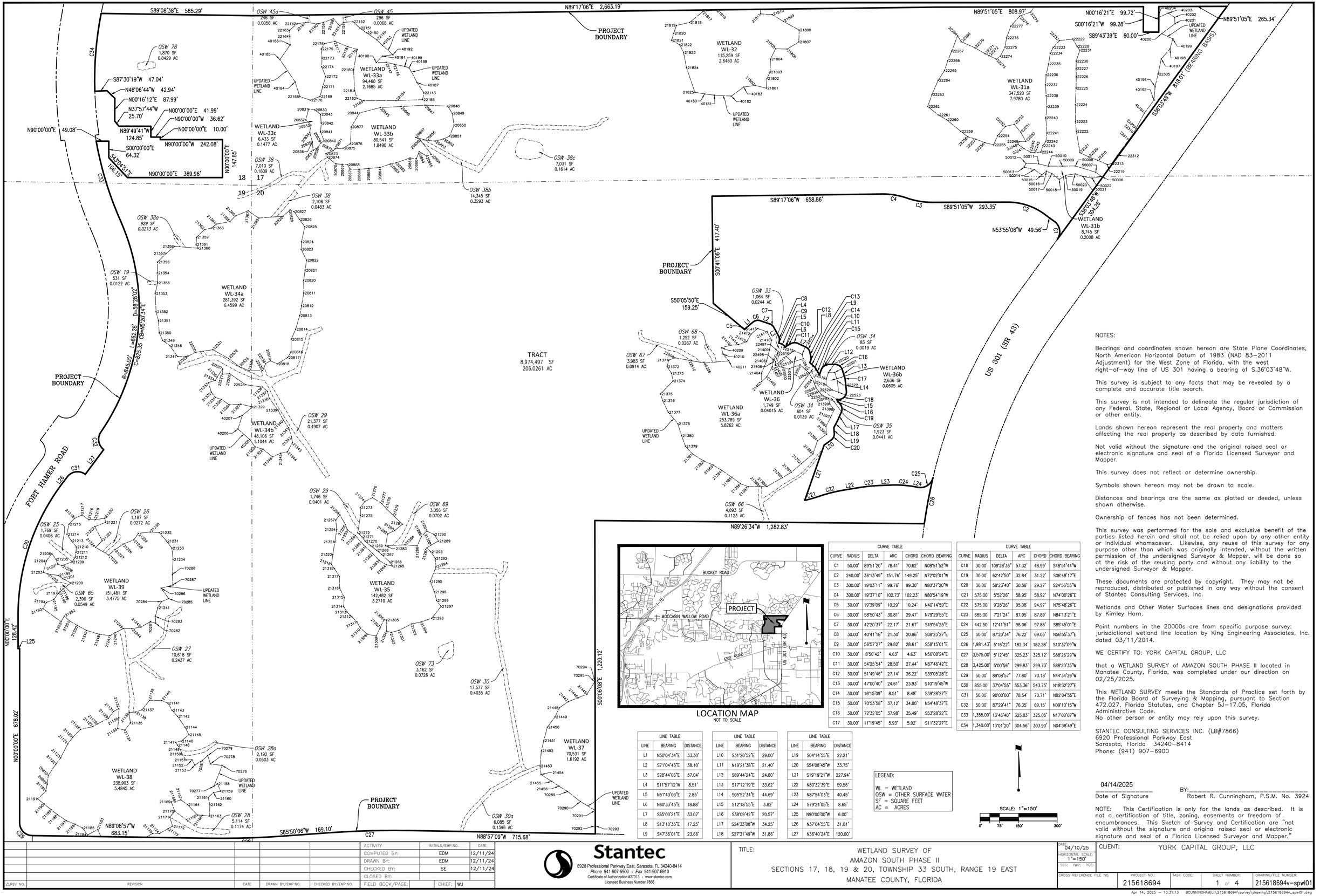
For impact assessment areas
FL = delta x acres = 15.69

Delta = [with-current]
0.633

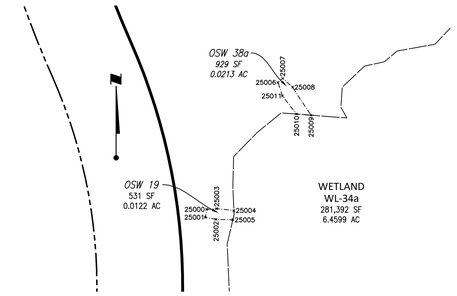
If mitigation
Time lag (t-factor) =
Risk factor =

For mitigation assessment areas

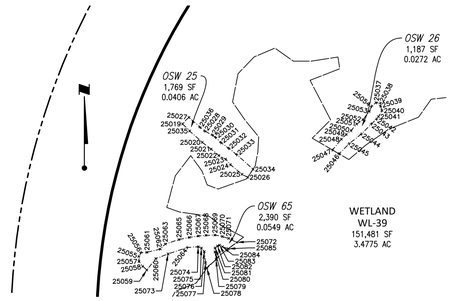
Form 62-345.300(2) [effective date 02-04-2004]
Incorporated by reference in paragraph 62-345.300(3)(b), F.A.C.


S89°08'38"E 585.29'
N89°17'06"E 2,663.19'
PROJECT BOUNDARY
OSW 45a 246 SF 0.0056 AC
OSW 45 296 SF 0.0068 AC
OSW 78 1,870 SF 0.0429 AC
WETLAND WL-33a 94,460 SF 2.1685 AC
WETLAND WL-32 115,259 SF 2.6460 AC
WETLAND WL-31a 347,520 SF 7.9780 AC
WETLAND WL-33c 6,433 SF 0.1477 AC
WETLAND WL-33b 80,541 SF 1.8490 AC
OSW 38 7,010 SF 0.1609 AC
OSW 38c 0.1614 AC
OSW 38b 14,345 SF 0.3293 AC
OSW 38 2,106 SF 0.0483 AC
OSW 38a 929 SF 0.0213 AC
OSW 19 531 SF 0.0122 AC
WETLAND WL-34a 281,392 SF 6.4599 AC
WETLAND WL-34b 48,106 SF 1.1044 AC
OSW 29 21,377 SF 0.4907 AC
OSW 29 1,746 SF 0.0401 AC
OSW 26 1,187 SF 0.0272 AC
OSW 25 1,769 SF 0.0406 AC
OSW 65 2,390 SF 0.0549 AC
WETLAND WL-39 151,481 SF 3.4775 AC
OSW 27 10,618 SF 0.2437 AC
WETLAND WL-38 238,903 SF 5.4845 AC
OSW 28a 2,192 SF 0.0503 AC
OSW 28 5,114 SF 0.1174 AC
WETLAND WL-35 142,482 SF 3.2710 AC
OSW 69 3,056 SF 0.0702 AC
OSW 73 3,162 SF 0.0726 AC
OSW 30 17,577 SF 0.4035 AC
OSW 30a 6,085 SF 0.1396 AC
WETLAND WL-37 70,531 SF 1.6192 AC
OSW 66 4,893 SF 0.1123 AC
OSW 67 3,983 SF 0.0914 AC
OSW 68 1,252 SF 0.0287 AC
OSW 33 1,064 SF 0.0244 AC
OSW 34 83 SF 0.0019 AC
OSW 34 604 SF 0.0139 AC
OSW 35 1,923 SF 0.0441 AC
WETLAND WL-36 1,749 SF 0.04015 AC
WETLAND WL-36a 253,789 SF 5.8262 AC
WETLAND WL-36b 2,636 SF 0.0605 AC
WETLAND WL-31b 8,745 SF 0.2008 AC
TRACT 8,974,497 SF 206.0261 AC
PROJECT BOUNDARY
UPDATED WETLAND LINE
FORT HAMER ROAD
US 301 (SR 43)
S89°17'06"W 658.86'
S89°51'05"W 293.35'
N53°55'06"W 49.56'
S50°05'50"E 159.25'
S00°41'06"E 417.40'
N89°26'34"W 1,282.83'
S00°06'08"E 1,220.12'
N89°51'05"E 808.97'
N00°16'21"E 99.72'
S00°16'21"W 99.28'
S89°43'39"E 60.00'
N89°51'05"E 265.34'
S35°03'48"W 816.01' (BEARING BASIS)
S35°03'48"W 304.28'
N00°00'00"E 678.02'
N00°00'00"E 128.42'
N89°08'57"W 683.15'
S85°50'06"W 169.10'
N88°57'09"W 715.68'
N90°00'00"E 49.08'
S00°00'00"E 64.32'
S43°04'51"E 106.15'
N90°00'00"E 369.96'
N00°00'00"E 147.85'
S87°30'19"W 47.04'
N46°06'44"W 42.94'
N00°16'12"E 87.99'
N37°57'44"W 25.70'
N00°00'00"E 41.99'
N90°00'00"W 36.62'
N89°49'41"W 124.85'
N00°00'00"E 10.00'
N90°00'00"W 242.08'
R=845.00' L=862.28' D=58°28'02" C=825.35' CB=N5°20'34"E
C=1,355.00' L=760.28' D=32°08'48" CB=N16°04'30"E
C=1,340.00' L=760.28' D=32°31'20" CB=N16°16'24

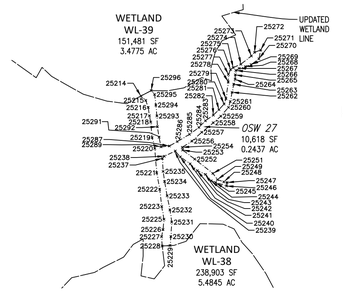
OSW–19 & OSW 38a



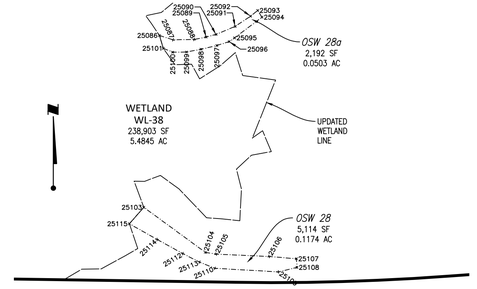
OSW–25, OSW–26, OSW–65



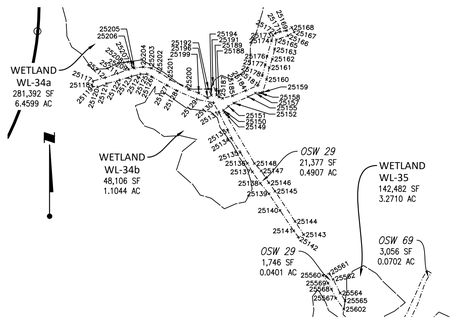
OSW–27



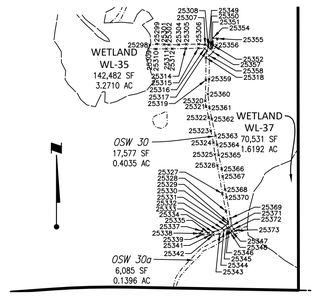
OSW–28 & OSW–28a



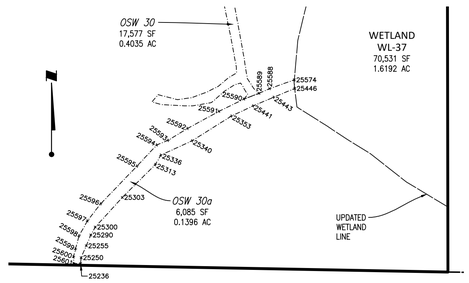
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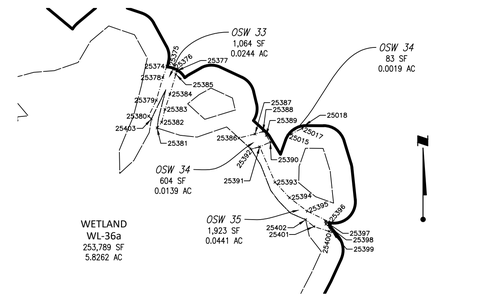
OSW–30



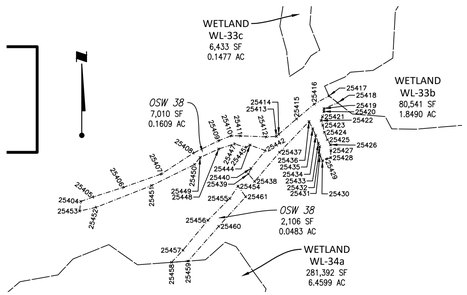
OSW–30a



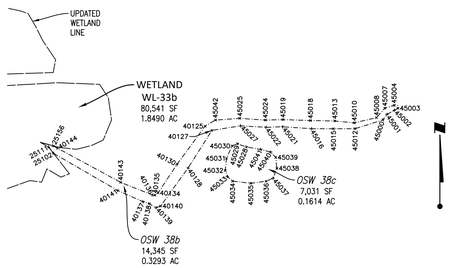
OSW–33, OSW–34, OSW–35



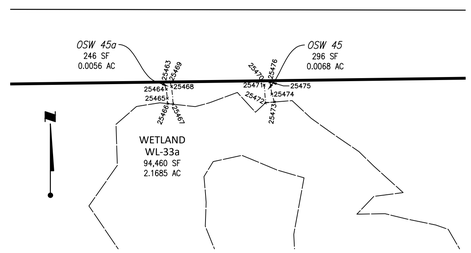
OSW–38



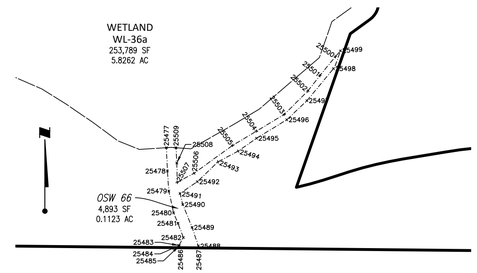
OSW–38b & OSW–38c



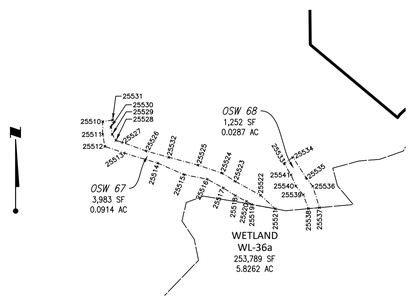
OSW–45 & OSW–45a



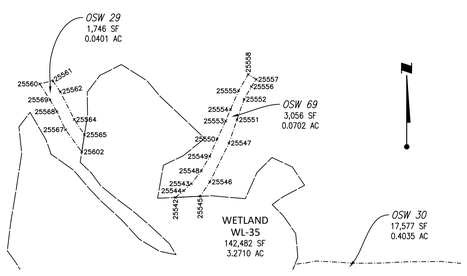
OSW–66



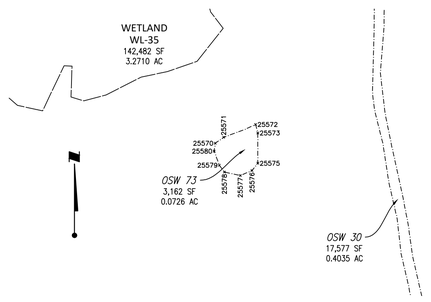
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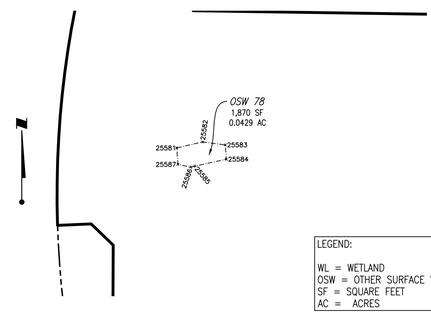
OSW–69



OSW–73



OSW–78



LEGEND:

WL = WETLAND
OSW = OTHER SURFACE WATER
SF = SQUARE FEET
AC = ACRES

REV NO.	REVISION	DATE	DRAWN BY/EMP.NO.	CHECKED BY/EMP.NO.

ACTIVITY	INITIALS/EMP.NO.	DATE
COMPUTED BY:	EDM	12/11/24
DRAWN BY:	EDM	12/11/24
CHECKED BY:	SE	12/11/24
CLOSED BY:		
FIELD BOOK/PAGE:	CHIEF:	WJ

Stantec
6920 Professional Parkway East, Sarasota, FL 34240-8414
Phone 941-907-6900 ı Fax 941-907-6910
Certificate of Authorization #27013 ı www.stantec.com
Licensed Business Number 7866

TITLE: WETLAND SURVEY OF
AMAZON SOUTH PHASE II
SECTIONS 17, 18, 19 & 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST
MANATEE COUNTY, FLORIDA

DATE: 04/10/25
HORIZONTAL SCALE: N/A
SEC. TWP. RGE:
CROSS REFERENCE FILE NO.

CLIENT: YORK CAPITAL GROUP, LLC

PROJECT NO.	TASK CODE:	SHEET NUMBER:	DRAWING/FILE NUMBER:
215618694		2 OF 4	215618694v-spwl01

Apr 14, 2025 – 10:33:35 BCUNNINGHAM[U:\]215618694\survey\drawing\215618694v_spwl01.dwg

DESCRIPTION (as prepared by the certifying Surveyor and Mapper):

A tract of land being in portions of Blocks 3 and 4 of Section 17, Block 4 of Section 18, Blocks 1 and 4 of Section 19, and Blocks 2 and 3 of Section 20, Manatee River Farms, Unit 1 as recorded in Plat Book 6, Page 45 in the Public Records of Manatee County, Florida and lying in Sections 19 and 20, Township 33 South, Range 19 East, Manatee County, Florida, being more particularly described as follows:

BEGIN at the intersection of the north line of the Northeast 1/4 of said Section 20 and the westerly right-of-way line of U.S.301 (State Road 43, Section 1302-203, 200 foot wide public right-of-way); thence S.36°03'48"W. along said westerly right-of-way line, a distance of 304.28 feet to the northeast corner of lands described in general warranty deed recorded in Official Records Instrument Number 202241128878 of the Public Records of Manatee County, Florida, also being the point of curvature of a non-tangent curve to the left, having a radius of 50.00 feet and a central angle of 89°51'20"; the following fifty-four (54) calls are along the boundary of said lands: (1) thence Northerly along the arc of said curve, a distance of 78.41 feet, said curve having a chord bearing and distance of N.08°51'52"W., 70.62 feet, to the point of tangency of said curve; (2) thence N.53°55'06"W., a distance of 49.56 feet to a point of curvature of a curve to the left having a radius of 240.00 feet and a central angle of 36°13'49"; (3) thence Westerly along the arc of said curve, a distance of 151.76 feet, to the point of tangency of said curve; (4) thence S.89°51'05"W., a distance of 293.35 feet to a point of curvature of a curve to the right having a radius of 300.00 feet and a central angle of 19°03'11"; (5) thence Westerly along the arc of said curve, a distance of 99.76 feet, to the point of curvature of a reverse curve to the left having a radius of 300.00 feet and a central angle of 19°37'10"; (6) thence Westerly along the arc of said curve, a distance of 102.73 feet, to the point of tangency of said curve; (7) thence S.89°17'06"W., a distance of 658.86 feet; (8) thence S.00°41'06"E., a distance of 417.40 feet; (9) thence S.50°05'50"E., a distance of 159.25 feet to the point of curvature of a non-tangent curve to the right, having a radius of 30.00 feet and a central angle of 19°39'09"; (10) thence Northeasterly along the arc of said curve, a distance of 10.29 feet, said curve having a chord bearing and distance of N.40°14'59"E., 10.24 feet, to the point of tangency of said curve; (11) thence N.50°04'34"E., a distance of 33.30 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 58°50'43"; (12) thence Easterly along the arc of said curve, a distance of 30.81 feet, to the point of tangency of said curve; (13) thence S.71°04'43"E., a distance of 38.10 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 42°20'37"; (14) thence Southeasterly along the arc of said curve, a distance of 22.17 feet, to the point of tangency of said curve; (15) thence S.28°44'06"E., a distance of 37.04 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 40°41'18"; (16) thence Southerly along the arc of said curve, a distance of 21.30 feet, to the point of tangency of said curve; (17) thence S.11°57'12"W., a distance of 8.51 feet to the point of curvature of a non-tangent curve to the right, having a radius of 30.00 feet and a central angle of 56°57'27"; (18) thence Southeasterly along the arc of said curve, a distance of 29.82 feet, said curve having a chord bearing and distance of S.58°15'01"E., 28.61 feet, to the end of said curve; (19) thence N.51°43'03"E. along a line non-tangent to said curve, a distance of 2.85 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 08°50'42"; (20) thence Northeasterly along the arc of said curve, a distance of 4.63 feet, to the point of tangency of said curve; (21) thence N.60°33'45"E., a distance of 18.88 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 54°25'54"; (22) thence Easterly along the arc of said curve, a distance of 28.50 feet, to the point of tangency of said curve; (23) thence S.65°00'21"E., a distance of 33.07 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 51°49'46"; (24) thence Southeasterly along the arc of said curve, a distance of 27.14 feet, to the point of tangency of said curve; (25) thence S.13°10'35"E., a distance of 17.23 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 47°00'40"; (26) thence Southerly along the arc of said curve, a distance of 24.61 feet, to the end of said curve; (27) thence S.47°36'01"E. along a line non-tangent to said curve, a distance of 23.66 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 16°15'09"; (28) thence Southeasterly along the arc of said curve, a distance of 8.51 feet, to the point of tangency of said curve; (29) thence S.31°20'52"E., a distance of 29.00 feet; (30) thence N.19°21'38"E., a distance of 21.40 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 70°53'58"; (31) thence Northeasterly along the arc of said curve, a distance of 37.12 feet, to the point of tangency of said curve; (32) thence S.89°44'24"E., a distance of 24.80 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 72°32'05"; (33) thence Southeasterly along the arc of said curve, a distance of 37.98 feet, to the point of tangency of said curve; (34) thence S.17°12'19"E., a distance of 33.62 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 11°19'45"; (35) thence Southerly along the arc of said curve, a distance of 5.93 feet, to the point of tangency of said curve; (36) thence S.05°52'34"E., a distance of 44.69 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 109°28'36"; (37) thence Southwesterly along the arc of said curve, a distance of 57.32 feet, to the end of said curve; (38) thence S.12°18'55"E. along a line non-tangent to said curve, a distance of 3.82 feet; (39) thence S.38°09'42"E., a distance of 20.57 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 62°42'50"; (40) thence Southerly along the arc of said curve, a distance of 32.84 feet, to the point of tangency of said curve; (41) thence S.24°33'08"W., a distance of 34.25 feet; (42) thence S.27°31'49"W., a distance of 31.86 feet; (43) thence S.04°14'55"E., a distance of 22.21 feet to a point of curvature of a curve to the right having a radius of 30.00 feet and a central angle of 58°23'40"; (44) thence Southwesterly along the arc of said curve, a distance of 30.58 feet, to the point of tangency of said curve; (45) thence S.54°08'45"W., a distance of 33.75 feet; (46) thence S.19°19'21"W., a distance of 227.94 feet to the point of curvature of a non-tangent curve to the left, having a radius of 575.00 feet and a central angle of 05°52'26"; (47) thence Easterly along the arc of said curve, a distance of 58.95 feet, said curve having a chord bearing and distance of N.74°00'26"E., 58.92 feet, to the point of curvature of a reverse curve to the right having a radius of 575.00 feet and a central angle of 09°28'26"; (48) thence Easterly along the arc of said curve, a distance of 95.08 feet, to the point of tangency of said curve; (49) thence N.80°32'39"E., a distance of 59.56 feet to a point of curvature of a curve to the right having a radius of 685.00 feet and a central angle of 07°21'24"; (50) thence Easterly along the arc of said curve, a distance of 87.95 feet, to the point of tangency of said curve; (51) thence N.87°54'03"E., a distance of 40.45 feet to a point of curvature of a curve to the right having a radius of 442.50 feet and a central angle of 12°41'51"; (52) thence Easterly along the arc of said curve, a distance of 98.06 feet, to the point of tangency of said curve; (53) thence S.79°24'05"E., a distance of 8.65 feet to a point of curvature of a curve to the left having a radius of 50.00 feet and a central angle of 87°20'34"; (54) thence Northeasterly along the arc of said curve, a distance of 76.22 feet, to a point on abovementioned westerly right-of-way line of U.S.301, also being the point of curvature of a non-tangent curve to the left, having a radius of 1,981.43 feet and a central angle of 05°16'22"; thence Southerly along the arc of said curve and along said westerly right-of-way line, a distance of 182.34 feet, said curve having a chord bearing and distance of S.10°37'09"W., 182.28 feet, to the end of said curve; thence N.89°26'34"W. along a line non-tangent to said curve, a distance of 1,282.83 feet; thence S.00°06'08"E., a distance of 1,220.12 feet to a point on the north right-of-way line of Moccasin Wallow Road (variable with public right-of-way) as recorded in Official Records Instrument Number 202141057632 in said Public Records; thence along said north right-of-way line for the following five (5) calls: (1) thence N.88°57'09"W., a distance of 715.68 feet to the point of curvature of a curve to the left having a radius of 3,575.00 feet and a central angle of 05°12'45"; (2) thence westerly along the arc of said curve, a distance of 325.23 feet to the point of tangency of said curve; (3) thence S.85°50'06"W., a distance of 169.10 feet to the point of curvature of a curve to the right having a radius of 3,425.00 feet and a central angle of 05°00'56"; (4) thence westerly along the arc of said curve, a distance of 299.83 feet to the point of tangency of said curve; (5) thence N.89°08'57"W., a distance of 683.15 feet to the point of curvature of a curve to the right having a radius of 50.00 feet and a central angle of 89°08'58", said point being on the easterly right-of-way line of Fort Hamer Road Extension (120.00 foot wide North River Ranch Improvement District roadway) as recorded in Official Records Instrument Number 202241017542 in said Public Records; thence along said easterly right-of-way line for the following eleven (11) calls: (1) thence northwesterly along the arc of said curve, a distance of 77.80 feet to the point of tangency of said curve; (2) thence N.00°00'00"E., a distance of 678.02 feet; (3) thence N.90°00'00"W., a distance of 6.00 feet; (4) thence N.00°00'00"E., a distance of 128.42 feet to the point of curvature of a curve to the right having a radius of 855.00 feet and a central angle of 37°04'55"; (5) thence northerly along the arc of said curve, a distance of 553.36 feet to the point of tangency of said curve; (6) thence N.37°04'55"E., a distance of 31.01 feet to the point of curvature of a curve to the right having a radius of 50.00 feet and a central angle of 90°00'00"; (7) thence easterly along the arc of said curve, a distance of 78.54 feet to the end of said curve; (8) thence N.36°40'24"E., a distance of 120.00 feet to the point of curvature of a non-tangent curve to the right, having a radius of 50.00 feet and a central angle of 87°29'41"; (9) thence northerly along the arc of said curve, a distance of 76.35 feet, said curve having a chord bearing and distance of N.09°10'15"W., 69.15 feet, to the point of reverse curvature of a curve to the left having a radius of 845.00 feet and a central angle of 58°28'02"; (10) thence northerly along the arc of said curve, a distance of 862.28 feet to the point of reverse curvature of a curve to the right having a radius of 1,355.00 feet and a central angle of 13°46'40"; (11) thence Northerly along the arc of said curve, a distance of 325.83 feet, to the end of said curve; the following fourteen (14) calls are along the boundary line of lands described in quit claim deed recorded in Official Records Instrument Number 202341034706 of said Public Records: (1) thence N.90°00'00"E. along a line non-tangent to said curve, a distance of 49.08 feet; (2) thence S.00°00'00"E., a distance of 64.32 feet; (3) thence S.43°04'51"E., a distance of 106.15 feet; (4) thence N.90°00'00"E., a distance of 369.96 feet; (5) thence N.00°00'00"E., a distance of 147.85 feet; (6) thence S.90°00'00"W., a distance of 242.08 feet; (7) thence N.00°00'00"E., a distance of 10.00 feet; (8) thence S.90°00'00"W., a distance of 36.62 feet; (9) thence N.00°00'00"E., a distance of 41.99 feet; (10) thence N.89°49'41"W., a distance of 124.85 feet; (11) thence N.37°57'44"W., a distance of 25.70 feet; (12) thence N.00°16'12"E., a distance of 87.99 feet; (13) thence N.46°06'44"W., a distance of 42.94 feet; (14) thence S.87°30'19"W., a distance of 47.04 feet to a point on said easterly right-of-way line of Fort Hamer Road Extension, also being the point of curvature of a non-tangent curve to the right, having a radius of 1,340.00 feet and a central angle of 13°01'20"; thence Northerly along the arc of said curve and along said easterly right-of-way, a distance of 304.56 feet, said curve having a chord bearing and distance of N.04°38'49"E., 303.90 feet, to the end of said curve; the following three (3) calls are along the north line of 160' wide FPL easement recorded in Official Records Book 650, Page 592 and Official Records Book 669, Page 745 of said Public Records: (1) thence S.89°08'38"E., a distance of 585.29 feet; (2) thence N.89°17'06"E., a distance of 2,663.19 feet; (3) thence N.89°51'05"E., a distance of 808.97 feet; thence S.00°16'21"W., a distance of 99.28 feet; thence S.89°43'39"E., a distance of 60.00 feet; thence N.00°16'21"E., a distance of 99.72 feet; thence N.89°51'05"E. along said north line of said 160' wide FPL easement, a distance of 265.34 feet to a point on the abovementioned westerly right-of-way line of U.S.301; thence S.36°03'48"W. along said westerly right-of-way line, a distance of 818.01 feet to the POINT OF BEGINNING.

Containing 8,974,497 square feet or 206.0261 acres, more or less.

WL-31a Wetland Point Table

Point #	NORTHING	EASTING
22219	1188027.7118	519002.5995
22313	1188031.2990	519019.0028
22218	1188044.8965	518963.9058
22220	1188057.5250	518930.2846
22312	1188063.7909	519041.5129
22245	1188073.4749	518717.7895
22221	1188073.6674	518896.0791
22246	1188075.8620	518703.5335
22244	1188076.4758	518743.7861
22247	1188090.3364	518678.0271
22243	1188100.9531	518751.6702
22255	1188104.1678	518560.0967
22248	1188106.3068	518654.9630
22256	1188113.2965	518524.9938
22249	1188117.1796	518659.4687
22242	1188117.8284	518763.3213
22250	1188118.1478	518685.4298
22311	1188123.1628	519085.3247
22257	1188126.5951	518490.1049
22258	1188135.9526	518459.1366
22254	1188139.7723	518574.9479
22310	1188148.8584	519104.9549
22241	1188150.4531	518767.9437
22251	1188153.0528	518665.9680
22259	1188156.8308	518432.4713
22222	1188157.2818	518881.8684
22309	1188168.5781	519114.2734
22252	1188176.2629	518605.2721
22253	1188184.1374	518640.4766
22223	1188194.9040	518878.3926
22260	1188202.5841	518376.5736
22240	1188209.5106	518763.0669
22261	1188220.7790	518344.5481
40194	1188228.7730	519147.0160
22239	1188253.2437	518767.6189
22262	1188253.7317	518303.3046
22224	1188261.0023	518877.8877
40195	1188278.4040	519184.3580
22238	1188295.9719	518764.5025
22263	1188300.1694	518320.2180
22225	1188324.8352	518880.9183
40196	1188330.9850	519188.4230
22237	1188338.3270	518762.1971
22264	1188355.3454	518343.9051
22226	1188369.8645	518881.7075
22236	1188377.1383	518764.2714
22305	1188379.6757	519200.1880
22265	1188393.7648	518369.0108
22227	1188401.2164	518881.1553
22235	1188419.8956	518774.0582
22230	1188430.2008	518881.5224
22266	1188432.3911	518381.5142
22273	1188438.1890	518570.8327
40197	1188439.2650	519212.6630
22274	1188448.6762	518585.6163
22272	1188451.6066	518542.7011
22271	1188459.0217	518527.0343
22234	1188461.1185	518780.5287
22267	1188469.6245	518397.0177
22231	1188472.9476	518895.4045
40198	1188477.5330	519246.2580
22270	1188482.1964	518487.1165
22233	1188483.6238	518792.0322
22275	1188484.3203	518604.2984
22228	1188488.0619	518884.8553
22268	1188505.8556	518433.8654
22232	1188510.1592	518815.3456
22229	1188516.4674	518867.4522
40199	1188516.8730	519257.6650
22276	1188521.2986	518610.4679
22269	1188529.2504	518419.7839
40200	1188537.2680	519214.6570
22277	1188566.8233	518627.2368
40201	1188576.1180	519266.1220
40204	1188599.8440	519200.0150
40202	1188600.6360	519264.6260
22278	1188605.6303	518661.2705
40203	1188617.2580	519239.9570
22279	1188621.1943	518704.1854

WL-31b Wetland Point Table

Point #	NORTHING	EASTING
50018	1187969.9730	518815.0170
50022	1187974.4810	518943.6770
50006	1187981.1620	518979.6920
50021	1187981.7010	518907.1380
50019	1187985.8240	518840.0810
50015	1187987.8580	518747.2840
50020	1187991.4340	518877.3600
50017	1187992.3558	518787.2984
50007	1187997.6530	518957.5300
50016	1188001.8820	518765.8170
50014	1188008.0930	518718.7930
50013	1188017.4780	518678.7330
50010	1188021.5380	518772.0600
50009	1188021.6260	518828.1230
50008	1188022.2850	518878.0780
50011	1188030.5730	518734.6350
50012	1188031.9680	518685.8860

WL-32 Wetland Point Table

Point #	NORTHING	EASTING
40182	1188294.1960	517539.2110
40181	1188297.8420	517472.9920
40180	1188302.6000	517434.9850
21825	1188309.1766	517397.1676
21801	1188325.1755	517675.3754
40183	1188329.3210	517587.2870
21800	1188335.8447	517630.9813
21802	1188362.7972	517677.6717
21803	1188387.8044	517689.7853
21824	1188404.5492	517364.6495
21804	1188438.2498	517691.5030
21823	1188463.8653	517353.0320
21806	1188477.2010	517755.9937
21805	1188478.6308	517711.3450
21822	1188494.1877	517338.5088
21807	1188504.8677	517801.9041
21821	1188511.3796	517306.6133
21820	1188538.6886	517314.6780
21808	1188551.3094	517802.8613
21819	1188569.4987	517325.3458
21818	1188581.0076	517376.5141
21809	1188584.8130	517742.1352
21810	1188611.4087	517698.3929
21811	1188614.3440	517652.7785
21817	1188622.8657	517427.6353
21816	1188630.7697	517482.7724

WL-34b Wetland Point Table

Point #	NORTHING	EASTING
21346	1186889.9550	515752.7010
21345	1186903.5850	515784.0050
21344	1186909.3250	515811.4870
21322	1186919.6620	515715.6270
21323	1186928.4360	515685.0490
21343	1186945.1800	515830.5660
40205	1186957.4330	515664.4170
21342	1186969.0860	515826.6120
40206	1186997.9070	515618.3140
21341	1187002.7460	515816.1560
21340	1187033.0150	515795.0550
40207	1187051.4590	515635.4350
21339	1187071.2370	515774.5520
21329	1187083.9580	515675.6670
21326	1187092.2030	515583.8410
21327	1187094.9460	515629.1950
21330	1187112.9540	515555.2860
21336	1187118.3820	515740.4260
21331	1187121.1420	515530.1440
21332	1187141.4730	515514.7650
21337	1187144.5800	515733.0290
21338	1187161.5220	515713.9870
22525	1187170.4610	515648.5220
21333	1187178.5970	515503.7480
21334	1187187.9060	515530.4820
21335	1187200.3580	515537.4530
22527	1187211.7550	515557.4390
22526	1187213.5910	515586.4720
22537	1187232.6950	515559.0330

WL-33a Wetland Point Table

Point #	NORTHING	EASTING
22183	1188276.2260	516108.5274
22184	1188277.0330	516234.2020
22170	1188278.3780	515900.3238
22185	1188280.1750	516337.2808
22182	1188285.2530	516081.9935
22168	1188292.1440	515859.5225
22169	1188292.8370	515938.2307
22143	1188306.9300	516342.1346
22181	1188315.0310	516072.5390
22171	1188330.7060	515948.4483
40187	1188347.2580	516315.1130
40184	1188349.7100	515840.8040
22172	1188370.8890	515959.7827
22180	1188396.6590	516068.5219
40188	1188404.0270	516284.5850
22174	1188408.2320	515944.6016
40189	1188410.2660	516267.5450
22146	1188418.2170	516226.9973
40190	1188425.0930	516156.9050
22147	1188425.7860	516196.1735
40185	1188436.6110	515781.8750
22173	1188441.8720	515945.9102
40191	1188449.9070	516180.6110
40192	1188455.1270	516221.6900
22179	1188475.9010	516082.8779
22175	1188477.7070	515942.8995
22178	1188486.9680	516044.8845
40193	1188492.2740	516180.5780
40186	1188493.5630	515821.6970
22176	1188498.6220	515955.7086
22177	1188507.4730	515995.8882
22149	1188512.6630	516159.6736
22164	1188526.6120	515820.4604
22150	1188540.6800	516118.7005
22163	1188550.7940	515819.6852
22151	1188559.3320	516092.9675
22157	1188567.8010	516014.9240
22160	1188575.6390	515930.6447
22162	1188575.8040	515848.3677
22161	1188580.9660	515881.1268
22156	1188581.0390	516029.1274
22159	1188581.1230	515950.9234
22152	1188584.0400	516065.9980
22158	1188595.4090	515989.5123

WL-33b Wetland Point Table

Point #	NORTHING	EASTING
20866	1188009.3420	516090.0508
20867	1188009.6840	516054.5441
20865	1188012.6350	516127.1470
20864	1188016.0780	516171.2379
20868	1188026.9760	516045.4631
20869	1188028.5570	516024.6734
20863	1188029.6350	516211.3691
20870	1188030.6100	515999.0699
20862	1188034.3890	516234.3087
20860	1188050.2400	516312.9695
20861	1188053.3480	516287.9558
20874	1188055.7970	515966.7324
20855	1188060.7290	516353.3252
20854	1188067.7210	516371.2558
20873	1188069.7340	515960.5924
20859	1188078.0220	516324.0103
20872	1188082.2740	515989.2655
20871	1188089.0940	515996.5972
20875	1188091.4910	516028.3591
20876	1188108.6980	516056.1072
20853	1188119.1160	516386.4944
20856	1188122.6200	516351.0630
20858	1188124.1990	516327.0973
20852	1188127.1030	516418.0745
20857	1188133.7330	516310.2468
20851	1188138.5920	516442.2014
20877	1188174.6270	516059.5539
20850	1188180.7340	516459.6516
20849	1188227.3220	516452.8032
20844	1188228.4410	516091.8006
20845	1188249.6930	516172.7719
20846	1188253.5080	516252.4331
20848	1188255.3470	516434.6462
20847	1188258.8460	516345.7207

WL-34a Wetland Point Table

Point #	NORTHING	EASTING
22534	1187224.5970	515662.5310
22535	1187225.4410	515714.6950
22533	1187241.1700	515623.9870
20818	1187251.6700	515771.8930
22536	1187252.4970	515726.2760
20819	1187263.6580	515744.9036
22532	1187272.5890	515582.0270
20817	1187276.1290	515811.7782
21347	1187280.1240	515383.5060
22529	1187282.1260	515424.0590
22530	1187296.9570	515454.5460
20816	1187297.9370	515825.0821
22531	1187306.9550	515521.0690
21348	1187322.5850	515353.5970
21349	1187342.7720	515325.5290
20815	1187347.0530	515825.6062
21350	1187372.5900	515312.1550
20814	1187386.6750	515843.0949
21351	1187419.7730	515309.1370
20813	1187439.6330	515858.9300
21352	1187454.7820	515299.7410
20812	1187477.9620	515866.0526
21353	1187525.4400	515296.4470
20811	1187527.6250	515874.8121
21355	1187567.1900	515306.1300
20820	1187577.1160	515874.2983
21354	1187605.7400	515304.4290
20821	1187615.7330	515879.8926
21356	1187648.0670	515305.4900
20822	1187655.4670	515885.5518
21357	1187681.5940	515338.2610
20823	1187697.9450	515864.5635
21360	1187702.1150	515464.0490
21358	1187709.2440	515372.1420
21361	1187717.0270	515455.6370
20824	1187726.9170	515866.1576
21359	1187745.1810	515457.5330
21362	1187774.7280	515488.8460
21363	1187780.7370	515516.5280
20825	1187785.7980	515878.5698
21364	1187795.7950	515534.2890
21365	1187805.3460	515587.4630
20826	1187814.0410	515858.1471
21368	1187819.4510	515698.7630
20829	1187826.5020	515793.8935
21366	1187827.5670	515608.3620
20827	1187844.8200	515836.7914
21367	1187847.7310	515658.5820
20828	1187850.9950	515821.4455

WL-33c Wetland Point Table

Point #	NORTHING	EASTING
20872	1188082.2740	515989.2655
20837	1188082.9950	515911.6760
20838	1188095.4710	515930.6746
20839	1188111.8220	515941.4323
20836	1188115.4940	515907.7462
20835	1188116.4150	515907.9729
20840	1188119.8840	515953.8618
20834	1188153.2450	515897.9229
20841	1188155.0490	515940.0398
20833	1188181.0490	515902.3279
20842	1188188.7490	515942.6851
20832	1188201.3130	515882.6666
20843	1188223.4220	515939.7626
20830	1188240.7190	515917.3650
20831	1188243.1850	515893.6334

WL-36b Wetland Point Table

Point #	NORTHING	EASTING
22523	1187141.4080	517956.3950
22524	1187150.4370	517931.2120
22518	1187170.1290	517907.5540
22522	1187185.8630	517951.7970
22519	1187192.9470	517908.2250
22521	1187217.9740	517941.8360
22520	1187218.0740	517917.0400

WL-35 Wetland Point Table

Point #	NORTHING	EASTING
21309	1186192.1870	516156.6350
21308	1186199.7260	516121.3180
21303	1186206.0710	516214.2960
21304	1186211.5010	516196.3430
21301	1186214.3310	516245.3960
21310	1186222.8710	516095.1000
21307	1186224.5350	516171.9740
21302	1186239.3740	516294.6320
21300	1186246.9710	516331.1870
21311	1186247.1960	516081.4820
21305	1186254.6220	516197.7210
21306	1186255.1360	516186.5520
21296	1186261.4130	516372.8220
21312	1186267.8720	516061.6090
21313	1186285.0990	516043.7310
21314	1186307.5170	516024.8360
21297	1186307.5600	516409.3750
21299	1186330.4270	516391.7530
21315	1186343.2000	516032.9230
21298	1186363.6920	516383.3110
21316	1186378.7290	516014.2650
21295	1186404.2120	516366.9800
21317	1186424.1340	516013.5840
21319	1186454.9770	515994.0700
21294	1186461.6620	516389.5770
21265	1186464.8390	516219.1150
21264	1186469.7260	516196.0340
21318	1186470.3730	515982.8160
21266	1186480.6670	516209.4390
21263	1186486.5050	516167.6060
21292	1186494.4620	516386.5510
21267	1186509.5810	516177.9670
21320	1186510.1540	515987.7780
21262	1186514.2060	516142.3780
21293	1186520.0780	516368.6280
21268	1186526.2050	516158.3220
21287	1186534.9250	516353.6540
21261	1186539.5260	516114.5050
21286	1186543.1330	516316.0290
21269	1186543.2410	516135.6300
21283	1186543.8780	516193.2880
21288	1186545.7690	516368.5100
21284	1186547.3160	516268.6950
21260	1186557.5520	516097.4400
21321	1186558.7340	515995.7410
21270	1186561.2920	516113.8430
21289	1186561.9240	516399.0170
21271	1186578.8500	516100.8290
21285	1186580.3350	516332.6780
21259	1186583.0740	516075.7240
21290	1186587.6250	516381.7790
21282	1186589.9050	516201.3960
21272	1186594.2320	516084.8180
21291	1186600.8420	516353.4070
21280	1186603.3640	516229.0070
21255	1186605.4890	516044.2060
21254	1186606.6460	516003.0400
21256	1186626.2030	516036.8350
21281	1186627.5470	516259.1010
21257	1186643.8760	515999.2620
21279	1186658.2310	516226.7880
21275	1186660.8680	516095.2790
21258	1186664.1050	516014.8040
21278	1186686.9290	516196.3590
21273	1186692.2880	516094.8160
21277	1186708.1800	516178.6320
21274	1186715.7270	516112.4040
21276	1186730.9990	516142.4720

WL-36 Wetland Point Table

Point #	NORTHING	EASTING
22512	1187258.6200	517776.1600
22513	1187271.7520	517818.7480
22517	1187280.4540	517752.2780
22514	1187288.5220	517814.8130
22516	1187293.1900	517768.3980
22515	1187302.4780	517784.8370

WL-36a Wetland Point Table

Point #	NORTHING	EASTING
21387	1186773.2784	517604.8061
21389	1186774.1555	517677.0584
21388	1186776.1474	517648.7731
21386	1186785.2161	517574.8472
21390	1186808.6930	517737.5674
21385	1186810.6147	517540.5560
21391	1186829.3172	517772.2461
21384	1186836.8702	517502.1797
21383	1186857.8178	517468.4135
21392	1186863.2385	517811.7524
21382	1186873.8336	517431.7471
21381	1186901.2249	517387.4002
21393	1186901.5611	517856.7032
21379	1186931.1107	517345.3505
21394	1186952.2493	517874.4475
21380	1186972.1109	517345.3505
21395	1186977.5460	517909.4153
21396	1187008.2101	517907.1217
21378	1187018.9455	517330.8645
21397	1187043.3517	517925.4163
21377	1187063.1491	517293.6731
21398	1187073.7982	517939.3065
21399	1187095.3727	517922.3348
21376	1187108.5296	517271.6534
22508	1187118.1870	517917.3420
22507	1187127.4260	517896.0510
21375	1187134.7315	517263.4809
22506	1187144.4070	517879.4420
22505	1187159.0540	517868.4410
21403	1187182.8635	517657.1491
21374	1187185.4855	517312.3406
22504	1187194.7880	517854.4530
21405	1187200.9794	517676.8392
21373	1187214.9812	517306.4283
21404	1187215.8803	517656.6268
22503	1187216.9510	517840.9370
22501	1187233.7540	517765.5120
22500	1187236.2720	517741.6140
21407

OSW-29 OSW Point Table

Point #	NORTHING	EASTING
25602	1186608.8252	516087.1086
25565	1186632.7522	516090.8654
25567	1186639.7699	516064.3720
25564	1186654.0812	516076.5812
25568	1186664.9904	516052.3010
25569	1186681.7319	516042.5062
25562	1186692.5047	516057.2190
25560	1186703.9006	516028.3269
25561	1186708.3088	516046.3734
25142	1186809.6706	515960.3041
25143	1186817.5966	515974.7811
25141	1186828.1710	515946.7365
25144	1186854.5847	515950.4117
25140	1186885.1794	515908.5496
25139	1186931.9470	515877.2960
25145	1186939.2311	515894.4078
25138	1186961.2127	515853.2537
25146	1186962.8459	515877.0887
25137	1186993.2140	515831.1475
25147	1186996.2415	515855.7091
25148	1187017.0427	515836.6642
25136	1187017.1283	515816.9005
25135	1187048.6748	515796.5478
25134	1187088.3624	515771.6161
25133	1187111.2590	515761.4396
25149	1187159.6881	515753.3353
25131	1187160.1050	515737.5253
25150	1187165.7950	515750.2608
25151	1187176.8084	515764.3582
25152	1187185.9045	515779.1699
25130	1187187.0722	515721.7520
25129	1187196.2310	515675.4500
25187	1187199.4590	515747.3291
25196	1187200.4022	515706.0421
25188	1187202.7040	515737.7887
25155	1187203.4075	515818.9726
25185	1187206.1860	515775.2001
25194	1187208.0049	515716.0460
25189	1187208.6063	515731.0512
25199	1187213.7404	515681.0995
25157	1187213.7893	515839.7006
25158	1187214.0711	515852.5106
25159	1187216.0052	515860.0716
25128	1187220.6541	515619.4806
25184	1187221.0416	515812.9201
25200	1187223.8776	515653.4894
25192	1187225.3310	515707.9013
25120	1187230.8303	515398.1460
25119	1187232.3569	515384.4082
25181	1187235.5104	515846.4683
25127	1187235.9185	515591.4957
25118	1187237.4448	515381.3551
25191	1187238.9691	515720.4856
25121	1187240.4979	515422.5692
25117	1187247.6213	515385.4256
25122	1187250.1652	515459.2040
25201	1187251.6213	515600.9366
25160	1187251.9057	515870.7074
25212	1187257.2886	515419.0076
25126	1187259.3240	515549.2642
25123	1187260.8503	515492.7856
25178	1187263.3020	515858.8079
25124	1187266.9562	515517.7177
25125	1187266.9562	515536.0349
25211	1187268.9913	515453.6069
25202	1187271.4952	515571.8593
25209	1187280.1855	515484.6446
25203	1187283.4995	515548.9174
25205	1187284.0333	515500.4995
25161	1187285.5300	515878.3790
25206	1187286.0339	515495.6977
25204	1187287.1009	515525.8423
25177	1187293.1150	515866.9840
25208	1187299.4594	515471.1951
25207	1187301.2393	515483.0392
25162	1187309.3495	515887.0020
25176	1187317.0513	515872.0454
25163	1187337.0978	515893.3396
25174	1187360.2310	515884.5732
25165	1187363.2178	515898.0289
25166	1187374.5400	515930.2555
25173	1187375.4717	515888.7970
25172	1187381.8471	515896.1237
25167	1187384.8851	515948.2621
25171	1187385.7250	515908.2894
25169	1187388.9274	515926.6932
25168	1187397.5593	515941.1971

OSW-27 OSW Point Table

Point #	NORTHING	EASTING
25228	1185894.9403	515194.7662
25229	1185895.8763	515211.3226
25227	1185914.4445	515193.5408
25230	1185914.7142	515212.9584
25226	1185929.8165	515196.5073
25231	1185945.1885	515214.8462
25225	1185951.1216	515198.3951
25232	1185970.8085	515211.0703
25223	1185978.1186	515193.6766
25233	1186000.2042	515205.1372
25222	1186014.1802	515189.5402
25246	1186020.9790	515329.9339
25245	1186028.2513	515306.8086
25247	1186028.3954	515330.9277
25248	1186029.5998	515324.0684
25234	1186030.4088	515199.7436
25244	1186031.7572	515297.6394
25249	1186034.4541	515310.5842
25243	1186045.2415	515285.7732
25251	1186047.3989	515301.1453
25221	1186048.8350	515183.2672
25235	1186051.7139	515196.7770
25242	1186053.0623	515268.5134
25241	1186067.3556	515253.4111
25252	1186077.3844	515263.1365
25237	1186078.9520	515195.1589
25240	1186082.1882	515232.6454
25238	1186083.5367	515199.2042
25239	1186094.3240	515222.1277
25253	1186096.3467	515237.8534
25220	1186099.7387	515179.1832
25254	1186102.2463	515237.0109
25289	1186103.2236	515192.1924
25287	1186104.8417	515209.7219
25286	1186114.2807	515226.4426
25256	1186115.3089	515257.2372
25219	1186122.3758	515173.5786
25291	1186123.4500	515188.1471
25285	1186129.3830	515252.0627
25257	1186133.8499	515277.8848
25284	1186143.9460	515271.7496
25292	1186145.5641	515184.6412
25258	1186153.6546	515301.9035
25218	1186155.2727	515170.6176
25284	1186143.9460	515271.7496

OSW-30 OSW Point Table

Point #	NORTHING	EASTING
25342	1185654.3170	516652.5439
25341	1185654.3580	516640.7718
25339	1185656.1937	516608.5326
25343	1185658.8219	516678.6632
25338	1185659.8501	516595.4771
25335	1185663.0091	516631.0771
25348	1185663.8337	516724.2341
25334	1185665.8120	516651.0484
25337	1185669.9974	516603.9741
25347	1185670.1353	516729.3743
25373	1185671.9094	516745.2786
25333	1185673.7799	516672.5733
25344	1185674.2725	516696.1194
25372	1185678.5233	516737.9631
25332	1185681.7675	516688.4680
25345	1185683.9852	516711.5083
25346	1185686.2547	516719.7056
25371	1185692.6739	516728.7878
25331	1185694.3545	516703.3550
25330	1185700.0637	516713.6116
25329	1185708.6810	516713.6416
25369	1185723.2809	516724.0724
25328	1185754.0956	516705.0985
25370	1185811.5787	516708.0273
25327	1185827.6831	516689.9997
25368	1185844.5439	516701.8527
25367	1185900.3486	516691.5646
25366	1185931.6593	516687.4807
25326	1185946.6764	516668.9170
25365	1185989.5921	516674.2650
25325	1185992.0981	516658.3267
25364	1186032.4395	516668.3345
25324	1186040.9490	516652.8667
25363	1186070.1145	516661.1281
25323	1186091.5447	516641.2708
25362	1186140.8210	516645.5985
25322	1186146.7255	516632.7619
25361	1186188.2847	516635.9367
25321	1186193.2998	516621.1521
25320	1186217.4389	516618.1652
25360	1186245.2976	516629.2563
25319	1186304.1790	516620.5147
25359	1186309.6228	516634.3939
25358	1186407.0533	516635.3884
25357	1186422.4418	516650.8378
25317	1186428.2536	516625.0415
25310	1186434.6753	516411.1001
25350	1186434.9768	516641.0544
25311	1186435.6217	516455.9802
25312	1186435.9096	516478.9111
25316	1186436.3303	516615.3449
25314	1186436.6067	516536.0129
25309	1186437.1726	516379.9438
25315	1186438.1464	516588.7363
25351	1186439.3695	516646.6383
25349	1186440.5261	516631.2466
25308	1186448.2506	516630.2908
25352	1186449.6460	516651.9152
25356	1186451.4376	516665.3518
25298	1186451.5260	516385.5899
25307	1186452.7072	516617.5312
25302	1186452.8670	516466.1950
25304	1186453.0942	516506.4868
25301	1186454.4118	516444.9084
25305	1186454.8172	516539.5772
25306	1186455.3744	516590.6799
25299	1186455.9889	516414.4503
25355	1186478.2638	516669.3760
25354	1186482.0021	516651.7003

OSW-68 OSW Point Table

Point #	NORTHING	EASTING
25538	1187257.8073	517466.1262
25537	1187259.2361	517481.7131
25539	1187277.1488	517459.0307
25536	1187289.1704	517472.2823
25540	1187289.4299	517448.4809
25535	1187300.2934	517463.3607
25541	1187304.9637	517441.8808
25533	1187321.0060	517432.1567
25534	1187329.6579	517444.5258

OSW-78 OSW Point Table

Point #	NORTHING	EASTING
25586	1188394.5082	515247.7913
25585	1188396.0438	515253.5677
25587	1188398.4154	515229.8184
25584	1188405.6758	515297.4515
25581	1188421.4980	515228.1044
25583	1188425.7325	515295.9764
25582	1188429.8714	515264.0421

OSW-38 OSW Point Table

Point #	NORTHING	EASTING
25458	1187822.9764	515746.3281
25459	1187824.6920	515769.4711
25457	1187839.9426	515762.3445
25460	1187873.2883	515812.3631
25456	1187881.8100	515797.1721
25453	1187894.6699	515617.6840
25452	1187899.9179	515640.7748
25404	1187908.0957	515619.2975
25455	1187912.4195	515827.9533
25405	1187914.5163	515636.7666
25461	1187914.7850	515850.1550
25406	1187927.7512	515678.6422
25454	1187929.6055	515839.4103
25451	1187930.3558	515718.3918
25438	1187936.2744	515862.7521
25407	1187946.5907	515732.0985
25439	1187946.6488	515853.8600
25440	1187954.4292	515857.5651
25450	1187959.8748	515778.5984
25430	1187965.1284	515957.6128
25429	1187967.7068	515963.5626
25428	1187969.3456	515969.1711
25449	1187969.7521	515786.3539
25431	1187972.9820	515954.0275
25408	1187976.1228	515777.3943
25437	1187977.0303	515897.5798
25442	1187979.3272	515877.4873
25427	1187979.5148	515969.4756
25448	1187981.6451	515812.5035
25445	1187983.9462	515850.4358
25432	1187984.7441	515953.7404
25444	1187987.1375	515856.2314
25426	1187987.5460	515968.8313
25447	1187988.7556	515834.5333
25433	1187989.6516	515951.7870
25409	1187993.1464	515812.1364
25425	1187994.6532	515964.5511
25412	1187998.5578	515878.9981
25413	1187999.1355	515893.0830
25411	1187999.9387	515842.8489
25410	1188000.0624	515830.0002
25434	1188000.4452	515948.2119
25414	1188002.2248	515896.4682
25424	1188004.9721	515960.2824
25435	1188009.9347	515943.9753
25423	1188015.0164	515958.0308
25436	1188020.0610	515938.8635
25422	1188021.1801	515955.7653
25415	1188023.7142	515921.2923
25421	1188026.7936	515957.6682
25420	1188034.0131	515959.5770
25419	1188038.1640	515959.8250
25416	1188044.4625	515946.1164
25418	1188046.2857	515978.9438
25417	1188055.7970	515966.7324

OSW-30a OSW Point Table

Point #	NORTHING	EASTING
25236	1185433.5887	516495.6545
25601	1185433.7621	516485.7240
25250	1185441.9098	516496.4675
25600	1185442.9868	516485.7580
25599	1185453.6345	516488.4081
25255	1185458.5202	516503.5806
25598	1185472.3315	516493.4380
25290	1185473.5737	516509.9042
25300	1185484.7285	516516.2143
25597	1185493.6041	516505.2707
25596	1185517.4521	516523.9061
25303	1185526.1847	516553.9860
25595	1185570.0403	516574.5202
25313	1185572.0304	516600.1345
25336	1185585.4079	516607.9343
25594	1185599.6637	516602.3466
25340	1185605.4068	516651.5432
25593	1185606.1797	516618.0832
25592	1185622.7452	516645.2682
25353	1185640.0413	516706.5916
25591	1185646.7203	516689.3696
25441	1185654.2894	516737.0401
25590	1185663.8337	516724.2341
25443	1185666.3289	516765.6709
25589	1185671.9094	516745.2786
25588	1185678.3574	516759.9806
25446	1185678.6982	516795.2905
25574	1185690.7696	516794.7433

OSW-38b OSW Point Table

Point #	NORTHING	EASTING
40139	1187996.5750	516553.1300
40140	1188000.0160	516562.5710
40138	1188004.8980	516538.9670
40137	1188008.8940	516526.1870
40135	1188022.8230	516550.5830
40136	1188023.0810	516545.4010
40134	1188027.8100	516557.3230
40141	1188032.4800	516472.6600
40143	1188049.6860	516478.7320
40128	1188079.9880	516620.4550
40130	1188087.4100	516597.0510
25102	1188110.6798	516337.6676
40144	1188121.5440	516345.8420
25111	1188124.1990	516327.0973
25156	1188126.5744	516336.5390
40127	1188158.8420	516670.4080
45016	1188162.2620	516879.1780
45015	1188162.2640	516925.6570
45012	1188162.2860	516970.8100
45022	1188165.2750	516783.9800
45021	1188166.3740	516819.0980
40125	1188167.7370	516656.1050
45027	1188168.2560	516730.4930
45010	1188174.5870	516969.4500
45013	1188178.5650	516928.2510
45018	1188179.4320	516877.1840
45024	1188180.3040	516782.5060
45042	1188180.4200	516677.5280
45007	1188180.7620	517029.3540
45019	1188181.4340	516819.5100
45025	1188184.1060	516728.9980
45008	1188185.5970	517015.9660
45001	1188192.3880	517037.7990
45002	1188201.0300	517053.3380
45003	1188205.3050	517060.9150
45007	1188205.3970	517033.4230
45004	1188211.3980	517052.8690

OSW-66 OSW Point Table

Point #	NORTHING	EASTING
25487	1186635.3273	517688.0481
25486	1186635.5759	517662.4463
25488	1186637.9047	517687.4650
25485	1186638.1569	517660.6963
25484	1186638.1665	517659.6707
25483	1186638.7990	517660.2609
25482	1186649.8174	517666.4315
25489	1186664.1149	517678.6008
25481	1186669.6976	517658.9663
25480	1186684.4259	517652.7934
25490	1186696.1470	517665.6090
25491	1186711.6017	517661.7317
25479	1186714.9662	517646.0202
25507	1186727.0587	517657.8541
25492	1186728.0642	517686.0286
25506	1186739.9832	517681.5043
25478	1186742.9163	517644.1511
25508	1186754.2686	517657.2934
25493	1186755.9077	517714.9505
25494	1186770.8847	517743.1729
25509	1186775.6304	517656.1176
25477	1186775.7446	517642.6015
25505	1186778.8627	517735.3799
25495	1186788.8122	517768.7847
25504	1186798.8548	517768.7171
25496	1186814.7708	517811.1307
25503	1186822.2744	517807.6963
25497	1186841.5135	517839.3935
25502	1186854.9065	517840.5660
25501	1186876.6788	517857.5309
25498	1186886.3795	517876.5017
25500	1186903.0308	517879.1181
25499	1186911.2568	517886.2874

OSW-73 OSW Point Table

Point #	NORTHING	EASTING
25577	1186101.5724	516433.2408
25578	1186106.3686	516411.0262
25576	1186108.6406	516449.6489
25579	1186115.9611	516403.9580
25575	1186118.7380	516457.7269
25580	1186135.6511	516396.6375
25570	1186146.7583	516398.1519
25571	1186155.0887	516410.0164
25573	1186161.1474	516457.7269
25572	1186173.0129	516454.6984

OSW-65 OSW Point Table

Point #	NORTHING	EASTING
25059	1186352.7832	514832.7696
25078	1186355.4059	514916.9800
25058	1186357.8475	514827.1393
25077	1186363.0187	514914.9328
25057	1186364.7113	514821.9914
25079	1186367.5302	514929.6654
25060	1186368.7136	514845.4149
25055	1186371.7182	514821.5626
25073	1186375.3907	514862.6963
25056	1186377.0905	514824.6078
25061	1186377.5676	514832.9989
25080	1186378.1398	514928.2867
25076	1186378.5328	514913.1654
25062	1186382.0676	514851.5028
25085	1186382.5390	514947.0400
25075	1186383.4422	514909.2379
25081	1186383.6384	514928.4829
25064	1186384.2277	514889.4036
25074	1186385.4058	514904.7212
25084	1186385.4058	514938.6945
25082	1186386.3878	514931.8215
25083	1186387.5659	514934.7671
25063	1186389.1371	514858.5723
25072	1186391.4964	514958.8254
25065	1186395.4212	514877.8174
25071	1186396.9921	514947.3353
25066	1186398.3667	514892.1530
25070	1186399.7414	514938.4983
25067	1186400.3307	514904.7212
25068	1186401.3126	514915.5220
25069	1186401.7053	514928.0902

OSW-67 OSW Point Table

Point #	NORTHING	EASTING
25521	1187257.6288	517419.6669
25519	1187263.6311	517386.8911
25520	1187267.9451	517379.5414
25518	1187275.9995	517364.0558
25522	1187276.3866	517399.3015
25517	1187286.8837	517346.9033
25523	1187296.0431	517363.5424
25516	1187298.9617	517324.5139
25515	1187305.4279	517292.0422
25524	1187307.5969	517345.1569
25525	1187318.6277	517311.9273
25514	1187321.5568	517255.2014
25532	1187329.6864	517270.5088
25513	1187335.3655	517208.9190
25526	1187338.4121	517239.3182
25512	1187344.8737	517181.2796
25527	1187350.5935	517205.5808
25528	1187353.2913	517196.8222
25511	1187361.5915	517178.1930
25529	1187361.7808	517191.6106
25530	1187371.9055	517189.7593
25510	1187379.5633	517178.2688
25531	1187381.8162	517192.2186

OSW-26 OSW Point Table

Point #	NORTHING	EASTING
25046	1186515.3954	515101.8770
25047	1186520.7527	515092.7277
25045	1186529.5476	515116.0242
25048	1186535.8317	515105.0272
25049	1186542.5085	515111.9002
25044	1186543.0978	515133.1092
25050	1186548.0072	515118.7736
25043	1186557.2368	515147.0521
25051	1186557.2368	515126.6285
25052	1186563.1282	515135.2693
25042	1186563.9137	515154.3181
25041	1186567.4484	515157.0675
25053	1186574.7145	515144.1065
25040	1186575.8930	515161.9769
25054	1186581.7844	515147.2486
25039	1186582.5698	515159.8168
25038	1186586.3178	515159.7551
25037	1186587.0124	515153.5366

OSW-25 OSW Point Table

Point #	NORTHING	EASTING
25026	1186482.5493	514974.0649
25025	1186486.7370	514966.1876
25034	1186493.8859	514981.5065
25024	1186500.0909	514950.0846
25023	1186507.9459	514943.2113
25022	1186513.0519	514933.5889
25033	1186514.2300	514958.7253
25021	1186522.0853	514922.7881
25032	1186523.0670	514947.5318
25031	1186531.1184	514936.5344
25020	1186531.5115	514910.4160
25030	1186538.3845	514929.0722
25029	1186541.7231	514924.5555
25028	1186547.2218	514913.9511
25035	1186547.3458	514892.8101
25036	1186552.5239	514907.2740
25019	1186557.2368	514882.9233
25027	1186566.4668	514891.7602

OSW-69 OSW Point Table

Point #	NORTHING	EASTING
25542	1186545.0161	516218.2451
25545	1186546.5846	516252.6653
25544	1186554.4357	516229.7179
25543	1186564.3247	516240.5620
25546	1186566.8080	516266.4488
25548	1186582.2922	516254.3828
25549	1186602.4733	516266.2457
25547	1186621.1307	516293.1715
25550	1186626.7039	516276.4852
25553	1186652.0309	516288.6935
25551	1186653.8144	516304.4228
25554	1186668.1858	516295.3011
25552	1186682.4587	516314.3496
25555	1186694.2513	516306.5294
25556	1186700.0709	516324.5658
25557	1186710.2224	516331.3437
25558	1186717.2273	516320.1383

OSW-28a OSW Point Table

Point #	NORTHING	EASTING
25100	1185727.1860	515413.1975
25099	1185727.4140	515432.5771
25098	1185731.2897	515452.8687
25101	1185732.5760	515400.0970
25097	1185736.5337	515474.9841
25096	1185742.0055	515492.3119
25087	1185744.5134	515413.6536
25088	1185744.9694	515443.2929
25095	1185747.2493	515499.8358
25089	1185748.3894	515459.9366
25086	1185750.5928	515394.6090
25090	1185752.0373	515473.8444
25091	1185763.2089	515500.5195
25094	1185776.2158	515538.1812
25092	1185777.5727	515522.1793
25093	1185785.5838	515532.1586

OSW-38c OSW Point Table

Point #	NORTHING	EASTING
45035	1188047.6740	516751.7760
45036	1188052.1060	516784.3520
45034	1188052.3650	516713.7350
45037	1188058.3720	516798.7800
45033	1188061.8510	516702.7960
45032	1188074.6290	516698.3410
45038	1188079.2030	516806.7130
45031	1188100.2560	516701.0110
45039	1188102.2360	516804.2750
45040	1188113.2720	516793.6440
45041	1188118.7650	516773.1900
45028	1188123.9740	516742.8520
45030	1188126.0910	516712.6010
45029	1188130.6750	516723.9130

OSW-45a OSW Point Table

Point #	NORTHING	EASTING
25467	1188578.9641	515899.7358
25466	1188579.8214	515891.7663
25465	1188587.3173	515891.4575
25464	1188600.0740	515890.1493
25468	1188603.7012	515897.5155
25463	1188609.9794	515886.0324
25469	1188610.0954	515895.3285

OSW-45 OSW Point Table

Point #	NORTHING	EASTING
25472	1188581.0390	516029.1274
25473	1188582.0471	516041.5135
25474	1188593.1102	516037.8889
25471	1188605.7491	516027.0816
25475	1188610.1453	516034.9581
25470	1188611.7345	516026.6826
25476	1188611.8355	516034.7778

OSW-19 OSW Point Table

Point #	NORTHING	EASTING
25005	1187559.5711	515304.3630
25002	1187560.2369	515280.8542
25001	1187563.1677	515265.8747
25004	1187572.6383	515305.8896
25000	1187574.2395	515267.8285
25003	1187575.2164	515281.8311

OSW-28 OSW Point Table

Point #	NORTHING	EASTING
25109	1185419.7224	515561.3032
25110	1185424.7427	515472.1301
25108	1185425.9802	515587.0981
25113	1185433.3493	515450.8530
25107	1185438.1131	515586.3586
25106	1185441.2384	515548.1546
25105	1185444.5855	515474.0429
25112	1185445.3027	515427.4242
25104	1185446.9763	515458.9816
25114	1185465.1455	515391.3245
25115	1185487.0731	515352.6059
25103	1185510.0578	515372.7570

OSW-34 OSW Point Table

Point #	NORTHING	EASTING
25392	1187216.9510	517840.9368
25391	1187220.2405	517853.0874
25390	1187226.8452	517867.9349
25386	1187232.4779	517823.9146
25015	1187236.0059	517892.3188
25389	1187236.0564	517862.3240
25387	1187238.0724	517846.4954
25388	1187241.6896	517857.7997
25017	1187245.8872	517912.5463
25018	1187249.7692	517915.2967

OSW-33 OSW Point Table

Point #	NORTHING	EASTING
25381	1187246.5330	517709.4683
25382	1187254.5457	517715.7569
25403	1187259.2586	517701.3836
25380	1187263.0796	517697.5478
25383	1187272.6484	517720.4316
25379	1187285.3970	517708.3164
25384	1187294.0375	517727.4234
25378	1187317.1326	517717.4407
25385	1187321.7760	517735.6954
25377	1187326.4240	517736.7728
25376	1187329.1160	517733.1345
25375	1187331.3714	517728.7090
25374	1187332.9843	517723.1506

OSW-35 OSW Point Table

Point #	NORTHING	EASTING
25399	1187101.0569	517954.4565
25400	1187101.7308	517950.6383
25401	1187108.6639	517928.7981
25398	1187111.9621	517945.8867
25396	1187114.9352	517950.5747
25397	1187115.6940	517945.0721
25402	1187118.1872	517917.3418
25395	1187130.1576	517919.4379
25394	1187148.8777	517894.8245
25393	1187170.7176	517874.3711
25392	1187216.9510	517840.9368
25391	1187220.2405	517853.0874

WETLAND AREA TABLE

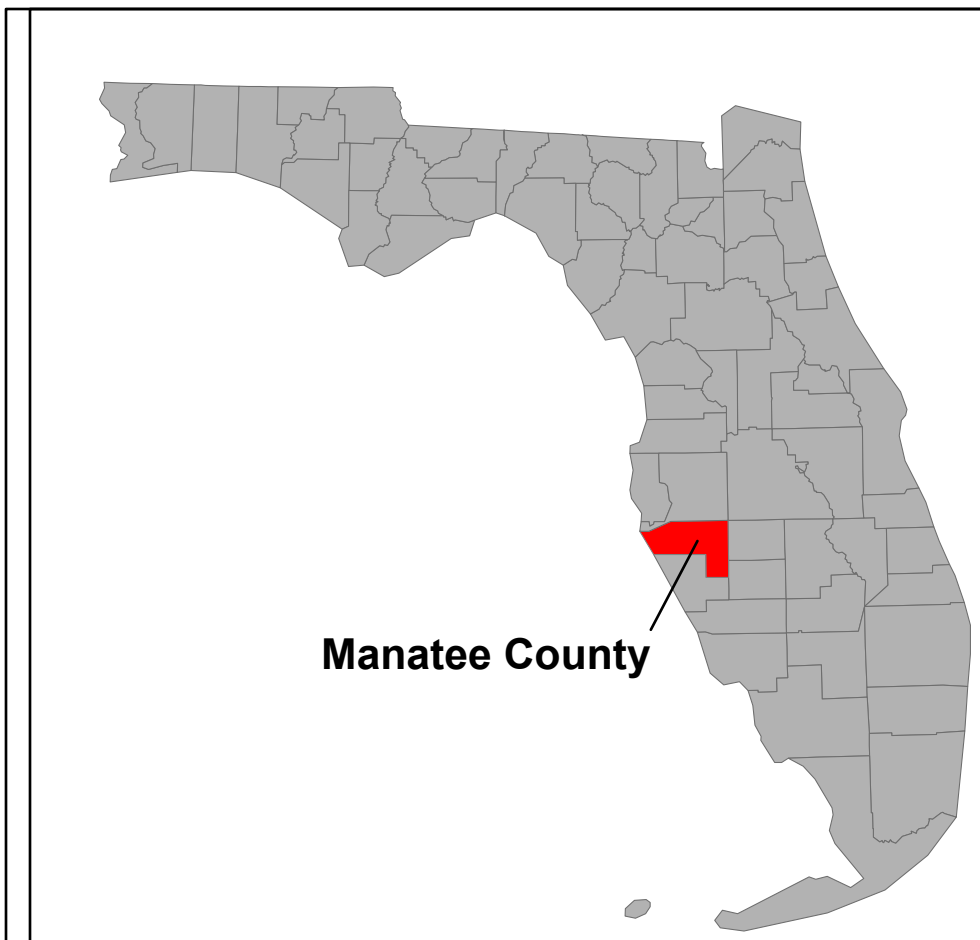
WL-31a	347,520 SF	7.9780 AC
WL-31b	8,745 SF	0.2008 AC
WL-32	115,259 SF	2.6460 AC
WL-33a	94,460 SF	2.1685 AC
WL-33b	80,541 SF	1.8490 AC
WL-33c	6,433 SF	0.1477 AC
WL-34a	281,392 SF	6.4599 AC
WL-34b	48,106 SF	1.1044 AC
WL-35	142,482 SF	3.2710 AC
WL-36	1,749 SF	0.0402 AC
WL-36a	253,789 SF	5.8262 AC
WL-36b	2,636 SF	0.0605 AC
WL-37	70,531 SF	1.6192 AC
WL-38	238,903 SF	5.4845 AC
WL-39	151,481 SF	3.4775 AC

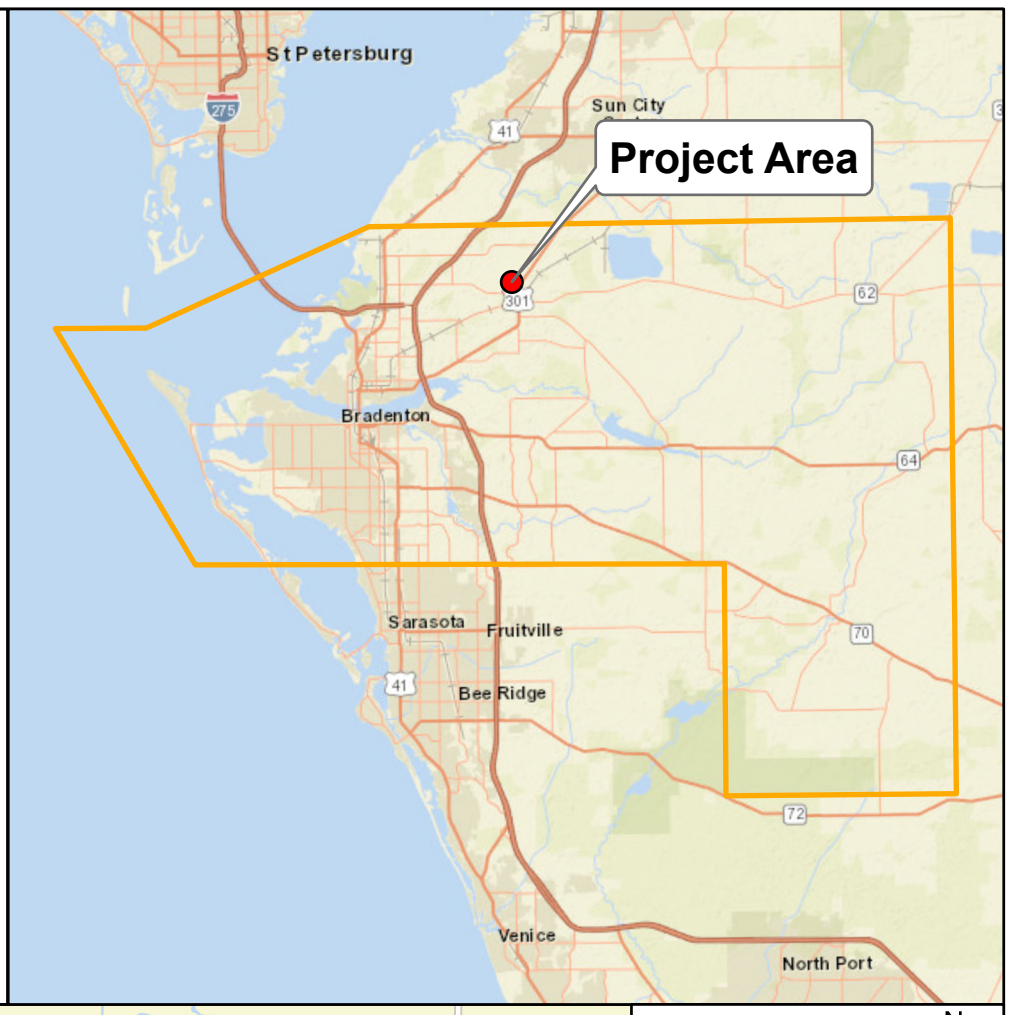
TOTAL AREA(S) COMBINED

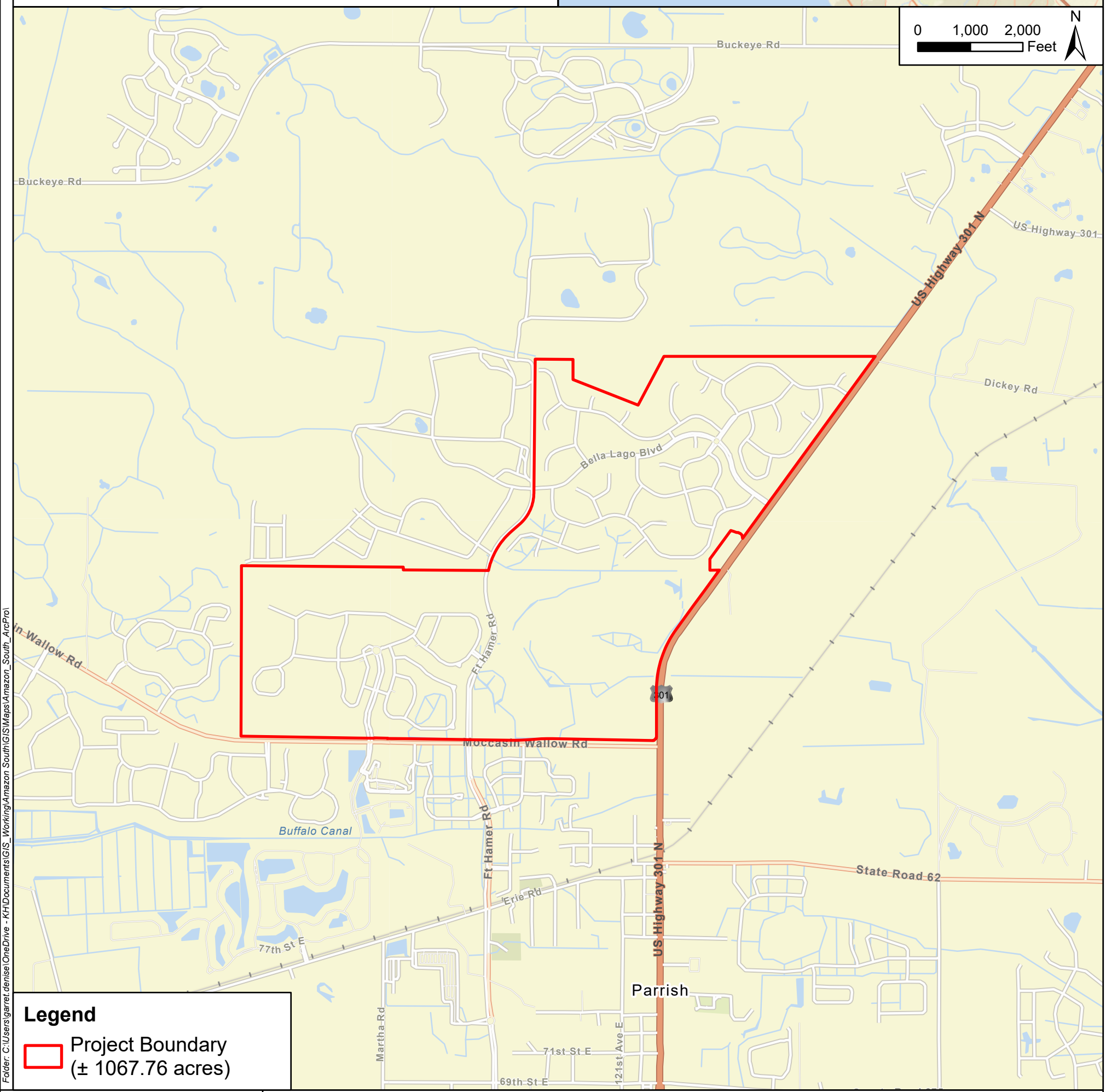
UPLAND	7,006,031 SF	160.8364 AC
WETLAND	1,884,027 SF	42.3334 AC
OSW	124,439 SF	2.8563 AC
TOTAL	8,974,497 SF	206.0261 AC

OTHER SURFACE WATER AREA TABLE

OSW-19	531 SF	0.0122 AC
OSW-25	1,769 SF	0.0406 AC
OSW-26	1,187 SF	0.0272 AC
OSW-27	10,618 SF	0.2437 AC
OSW-28	5,114 SF	0.1174 AC
OSW-28a	2,192 SF	0.0503 AC
OSW-29	23,123 SF	0.5308 AC
OSW-30	17,577 SF	0.4035 AC
OSW-30a	6,085 SF	0.1396 AC
OSW-33	1,064 SF	0.0244 AC
OSW-34	687 SF	0.0158 AC
OSW-35	1,923 SF	0.0441 AC
OSW-38	9,116 SF	0.2093 AC
OSW-38a	929 SF	0.0213 AC
OSW-38b	14,345 SF	0.3293 AC
OSW-38c	7,031 SF	0.1614 AC
OSW-45	296 SF	0.0068 AC
OSW-45a	246 SF	0.0056







Legend

Project Boundary
(± 1067.76 acres)

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Project Location Map

Village of Amazon South
Manatee County, Florida

1 IN = 2,000 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 1

0 1,000 2,000 Feet

N

Sawgrass

Lookout Tower

St Marys Ch

Parrish

CANAL

WADE CANAL

ROAD

PARRISH ROAD

SPENCER

Culvert

Legend

Project Boundary
(± 1067.67 acres)

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USGS Quadrangle Map

Village of Amazon South
Manatee County, Florida

1 IN = 2,000 FT	*PROJECT NUMBER: 242163000*	*OCTOBER 2024*	*FIGURE 2*

Legend

Project Boundary (± 1067.76 acres)

Soil Description

- 7: Canova, Anclote, and Okeelanta soils **(± 21.02 acres)**
- 16: Delray complex **(± 4.02 acres)**
- 17: Delray-EauGallie complex **(± 0.02 acres)**
- 20: EauGallie-EauGallie wet, fine sand, 0 to 2 percent slopes **(± 811.68 acres)**
- 26: Floridana-Immokalee-Okeelanta association **(± 186.71 acres)**
- 38: Palmetto sand **(± 37.45 acres)**
- 39: Parkwood variant-Chobee, limestone substratum-Parkwood complex **(± 3.71 acres)**
- 48: Wabasso-Wabasso, wet, fine sand, 0 to 2 percent slopes **(± 3.16 acres)**

0 450 900 Feet

N

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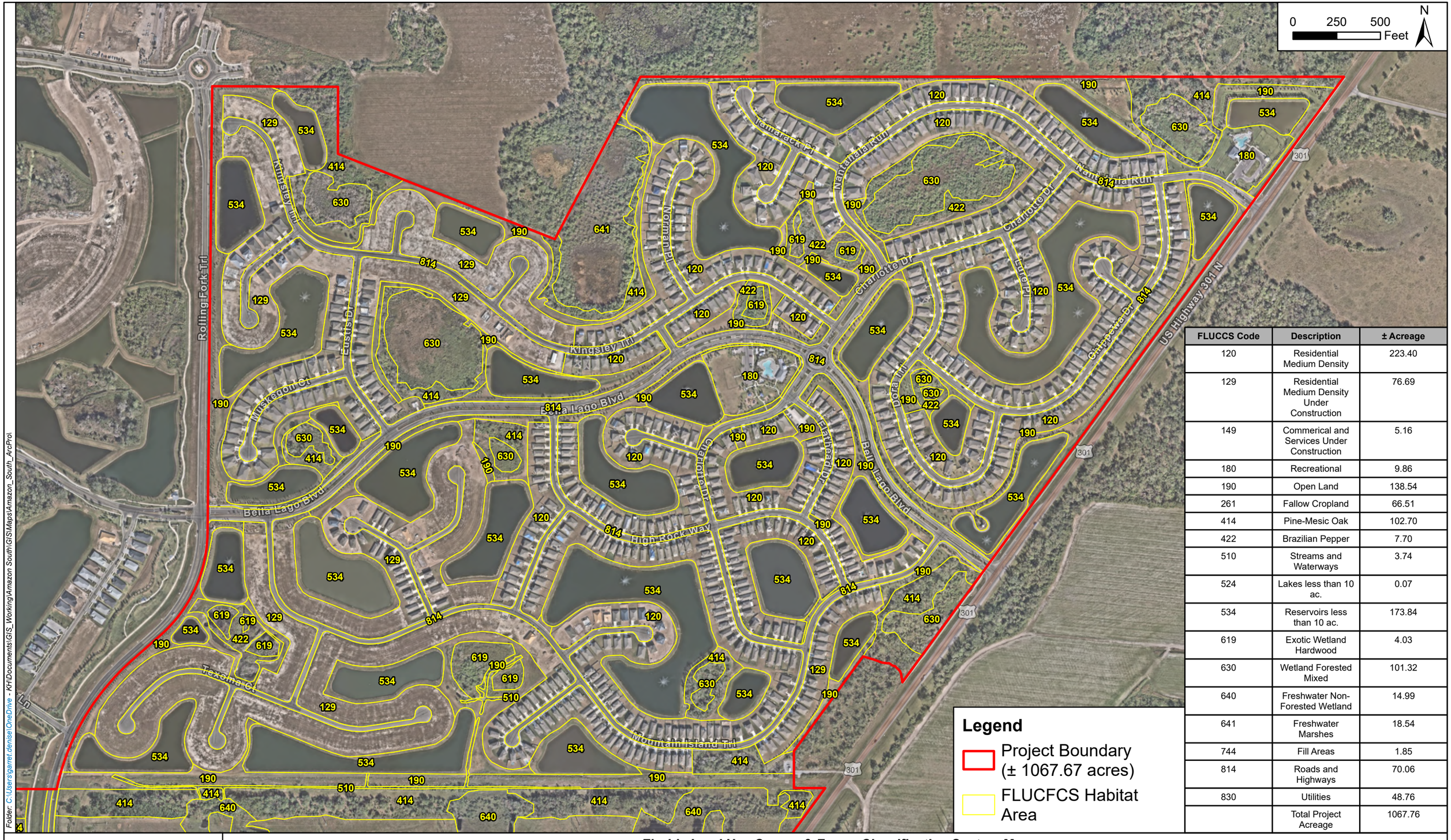
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NRCS Soils Classification Map

Village of Amazon South
Manatee County, Florida

1 IN = 900 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 3



FLUCCS Code	Description	± Acreage
120	Residential Medium Density	223.40
129	Residential Medium Density Under Construction	76.69
149	Commerical and Services Under Construction	5.16
180	Recreational	9.86
190	Open Land	138.54
261	Fallow Cropland	66.51
414	Pine-Mesic Oak	102.70
422	Brazilian Pepper	7.70
510	Streams and Waterways	3.74
524	Lakes less than 10 ac.	0.07
534	Reservoirs less than 10 ac.	173.84
619	Exotic Wetland Hardwood	4.03
630	Wetland Forested Mixed	101.32
640	Freshwater Non-Forested Wetland	14.99
641	Freshwater Marshes	18.54
744	Fill Areas	1.85
814	Roads and Highways	70.06
830	Utilities	48.76
	Total Project Acreage	1067.76

Legend

- Project Boundary (± 1067.67 acres)
- FLUCFCS Habitat Area

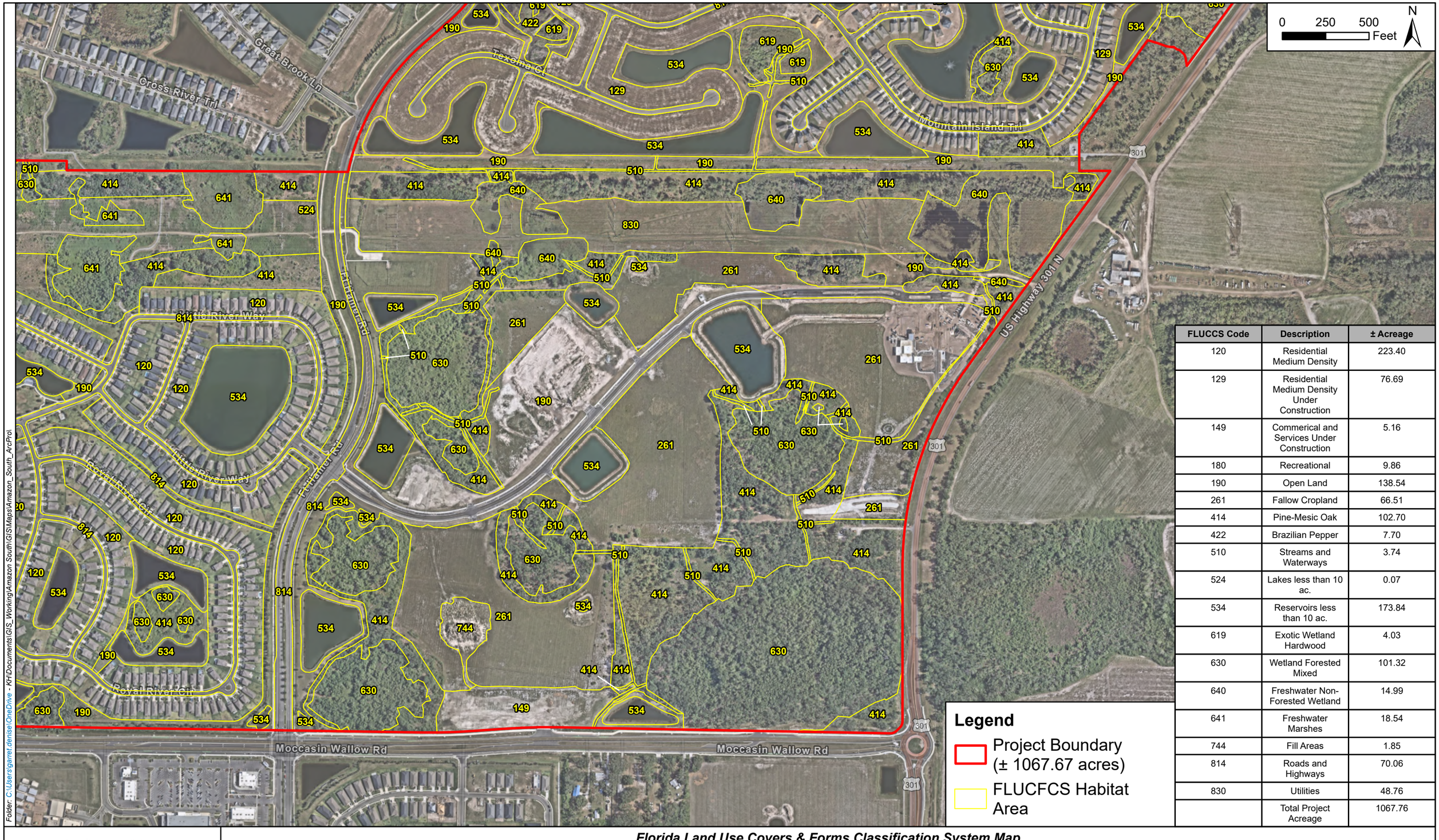
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Phone (941)- 379 7600
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Florida Land Use Covers & Forms Classification System Map

Villages at Amazon South
Manatee County, Florida

1 IN = 500 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 4 Page 1 of 3



FLUCCS Code	Description	± Acreage
120	Residential Medium Density	223.40
129	Residential Medium Density Under Construction	76.69
149	Commerical and Services Under Construction	5.16
180	Recreational	9.86
190	Open Land	138.54
261	Fallow Cropland	66.51
414	Pine-Mesic Oak	102.70
422	Brazilian Pepper	7.70
510	Streams and Waterways	3.74
524	Lakes less than 10 ac.	0.07
534	Reservoirs less than 10 ac.	173.84
619	Exotic Wetland Hardwood	4.03
630	Wetland Forested Mixed	101.32
640	Freshwater Non-Forested Wetland	14.99
641	Freshwater Marshes	18.54
744	Fill Areas	1.85
814	Roads and Highways	70.06
830	Utilities	48.76
	Total Project Acreage	1067.76

Legend

- Project Boundary (± 1067.67 acres)
- FLUCFCS Habitat Area

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Florida Land Use Covers & Forms Classification System Map

Villages at Amazon South
Manatee County, Florida

1 IN = 500 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 4 Page 2 of 3

Legend

- Project Boundary (± 1067.67 acres)
- FLUCFCS Habitat Area

FLUCCS Code	Description	± Acreage
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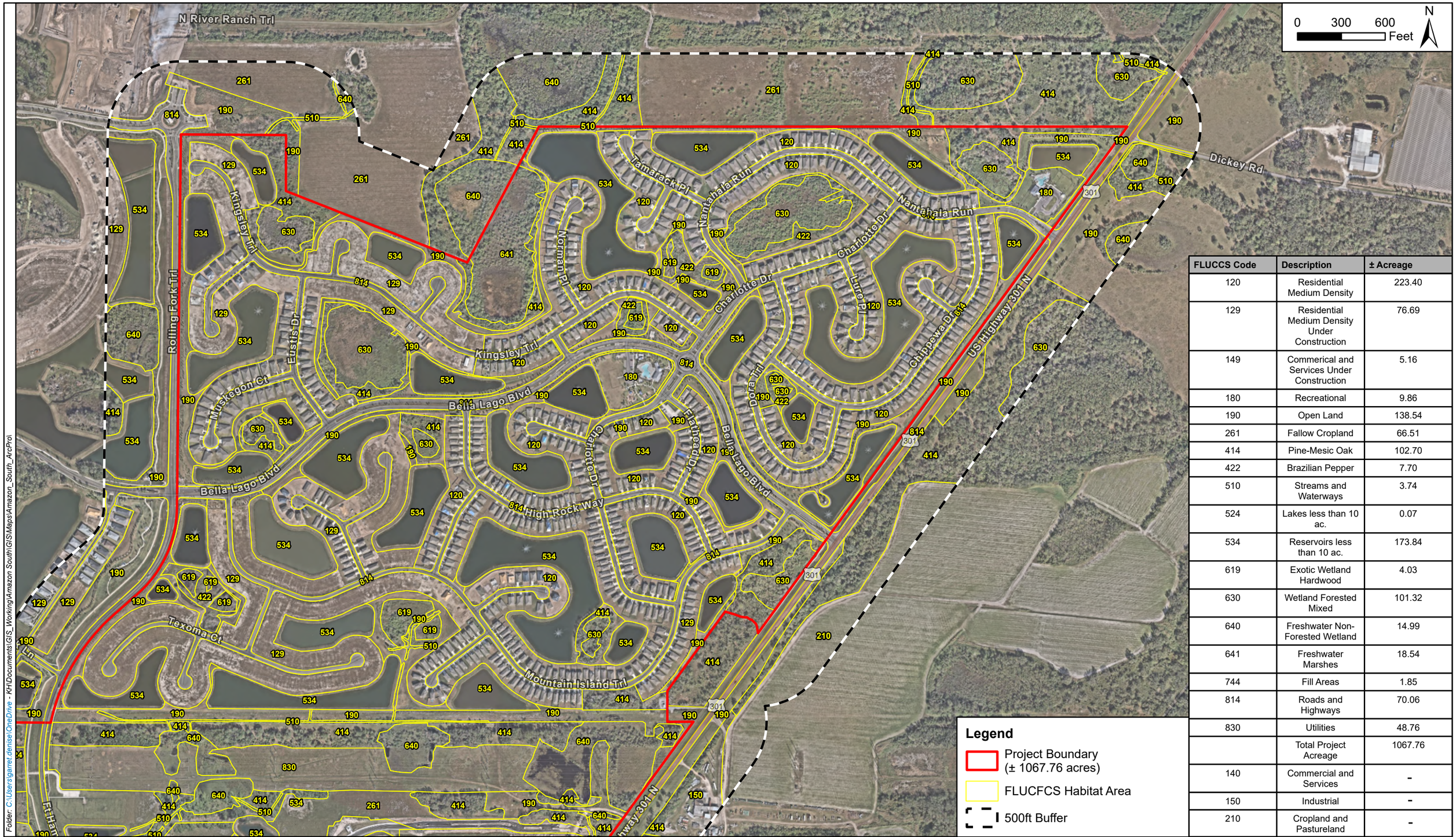
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Florida Land Use Covers & Forms Classification System Map

Villages at Amazon South
Manatee County, Florida

1 IN = 500 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 4 Page 3 of 3



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814	Roads and Highways	70.06
830	Utilities	48.76
	Total Project Acreage	1067.76
140	Commercial and Services	-
150	Industrial	-
210	Cropland and Pastureland	-

Legend

- Project Boundary (± 1067.76 acres)
- FLUCFCS Habitat Area
- 500ft Buffer

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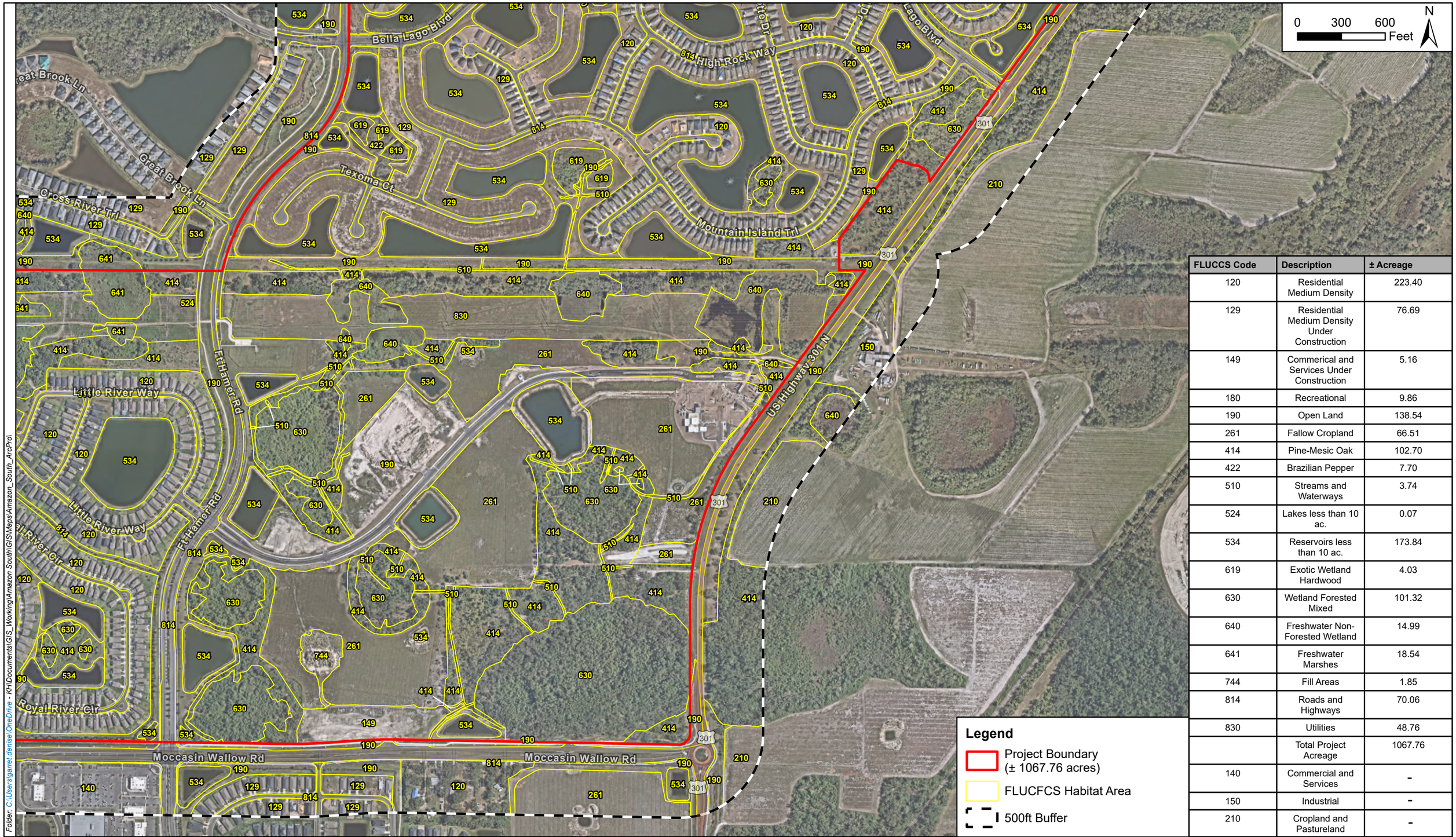
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Florida Land Use Covers & Forms Classification System within 500ft Map

Villages of Amazon South
Manatee County, Florida

1 IN = 600 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 5 Page 1 of 3



FLUCCS Code	Description	± Acreage
120	Residential Medium Density	223.40
129	Residential Medium Density Under Construction	76.69
149	Commerical and Services Under Construction	5.16
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	Total Project Acreage	1067.76
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150	Industrial	-
210	Cropland and Pastureland	-

Legend

- Project Boundary (± 1067.76 acres)
- FLUCFCS Habitat Area
- 500ft Buffer

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Florida Land Use Covers & Forms Classification System within 500ft Map

Villages of Amazon South
Manatee County, Florida

1 IN = 600 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 5 Page 2 of 3

Legend

- Project Boundary (± 1067.76 acres)
- FLUCFCS Habitat Area
- 500ft Buffer

FLUCCS Code	Description	± Acreage
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Florida Land Use Covers & Forms Classification System within 500ft Map

Villages of Amazon South
Manatee County, Florida

1 IN = 600 FT	PROJECT NUMBER: 242163000	OCTOBER 2024	FIGURE 5 Page 3 of 3

School District of Manatee County

School Report

This School Report does not reserve capacity for school concurrency

This report is in response to a request for analysis of the projected demands on school facilities for the proposed land development application. This report is intended to be only information and analysis to assistthe governing board in its land-use decision.

Project Information

Local Government:	Manatee County Government	**Case Planner:**	Laura Gonzalez
Project Name:	Villages of Amazon South	**Fee:**	$ 650.00
Application Type:	Rezone with Amended GDP	**Date:**	01/22/25
Record Number:	PLN2411-0096	**SSA:**	1
Project Number:	PDMU-18-06(Z)(G)(R2)	**Acres:**	35.53/1,067.76
Address/PIN:	12416 US 301 N, Parrish 34219	**Version:**	CR-V1

Overview

The applicant has requested approval of a Rezone from Agriculture-Suburban (A-1) and Agriculture (A) to Planned Development Mixed Use (PDMU) for 35.53 acres, adding to the previously approved 1,032.23 acres for a total of 1,067.76 acres with a Future Land Use Category that allows 3 dwelling units an acre (UF-3).

The proposed Amendment to the General Development Plan requests approval for exchanging 279 unplatted single-family detached dwelling units for 627 multi-family dwelling units and adding 313 multi-family dwelling units for a total entitlement of 1,438 multi-family dwelling units. The proposed exchange reduces the single-family detached dwelling units to 1,720 and increases the overall total dwelling units to 3,158. The proposed amendment also includes an additional 18,000 sf retail/commercial, and 30,000 sf office.

Projected Students

Proposed Rezone	Acres	Dwelling Units per Acre	Total Dwelling Units	Elementary Students	Middle Students	High School Students	Total Students
A & A-1	35.53	0.20	7	1	0	0	1
PDMU (UF-3)	35.53	3.00	107	9	4	7	20
Total Increase:		2.80	99	9	4	6	19
Proposed GDP Amendment							
PDMU (UF-3) current appvd	1,032.23	2.42	2,497	215	95	157	467
PDMU (UF-3) proposed	1,067.76	2.96	3,158	272	120	199	591
Total Increase:		**0.54**	**661**	**57**	**25**	**42**	**124**

ISSUES

None at this time.

CONDITIONS

None at this time.

NOTES

Preliminary School Concurrency Analysis

School capacity is currently available or expected to be available within the School Service Area (SSA) or contiguous SSA. A School Concurrency Analysis ($800) will be required upon submittal of a final site plan. This School Report Rezone does not reserve school capacity and the final analysis may differ from this preliminary analysis.

2024-25 School Attendance Zones

These are current school year attendance zones. These zones are subject to change by the School Board.
- Mills Elementary (due to capacity issues at Harvey ES)
- Buffalo Creek Middle
- Parrish Community High School

Sidewalks and Bicycle Paths

The development **is** located within the two-mile walking radius of a future middle school site. Middle school students residing at this development **will not** qualify for bussing once the school is constructed.

The development **is** located within the two-mile walking radius of an existing zoned high school. High school students residing at this development **will not** qualify for bussing.

The development **is not** located within the two-mile walking radius of the existing zoned elementary and middle school. Elementary and middle school students residing at this development **will** qualify for bussing.

Generally, the School District suggests sidewalks connect along both sides of entrance drives, along the property frontage and connect to existing offsite sidewalks to provide a safe route to area schools and bus stops. Sidewalk needs will be evaluated when a more detailed site plan is submitted.

- Land Development Code Section 1001.6 requires a five foot sidewalk along all property lines abutting a street for all development within two walking miles of any public elementary or middle school.

- Land Development Code Section 1001.6 provides sidewalks may be constructed to extend a maximum distance of 1,000 feet beyond the outer limits of the proposed development to connect to existing sidewalks in the interest of safety and to extend sidewalks to existing or proposed attractors.

- Land Development Code Section 1001.6 requires pedestrian ways to provide circulation or access to schools and within 1,500 feet of a transit route to encourage pedestrian and transit intermodal travel.

Crosswalks, Traffic Signalization, School Signs & Markings

Crosswalk needs will be evaluated when a more detailed site plan is submitted.

Transportation, Bus Stops, and Bus Shelters

The development **is not** located within the two-mile walking radius of an existing zoned elementary and middle school. Bus stops as student pickup and drop off for the development will be evaluated when a more detailed site plan is submitted.

The School District has observed a growing trend of parents driving students to bus stops and parking vehicles near the bus stop. The School District generally suggests providing a wider roadway near bus stops to accommodate additional parked cars or a parking area so the bus will be able to safely load/unload students and pass parked cars on the roadway. The School District also suggests providing a bus shelter, bicycle racks and lighting in the immediate area.

Future circumstances may require a bus to enter a subdivision (i.e. special needs students). The School District recommends roundabouts and cul-de-sacs provide sufficient radius for a bus turn around. The school buses require 10 feet of roadway and have a turning radius of 30 to 42.7 feet curb to curb.

Signature: Mike Pendley Executive Planner Date: 1/22/2025
pendleym@manateeschools.net (941) 708-8800 Extension 44056

Building and Development Services Department
1112 Manatee Ave West, Suite 408
Bradenton, FL 34205
Phone: (941) 749-3012
ReviewerOnCall@mymanatee.org
www.mymanatee.org

Form D2 - Zoning Disclosure Affidavit

Project name: Villages of Amazon South

The Manatee County Land Development Code 90-01, as amended requires that all applications for Zoning Atlas Amendments shall include public disclosure of applicants and their percentage of interest.

If the property is owned by a CORPORATION, list the principal officers and principal stockholders and the percentage of stock owned by each.

If the property is in the name of a TRUSTEE, list the beneficiaries of the trust with percentage of interest.

If the property is in the name of a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the principals below, including general and limited partners.

If there is a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust. This is in addition to the list of owners.

FOR ANY CHANGES OF OWNERSHIP OR CHANGES IN CONTRACTS FOR PURCHASE SUBSEQUENT TO THE DATE OF THE APPLICATION, BUT PRIOR TO THE DATE OF FINAL PUBLIC HEARING, A SUPPLEMENTAL DISCLOSURE OF INTEREST SHALL BE FILED.

Disclosure shall not be required of any entity whose interests are solely equity interest which are regularly traded on an established securities market in the United State or another country.

Name, Address and Officer ☒ Owner ☐ Contract Purchaser	Percentage Stock, Interest or Ownership
BLACKHAWK CAPITAL MANAGEMENT, LLC	25.56%
5800 LAKEWOOD RANCH BLVD SARASOTA, FL 34240	Click or tap here to enter text.
David Goben, Title Manager	Click or tap here to enter text.

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: _____

(Applicant): David Goben

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of OCTOBER (month), 2024 (year), by DAVID GOBEN (name of person acknowledging) who is personally known to me or who has produced _____ (type of identification) as identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Signature of Notary Public – State of Florida
(Print, Type or Stamp Commissioned Name
Of Notary Public to the Left of Signature)

This instrument prepared by and return to:
Edward Vogler II, Esq.
Vogler Ashton, PLLC
705 10th Avenue West, Unit 103
Palmetto, FL 34221

SPECIAL WARRANTY DEED

This Special Warranty Deed is made the 22nd day of May, 2023, by **CSPR, LTD.**, a Florida limited partnership, whose address is 2215 27th Avenue Blvd. West, Palmetto, Florida 34221 (hereinafter referred to as "Grantor"), to **WOOLRIDGE INVESTMENTS, L.L.C.**, a Delaware limited liability company (as to an undivided 9.23% interest), **BLACKHAWK CAPITAL MANAGEMENT, LLC**, a Florida limited liability company (as to an undivided 23.53% interest), **LASALLE HOLDING PARTNERS, LLC**, a Florida limited liability company (as to an undivided 8.01% interest), and **SENECA REAL HOLDINGS, LLC**, a Florida limited liability company (as to an undivided 9.23% interest), **WHK Invest, LLC**, a Florida limited liability company (as to an undivided 44.40% interest), and **UNIVERSITY PARK PARTNERS IV, LLC**, a Florida limited liability company (as to an undivided 5.60% interest), as Tenants in Common, whose address is 5800 Lakewood Ranch Blvd., Sarasota, Florida 34240 (hereinafter referred to as "Grantee").

Grantor, in consideration of the sum of Ten and No/100 ($10.00) Dollars and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby grants, bargains, sells, conveys, remises, releases and transfers to Grantee the following described real property in Manatee County, Florida:

See Exhibit A attached hereto (the "Property").

Subject to restrictions, reservations, and easements of record, and taxes for the year 2023 and all subsequent years, if any.

Grantor hereby covenants and warrants that the Property is not the homestead of any person nor is the Property contiguous, adjacent, or in close proximity to any homestead real property.

Grantor hereby covenants with Grantee that the Grantor is lawfully seized of the Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property without the joinder of any other person; and that the Grantor does hereby warrant and defend the title to the Property against the lawful claims of all persons claiming by, through, and under Grantor.

[Signature on Following Page]

[Signature Page To Special Warranty Deed]

IN WITNESS WHEREOF, the said Grantor has hereunto executed this deed on the day and year first above written.

GRANTOR:

Signed, sealed and delivered
in the presence of:

Print Name: Wilde Mary Fortson

Print Name: Karen L. Calyer

CSPR, Ltd, a Florida limited partnership
By: Chin Properties, Inc., a Florida corporation, General Partner

By: Stuart W. Chin
Stuart W. Chin, as President

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me by means of (✓) physical presence or ( ) online notarization this 22 day of May, 2023, by Stuart W. Chin, as President of Chin Properties, Inc., a Florida corporation, as General Partner of CSPR, Ltd., a Florida limited partnership, on behalf of the corporation and the limited partnership.

Karen L. Calyer
Signature of Notary Public
(Print Notary Name) Karen L. Calyer

My Commission Expires: 7-14-2025
Commission No HH 132651
☐ Personally known, or
☑ Produced Identification
Type of Identification Produced: FL. D.L.

AFFIX NOTARY STAMP

KAREN L. CALYER
Notary Public - State of Florida
Commission # HH 132651
My Comm. Expires Jul 14, 2025
Bonded through National Notary Assn.

EXHIBIT A

DESCRIBED AS (as prepared by the certifying Surveyor and Mapper):

A tract of land lying in the Southeast 1/4 of the Northwest 1/4 of Section 20, Township 33 South, Range 19 East, Manatee County, Florida, being more particularly described as follows:

COMMENCE at the northwest corner of said Section 20; thence N.89°17'06"E., along the north line of the Northwest 1/4 of said Section 20, a distance of 2,668.97 feet to the northeast corner of the Northwest 1/4 of said Section 20; thence N.89°51'05"E., along the north line of the Northeast 1/4 of said Section 20, a distance of 648.05 feet to the intersection of the north line of the Northeast 1/4 of said Section 20 and the westerly right-of-way line of U.S.301 (State Road 43, Section 1302-203, 200 foot wide public right-of-way); thence along said westerly right-of-way line for the following two (2) calls: (1) thence S.36°04'54"W., a distance of 571.88 feet to the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 28°06'24"; (2) thence southerly along the arc of said curve, a distance of 970.25 feet, said curve having a chord bearing and distance of S.22°00'13"W., 960.55 feet to the POINT OF BEGINNING, said point being the intersection of the north line of the Southeast 1/4 of the Northwest 1/4 of said Section 20 and the west right-of-way line of said State Road 43 (Tamiami Trail, also being the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 07°58'33"; thence along said west right-of-way line for the following two (2) calls: (1) thence southerly along the arc of said curve, a distance of 275.33 feet, said curve having a chord bearing and distance of S.03°57'45"W., 275.11 feet; (2) thence S.00°00'32"W., a distance of 885.97 feet to the point of curvature of a non-tangent curve to the right having a radius of 50.00 feet and a central angle of 45°46'25", said point being on the north right-of-way line of Moccasin Wallow Road (variable width public right-of-way) as recorded in Official Records Instrument Number 202141163832 in the Public Records of Manatee County, Florida; thence along said north right-of-way line for the following four (4) calls: (1) thence southwesterly along the arc of said curve, a distance of 39.94 feet, said curve having a chord bearing and distance of S.22°51'40"W. 38.89 feet to the point of tangency of said curve; (2) thence S.45°44'53"W., a distance of 27.20 feet to the point of curvature of a curve to the right having a radius of 50.00 feet and a central angle of 45°17'58"; (3) thence westerly along the arc of said curve, a distance of 39.53 feet to the point of tangency of said curve; (4) thence N.88°57'09"W., a distance of 1,191.41 feet to a point on the west line of the abovementioned Southeast 1/4 of the Northwest 1/4 of Section 20; thence N.00°06'08"W., along said west line, a distance of 1,220.12 feet to the northwest corner of said Southeast 1/4 of the Northwest 1/4; thence S.89°26'34"E., along the north line of said Southeast 1/4 of the Northwest 1/4, a distance of 1,282.99 feet to the POINT OF BEGINNING.

Said tract contains 1,547,916 square feet or 35.5353 acres, more or less.

Building and Development Services Department
1112 Manatee Ave West, Suite 408
Bradenton, FL 34205
Phone: (941) 749-3012
ReviewerOnCall@mymanatee.org
www.mymanatee.org

Form D2 - Zoning Disclosure Affidavit

Project name: Villages of Amazon South

The Manatee County Land Development Code 90-01, as amended requires that all applications for Zoning Atlas Amendments shall include public disclosure of applicants and their percentage of interest.

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If the property is in the name of a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the principals below, including general and limited partners.

If there is a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust. This is in addition to the list of owners.

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Disclosure shall not be required of any entity whose interests are solely equity interest which are regularly traded on an established securities market in the United State or another country.

Name, Address and Officer ☒ Owner ☐ Contract Purchaser	Percentage Stock, Interest or Ownership
LASALLE HOLDING PARTNERS, LLC	8.01%
5800 LAKEWOOD RANCH BLVD N, SARASOTA, FL 34240	Click or tap here to enter text.
David Goben, Title Manager	Click or tap here to enter text.

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: _____

(Applicant): David Goben

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of OCTOBER (month), 2024 (year), by DAVID GOBEN (name of person acknowledging) who is personally known to me or who has produced _____ (type of identification) as identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Signature of Notary Public – State of Florida
(Print, Type or Stamp Commissioned Name Of Notary Public to the Left of Signature)

Inst. Number: 202341054600 Page 1 of 3 Date: 5/23/2023 Time: 2:51 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida Doc Mort: 0.00 Int Tax: 0.00 Doc Deed: 29,750.00

This instrument prepared by and return to:
Edward Vogler II, Esq.
Vogler Ashton, PLLC
705 10th Avenue West, Unit 103
Palmetto, FL 34221

SPECIAL WARRANTY DEED

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Grantor, in consideration of the sum of Ten and No/100 ($10.00) Dollars and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby grants, bargains, sells, conveys, remises, releases and transfers to Grantee the following described real property in Manatee County, Florida:

See Exhibit A attached hereto (the "Property").

Subject to restrictions, reservations, and easements of record, and taxes for the year 2023 and all subsequent years, if any.

Grantor hereby covenants and warrants that the Property is not the homestead of any person nor is the Property contiguous, adjacent, or in close proximity to any homestead real property.

Grantor hereby covenants with Grantee that the Grantor is lawfully seized of the Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property without the joinder of any other person; and that the Grantor does hereby warrant and defend the title to the Property against the lawful claims of all persons claiming by, through, and under Grantor.

[Signature on Following Page]

[Signature Page To Special Warranty Deed]

IN WITNESS WHEREOF, the said Grantor has hereunto executed this deed on the day and year first above written.

GRANTOR:

Signed, sealed and delivered
in the presence of:

Print Name: Nicole Mary Fountain

Print Name: Karen L. Calyer

CSPR, Ltd, a Florida limited partnership
By: Chin Properties, Inc., a Florida corporation, General Partner

By: Stuart W. Chin
Stuart W. Chin, as President

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me by means of (✓) physical presence or ( ) online notarization this 22 day of May, 2023, by Stuart W. Chin, as President of Chin Properties, Inc., a Florida corporation, as General Partner of CSPR, Ltd., a Florida limited partnership, on behalf of the corporation and the limited partnership.

Karen L. Calyer
Signature of Notary Public
(Print Notary Name) Karen L. Calyer

My Commission Expires: 7-14-2025
Commission No HH 132651
☐ Personally known, or
☑ Produced Identification
Type of Identification Produced: FL. D.L.

AFFIX NOTARY STAMP

KAREN L. CALYER
Notary Public - State of Florida
Commission # HH 132651
My Comm. Expires Jul 14, 2025
Bonded through National Notary Assn.

EXHIBIT A

DESCRIBED AS (as prepared by the certifying Surveyor and Mapper):

A tract of land lying in the Southeast 1/4 of the Northwest 1/4 of Section 20, Township 33 South, Range 19 East, Manatee County, Florida, being more particularly described as follows:

COMMENCE at the northwest corner of said Section 20; thence N.89°17'06"E., along the north line of the Northwest 1/4 of said Section 20, a distance of 2,668.97 feet to the northeast corner of the Northwest 1/4 of said Section 20; thence N.89°51'05"E., along the north line of the Northeast 1/4 of said Section 20, a distance of 648.05 feet to the intersection of the north line of the Northeast 1/4 of said Section 20 and the westerly right-of-way line of U.S.301 (State Road 43, Section 1302-203, 200 foot wide public right-of-way); thence along said westerly right-of-way line for the following two (2) calls: (1) thence S.36°04'54"W., a distance of 571.88 feet to the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 28°06'24"; (2) thence southerly along the arc of said curve, a distance of 970.25 feet, said curve having a chord bearing and distance of S.22°00'13"W., 960.55 feet to the POINT OF BEGINNING, said point being the intersection of the north line of the Southeast 1/4 of the Northwest 1/4 of said Section 20 and the west right-of-way line of said State Road 43 (Tamiami Trail, also being the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 07°58'33"; thence along said west right-of-way line for the following two (2) calls: (1) thence southerly along the arc of said curve, a distance of 275.33 feet, said curve having a chord bearing and distance of S.03°57'45"W., 275.11 feet; (2) thence S.00°00'32"W., a distance of 885.97 feet to the point of curvature of a non-tangent curve to the right having a radius of 50.00 feet and a central angle of 45°46'25", said point being on the north right-of-way line of Moccasin Wallow Road (variable width public right-of-way) as recorded in Official Records Instrument Number 202141163832 in the Public Records of Manatee County, Florida; thence along said north right-of-way line for the following four (4) calls: (1) thence southwesterly along the arc of said curve, a distance of 39.94 feet, said curve having a chord bearing and distance of S.22°51'40"W. 38.89 feet to the point of tangency of said curve; (2) thence S.45°44'53"W., a distance of 27.20 feet to the point of curvature of a curve to the right having a radius of 50.00 feet and a central angle of 45°17'58"; (3) thence westerly along the arc of said curve, a distance of 39.53 feet to the point of tangency of said curve; (4) thence N.88°57'09"W., a distance of 1,191.41 feet to a point on the west line of the abovementioned Southeast 1/4 of the Northwest 1/4 of Section 20; thence N.00°06'08"W., along said west line, a distance of 1,220.12 feet to the northwest corner of said Southeast 1/4 of the Northwest 1/4; thence S.89°26'34"E., along the north line of said Southeast 1/4 of the Northwest 1/4, a distance of 1,282.99 feet to the POINT OF BEGINNING.

Said tract contains 1,547,916 square feet or 35.5353 acres, more or less.

Building and Development Services Department
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Bradenton, FL 34205
Phone: (941) 749-3012
ReviewerOnCall@mymanatee.org
www.mymanatee.org

Form D2 - Zoning Disclosure Affidavit

Project name: Villages of Amazon South

The Manatee County Land Development Code 90-01, as amended requires that all applications for Zoning Atlas Amendments shall include public disclosure of applicants and their percentage of interest.

If the property is owned by a CORPORATION, list the principal officers and principal stockholders and the percentage of stock owned by each.

If the property is in the name of a TRUSTEE, list the beneficiaries of the trust with percentage of interest.

If the property is in the name of a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the principals below, including general and limited partners.

If there is a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust. This is in addition to the list of owners.

FOR ANY CHANGES OF OWNERSHIP OR CHANGES IN CONTRACTS FOR PURCHASE SUBSEQUENT TO THE DATE OF THE APPLICATION, BUT PRIOR TO THE DATE OF FINAL PUBLIC HEARING, A SUPPLEMENTAL DISCLOSURE OF INTEREST SHALL BE FILED.

Disclosure shall not be required of any entity whose interests are solely equity interest which are regularly traded on an established securities market in the United State or another country.

Name, Address and Officer ☒ Owner ☐ Contract Purchaser	Percentage Stock, Interest or Ownership
SENECA REAL HOLDINGS, LLC	9.23%
5800 LAKEWOOD RANCH BLVD SARASOTA, FL 34240	Click or tap here to enter text.
Pamela Curran, Title Manager	Click or tap here to enter text.

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: _____

(Applicant): Pamela Curran

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 17 day of OCTOBER (month), 2024 (year), by PAMELA CURRAN (name of person acknowledging) who is personally known to me or who has produced _____ (type of identification) as identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Signature of Notary Public – State of Florida
(Print, Type or Stamp Commissioned Name
Of Notary Public to the Left of Signature)

Inst. Number: 202341054600 Page 1 of 3 Date: 5/23/2023 Time: 2:51 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida Doc Mort: 0.00 Int Tax: 0.00 Doc Deed: 29,750.00

This instrument prepared by and return to:
Edward Vogler II, Esq.
Vogler Ashton, PLLC
705 10th Avenue West, Unit 103
Palmetto, FL 34221

SPECIAL WARRANTY DEED

This Special Warranty Deed is made the 22nd day of May, 2023, by **CSPR, LTD.**, a Florida limited partnership, whose address is 2215 27th Avenue Blvd. West, Palmetto, Florida 34221 (hereinafter referred to as "Grantor"), to **WOOLRIDGE INVESTMENTS, L.L.C.**, a Delaware limited liability company (as to an undivided 9.23% interest), **BLACKHAWK CAPITAL MANAGEMENT, LLC**, a Florida limited liability company (as to an undivided 23.53% interest), **LASALLE HOLDING PARTNERS, LLC**, a Florida limited liability company (as to an undivided 8.01% interest), and **SENECA REAL HOLDINGS, LLC**, a Florida limited liability company (as to an undivided 9.23% interest), **WHK Invest, LLC**, a Florida limited liability company (as to an undivided 44.40% interest), and **UNIVERSITY PARK PARTNERS IV, LLC**, a Florida limited liability company (as to an undivided 5.60% interest), as Tenants in Common, whose address is 5800 Lakewood Ranch Blvd., Sarasota, Florida 34240 (hereinafter referred to as "Grantee").

Grantor, in consideration of the sum of Ten and No/100 ($10.00) Dollars and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby grants, bargains, sells, conveys, remises, releases and transfers to Grantee the following described real property in Manatee County, Florida:

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[Signature on Following Page]

[Signature Page To Special Warranty Deed]

IN WITNESS WHEREOF, the said Grantor has hereunto executed this deed on the day and year first above written.

GRANTOR:

Signed, sealed and delivered
in the presence of:

Print Name: Wilde Mary Fortson

Print Name: Karen L. Calyer

CSPR, Ltd, a Florida limited partnership
By: Chin Properties, Inc., a Florida corporation, General Partner

By: Stuart W. Chin
Stuart W. Chin, as President

STATE OF FLORIDA
COUNTY OF MANATEE

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Karen L. Calyer
Signature of Notary Public
(Print Notary Name) Karen L. Calyer

My Commission Expires: 7-14-2025
Commission No HH 132651
☐ Personally known, or
☑ Produced Identification
Type of Identification Produced: FL. D.L.

AFFIX NOTARY STAMP

KAREN L. CALYER
Notary Public - State of Florida
Commission # HH 132651
My Comm. Expires Jul 14, 2025
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Bradenton, FL 34205
Phone: (941) 749-3012
ReviewerOnCall@mymanatee.org
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Form D2 - Zoning Disclosure Affidavit

Project name: Villages of Amazon South

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Disclosure shall not be required of any entity whose interests are solely equity interest which are regularly traded on an established securities market in the United State or another country.

Name, Address and Officer ☒ Owner ☐ Contract Purchaser	Percentage Stock, Interest or Ownership
University Park Partners IV, LLC	5.60%
7306 Mayfair Court, University Park, Florida 34201	Click or tap here to enter text.
Charles Varah, Manager & President	Click or tap here to enter text.

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: _____

(Applicant): Charles Varah

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of OCTOBER (month), 2024 (year), by CHARLES VARAH (name of person acknowledging) who is personally known to me or who has produced _____ (type of identification) as identification.

Susan A McCartney

Signature of Notary Public – State of Florida
(Print, Type or Stamp Commissioned Name Of Notary Public to the Left of Signature)

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Inst. Number: 202341054600 Page 1 of 3 Date: 5/23/2023 Time: 2:51 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida Doc Mort: 0.00 Int Tax: 0.00 Doc Deed: 29,750.00

This instrument prepared by and return to:
Edward Vogler II, Esq.
Vogler Ashton, PLLC
705 10th Avenue West, Unit 103
Palmetto, FL 34221

SPECIAL WARRANTY DEED

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[Signature on Following Page]

[Signature Page To Special Warranty Deed]

IN WITNESS WHEREOF, the said Grantor has hereunto executed this deed on the day and year first above written.

GRANTOR:

Signed, sealed and delivered
in the presence of:

Print Name: Nicole Mary Fountain

Print Name: Karen L. Calyer

CSPR, Ltd, a Florida limited partnership
By: Chin Properties, Inc., a Florida corporation, General Partner

By: Stuart W. Chin
Stuart W. Chin, as President

STATE OF FLORIDA
COUNTY OF MANATEE

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Signature of Notary Public
(Print Notary Name) Karen L. Calyer

My Commission Expires: 7-14-2025
Commission No HH 132651
☐ Personally known, or
☑ Produced Identification
Type of Identification Produced: FL. D.L.

AFFIX NOTARY STAMP

KAREN L. CALYER
Notary Public - State of Florida
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Name, Address and Officer ☒ Owner ☐ Contract Purchaser	Percentage Stock, Interest or Ownership
WHK Invest, LLC	44.40%
7306 Mayfair Court, University Park, Florida 34201	Click or tap here to enter text.
Charles Varah, Manager & President	Click or tap here to enter text.

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: _____

(Applicant): Charles Varah

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Notary Public - State of Florida
Commission # HH 281173
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Subject to restrictions, reservations, and easements of record, and taxes for the year 2023 and all subsequent years, if any.

Grantor hereby covenants and warrants that the Property is not the homestead of any person nor is the Property contiguous, adjacent, or in close proximity to any homestead real property.

Grantor hereby covenants with Grantee that the Grantor is lawfully seized of the Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property without the joinder of any other person; and that the Grantor does hereby warrant and defend the title to the Property against the lawful claims of all persons claiming by, through, and under Grantor.

[Signature on Following Page]

[Signature Page To Special Warranty Deed]

IN WITNESS WHEREOF, the said Grantor has hereunto executed this deed on the day and year first above written.

GRANTOR:

Signed, sealed and delivered
in the presence of:

Print Name: Nicole Mary Fountain

Print Name: Karen L. Calyer

CSPR, Ltd, a Florida limited partnership
By: Chin Properties, Inc., a Florida corporation, General Partner

By: Stuart W. Chin
Stuart W. Chin, as President

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me by means of (✓) physical presence or ( ) online notarization this 22 day of May, 2023, by Stuart W. Chin, as President of Chin Properties, Inc., a Florida corporation, as General Partner of CSPR, Ltd., a Florida limited partnership, on behalf of the corporation and the limited partnership.

Karen L. Calyer
Signature of Notary Public
(Print Notary Name) Karen L. Calyer

My Commission Expires: 7-14-2025
Commission No HH 132651
☐ Personally known, or
☑ Produced Identification
Type of Identification Produced: FL. D.L.

AFFIX NOTARY STAMP

KAREN L. CALYER
Notary Public - State of Florida
Commission # HH 132651
My Comm. Expires Jul 14, 2025
Bonded through National Notary Assn.

EXHIBIT A

DESCRIBED AS (as prepared by the certifying Surveyor and Mapper):

A tract of land lying in the Southeast 1/4 of the Northwest 1/4 of Section 20, Township 33 South, Range 19 East, Manatee County, Florida, being more particularly described as follows:

COMMENCE at the northwest corner of said Section 20; thence N.89°17'06"E., along the north line of the Northwest 1/4 of said Section 20, a distance of 2,668.97 feet to the northeast corner of the Northwest 1/4 of said Section 20; thence N.89°51'05"E., along the north line of the Northeast 1/4 of said Section 20, a distance of 648.05 feet to the intersection of the north line of the Northeast 1/4 of said Section 20 and the westerly right-of-way line of U.S.301 (State Road 43, Section 1302-203, 200 foot wide public right-of-way); thence along said westerly right-of-way line for the following two (2) calls: (1) thence S.36°04'54"W., a distance of 571.88 feet to the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 28°06'24"; (2) thence southerly along the arc of said curve, a distance of 970.25 feet, said curve having a chord bearing and distance of S.22°00'13"W., 960.55 feet to the POINT OF BEGINNING, said point being the intersection of the north line of the Southeast 1/4 of the Northwest 1/4 of said Section 20 and the west right-of-way line of said State Road 43 (Tamiami Trail, also being the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 07°58'33"; thence along said west right-of-way line for the following two (2) calls: (1) thence southerly along the arc of said curve, a distance of 275.33 feet, said curve having a chord bearing and distance of S.03°57'45"W., 275.11 feet; (2) thence S.00°00'32"W., a distance of 885.97 feet to the point of curvature of a non-tangent curve to the right having a radius of 50.00 feet and a central angle of 45°46'25", said point being on the north right-of-way line of Moccasin Wallow Road (variable width public right-of-way) as recorded in Official Records Instrument Number 202141163832 in the Public Records of Manatee County, Florida; thence along said north right-of-way line for the following four (4) calls: (1) thence southwesterly along the arc of said curve, a distance of 39.94 feet, said curve having a chord bearing and distance of S.22°51'40"W. 38.89 feet to the point of tangency of said curve; (2) thence S.45°44'53"W., a distance of 27.20 feet to the point of curvature of a curve to the right having a radius of 50.00 feet and a central angle of 45°17'58"; (3) thence westerly along the arc of said curve, a distance of 39.53 feet to the point of tangency of said curve; (4) thence N.88°57'09"W., a distance of 1,191.41 feet to a point on the west line of the abovementioned Southeast 1/4 of the Northwest 1/4 of Section 20; thence N.00°06'08"W., along said west line, a distance of 1,220.12 feet to the northwest corner of said Southeast 1/4 of the Northwest 1/4; thence S.89°26'34"E., along the north line of said Southeast 1/4 of the Northwest 1/4, a distance of 1,282.99 feet to the POINT OF BEGINNING.

Said tract contains 1,547,916 square feet or 35.5353 acres, more or less.

Building and Development Services Department
1112 Manatee Ave West, Suite 408
Bradenton, FL 34205
Phone: (941) 749-3012
ReviewerOnCall@mymanatee.org
www.mymanatee.org

Form D2 - Zoning Disclosure Affidavit

Project name: Villages of Amazon South

The Manatee County Land Development Code 90-01, as amended requires that all applications for Zoning Atlas Amendments shall include public disclosure of applicants and their percentage of interest.

If the property is owned by a CORPORATION, list the principal officers and principal stockholders and the percentage of stock owned by each.

If the property is in the name of a TRUSTEE, list the beneficiaries of the trust with percentage of interest.

If the property is in the name of a PARTNERSHIP or LIMITED PARTNERSHIP, list the name of the principals below, including general and limited partners.

If there is a CONTRACT FOR PURCHASE, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership, or trust. This is in addition to the list of owners.

FOR ANY CHANGES OF OWNERSHIP OR CHANGES IN CONTRACTS FOR PURCHASE SUBSEQUENT TO THE DATE OF THE APPLICATION, BUT PRIOR TO THE DATE OF FINAL PUBLIC HEARING, A SUPPLEMENTAL DISCLOSURE OF INTEREST SHALL BE FILED.

Disclosure shall not be required of any entity whose interests are solely equity interest which are regularly traded on an established securities market in the United State or another country.

Name, Address and Officer ☒ Owner ☐ Contract Purchaser	Percentage Stock, Interest or Ownership
WOOLRIDGE INVESTMENTS L.L.C.	9.23%
5800 LAKEWOOD RANCH BLVD SARASOTA, FL 34240	Click or tap here to enter text.
David Goben, Title Manager	Click or tap here to enter text.

Under penalties of perjury, I declare that I have read the foregoing affidavit and that the facts stated in it are true.

Signature: _____

(Applicant): David Goben

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of OCTOBER (month), 2024 (year), by DAVID GOBEN (name of person acknowledging) who is personally known to me or who has produced _____ (type of identification) as identification.

Susan A McCartney
Signature of Notary Public – State of Florida
(Print, Type or Stamp Commissioned Name Of Notary Public to the Left of Signature)

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Inst. Number: 202341054600 Page 1 of 3 Date: 5/23/2023 Time: 2:51 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida Doc Mort: 0.00 Int Tax: 0.00 Doc Deed: 29,750.00

This instrument prepared by and return to:
Edward Vogler II, Esq.
Vogler Ashton, PLLC
705 10th Avenue West, Unit 103
Palmetto, FL 34221

SPECIAL WARRANTY DEED

This Special Warranty Deed is made the 22nd day of May, 2023, by **CSPR, LTD.**, a Florida limited partnership, whose address is 2215 27th Avenue Blvd. West, Palmetto, Florida 34221 (hereinafter referred to as "Grantor"), to **WOOLRIDGE INVESTMENTS, L.L.C.**, a Delaware limited liability company (as to an undivided 9.23% interest), **BLACKHAWK CAPITAL MANAGEMENT, LLC**, a Florida limited liability company (as to an undivided 23.53% interest), **LASALLE HOLDING PARTNERS, LLC**, a Florida limited liability company (as to an undivided 8.01% interest), and **SENECA REAL HOLDINGS, LLC**, a Florida limited liability company (as to an undivided 9.23% interest), **WHK Invest, LLC**, a Florida limited liability company (as to an undivided 44.40% interest), and **UNIVERSITY PARK PARTNERS IV, LLC**, a Florida limited liability company (as to an undivided 5.60% interest), as Tenants in Common, whose address is 5800 Lakewood Ranch Blvd., Sarasota, Florida 34240 (hereinafter referred to as "Grantee").

Grantor, in consideration of the sum of Ten and No/100 ($10.00) Dollars and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, hereby grants, bargains, sells, conveys, remises, releases and transfers to Grantee the following described real property in Manatee County, Florida:

See Exhibit A attached hereto (the "Property").

Subject to restrictions, reservations, and easements of record, and taxes for the year 2023 and all subsequent years, if any.

Grantor hereby covenants and warrants that the Property is not the homestead of any person nor is the Property contiguous, adjacent, or in close proximity to any homestead real property.

Grantor hereby covenants with Grantee that the Grantor is lawfully seized of the Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property without the joinder of any other person; and that the Grantor does hereby warrant and defend the title to the Property against the lawful claims of all persons claiming by, through, and under Grantor.

[Signature on Following Page]

[Signature Page To Special Warranty Deed]

IN WITNESS WHEREOF, the said Grantor has hereunto executed this deed on the day and year first above written.

GRANTOR:

Signed, sealed and delivered
in the presence of:

Print Name: Nicole Mary Fontana

Print Name: Karen L. Calyer

CSPR, Ltd, a Florida limited partnership
By: Chin Properties, Inc., a Florida corporation, General Partner

By: _____
Stuart W. Chin, as President

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me by means of (✓) physical presence or ( ) online notarization this 22 day of May, 2023, by Stuart W. Chin, as President of Chin Properties, Inc., a Florida corporation, as General Partner of CSPR, Ltd., a Florida limited partnership, on behalf of the corporation and the limited partnership.

_____
Signature of Notary Public
(Print Notary Name) Karen L. Calyer

My Commission Expires: 7-14-2025
Commission No HH 132651
☐ Personally known, or
☑ Produced Identification
Type of Identification Produced: FL. D.L.

AFFIX NOTARY STAMP

KAREN L. CALVER
Notary Public - State of Florida
Commission # HH 132651
My Comm. Expires Jul 14, 2025
Bonded through National Notary Assn.

EXHIBIT A

DESCRIBED AS (as prepared by the certifying Surveyor and Mapper):

A tract of land lying in the Southeast 1/4 of the Northwest 1/4 of Section 20, Township 33 South, Range 19 East, Manatee County, Florida, being more particularly described as follows:

COMMENCE at the northwest corner of said Section 20; thence N.89°17'06"E., along the north line of the Northwest 1/4 of said Section 20, a distance of 2,668.97 feet to the northeast corner of the Northwest 1/4 of said Section 20; thence N.89°51'05"E., along the north line of the Northeast 1/4 of said Section 20, a distance of 648.05 feet to the intersection of the north line of the Northeast 1/4 of said Section 20 and the westerly right-of-way line of U.S.301 (State Road 43, Section 1302-203, 200 foot wide public right-of-way); thence along said westerly right-of-way line for the following two (2) calls: (1) thence S.36°04'54"W., a distance of 571.88 feet to the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 28°06'24"; (2) thence southerly along the arc of said curve, a distance of 970.25 feet, said curve having a chord bearing and distance of S.22°00'13"W., 960.55 feet to the POINT OF BEGINNING, said point being the intersection of the north line of the Southeast 1/4 of the Northwest 1/4 of said Section 20 and the west right-of-way line of said State Road 43 (Tamiami Trail, also being the point of curvature of a non-tangent curve to the left, having a radius of 1,977.86 feet and a central angle of 07°58'33"; thence along said west right-of-way line for the following two (2) calls: (1) thence southerly along the arc of said curve, a distance of 275.33 feet, said curve having a chord bearing and distance of S.03°57'45"W., 275.11 feet; (2) thence S.00°00'32"W., a distance of 885.97 feet to the point of curvature of a non-tangent curve to the right having a radius of 50.00 feet and a central angle of 45°46'25", said point being on the north right-of-way line of Moccasin Wallow Road (variable width public right-of-way) as recorded in Official Records Instrument Number 202141163832 in the Public Records of Manatee County, Florida; thence along said north right-of-way line for the following four (4) calls: (1) thence southwesterly along the arc of said curve, a distance of 39.94 feet, said curve having a chord bearing and distance of S.22°51'40"W. 38.89 feet to the point of tangency of said curve; (2) thence S.45°44'53"W., a distance of 27.20 feet to the point of curvature of a curve to the right having a radius of 50.00 feet and a central angle of 45°17'58"; (3) thence westerly along the arc of said curve, a distance of 39.53 feet to the point of tangency of said curve; (4) thence N.88°57'09"W., a distance of 1,191.41 feet to a point on the west line of the abovementioned Southeast 1/4 of the Northwest 1/4 of Section 20; thence N.00°06'08"W., along said west line, a distance of 1,220.12 feet to the northwest corner of said Southeast 1/4 of the Northwest 1/4; thence S.89°26'34"E., along the north line of said Southeast 1/4 of the Northwest 1/4, a distance of 1,282.99 feet to the POINT OF BEGINNING.

Said tract contains 1,547,916 square feet or 35.5353 acres, more or less.

Stantec

Memo

To:	Manatee County Planning and Development Services	From:	Katie LaBarr, AICP Stantec Consulting Services, Inc.
Project:	Villages of Amazon South – GDP Amendment with a Rezone	Date:	December 15, 2025

Reference: Neighborhood Meeting Synopsis

Representatives from Stantec Consulting Services Inc. and Neal Land and Neighborhoods conducted an in-person Neighborhood Meeting on December 15, 2025, at the Parrish United Methodist Church. The meeting began at 6:00 pm and approximately 24 individuals were in attendance.

The following individuals were present on behalf of the Applicant:

i. Tom Panaseny – Neal Land and Neighborhoods
ii. John Neal – Neal Land and Neighborhoods
iii. Katie LaBarr, AICP, Project Manager – Stantec
iv. Adina Hyppolite, Planner – Stantec
v. Matt Crim, PE, Transportation Engineer – Stantec
vi. Todd Hershfeld, Environmental Scientist – Kimley-Horn

The Neighborhood Workshop was open-house style with four stations set up around the room. The first station was “Neighborhood Character and Project Vision”, hosted by John Neal and Tom Panaseny. The second station was “Environmental” hosted by Todd Hershfeld. The third station was “Entitlement and Planning”, hosted by Katie LaBarr and Adina Hyppolite. The fourth station was “Transportation Planning”, hosted by Matt Crim. The purpose of this format was to give residents an opportunity to approach a station that best aligned with the questions they had about the project. Each station featured large-format graphics placed throughout the room, allowing attendees to freely circulate, review materials, and engage with subject matter experts.

Workshop Content:

- Neighborhood Character and Project Vision: Displayed conceptual renderings and design elements for Phase 2 of the project, offering residents a visual representation of the long-term vision.
- Environmental: Showcased the existing Florida Land Use and Cover Classification System (FLUCCS) map and addressed questions on habitat preservation and environmental considerations.
- Entitlement and Planning: Displayed the General Development Plan (GDP) and provided an overview of the proposed layout and land use.
- Transportation Planning: Illustrated access points and future improvements, including planned roundabouts.

Engagement and Feedback:
Attendees were greeted with a brief overview of the meeting format and encouraged to visit each station.

Community members used the workshop as an opportunity to learn more about what will be developed and the anticipated timeline for construction.

Several questions were related to the entitlement process, what the next steps would be, and anticipated timing of development. Some residents were interested in knowing about future tenants.

There was some discussion about options for residents to have safe access from the west side of Fort Hamer Road to the east side, to access the future Village Center.

Residents were also interested in knowing if golf carts would be permitted on streets within North River Ranch.

Several residents had questions about transportation, specifically questions about the two approved roundabouts at the US 301 access points, whether US 301 will be widened, and how these changes will affect traffic circulation.

Attendees also asked if Bella Lago residents would have access to the planned town center amenities.

More generalized questions on potential tax impacts and the overall planning process were also discussed at the workshop. All feedback was documented by the project team for consideration during the application review.

The meeting ended after all attendees had the opportunity to review stations and ask questions of the team.

The meeting concluded at approximately 7:05 pm.

Respectfully yours,
STANTEC CONSULTING SERVICES INC.



Katie LaBarr, AICP
Principal, Community Development
Phone: 941-907-6900
Katie.LaBarr@stantec.com

MANATEE COUNTY GOVERNMENT

STATE OF FLORIDA

COUNTY OF MANATEE

Before the undersigned authority personally appeared **Abigail Bonds,** who on oath says that she is a **County Employee of Manatee County Government, Manatee County, Florida**; that the attached copy of advertisement, being a public notice in the matters of **Notice of Zoning Changes in Unincorporated Manatee County** for the **Manatee County Board of Commissioner Meeting on May 21, 2026,** in Manatee County Florida, was published on the publicly accessible website of Manatee County Government, Manatee County, Florida, of www.mymanatee.org on **May 11, 2026**.

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

By: Abigail Bonds
Abigail Bonds, Planning and Zoning Tech III

Sworn to and subscribed before me this this 12th day of May 2026, by Abigail Bonds, who is personally known to me or who has produced (type of identification) as identification.

QUANTANA D. ACEVEDO
Notary Public-State of Florida
Commission # HH 500953
My Commission Expires
March 06, 2028

Q Acevedo
(Signature of Notary Public)

Quantana Acevedo
(Print Name of Notary Public)

Notary Public
(Title)

My Commission Expires: 3/6/28

Commission Number: HH 500953

NOTICE OF PUBLIC HEARING

NOTICE OF ZONING CHANGES IN UNINCORPORATED MANATEE COUNTY

NOTICE IS HEREBY GIVEN that the **Board of County Commissioners of Manatee County** will conduct a Public Hearing on **May 21, 2026, at 9:00 a.m., or as soon thereafter as same may be heard at the Manatee County Government Administration Building, 1st Floor Patricia M. Glass Chambers, 1112 Manatee Avenue West, Bradenton, Florida,** to consider and act upon the following matters:

PDC-25-01(Z)(G) –Bradenton White Eagle East Commercial – Schroeder-Manatee Ranch INC (Owner) – Casto Net Lease Properties, LLC (Contract Purchaser) – PLN2412-0202

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the Official Zoning Atlas (Ordinance 15-17, as amended, the Manatee County Land Development Code), relating to zoning within the unincorporated area; providing for a rezone of approximately 3.95 acres from A (General Agriculture) to PDC (Planned Development Commercial) Zoning District; generally located at the southeast corner of the intersection of SR 64 E and White Eagle Boulevard with no address assigned, Bradenton (Manatee County); approving a General Development Plan for up to 45,000 square feet of commercial and office use; approving a Schedule of Permitted and Prohibited Uses as voluntarily proffered by the Applicant, attached as Exhibit B; subject to stipulations as conditions of approval; setting forth findings; providing a legal description; providing for severability; and providing an effective date.

PDMU-18-06(Z)(G)(R2) – Rezone with Amended GDP for Villages of Amazon South / Woolridge Investments LLC; Blackhawk Capital Management LLC; Lasalle Holding Partners LLC; Seneca Real Holdings LLC; WHK Invest LLC; University Park Partners IV LLC (Owners) –PLN2411-0096

An Ordinance of the Board of County Commissioners of Manatee County, Florida, regarding land development, amending the Official Zoning Atlas (Ordinance 15-17, as amended, the Manatee County Land Development Code) relating to zoning within the unincorporated area; together with amending and restating Ordinance PDMU-18-06(G)(R) to (1) add 35.53 acres to a 1,032.23 acre-site zoned Planned Development Mixed Use (PDMU); (2) provide for the rezoning of the added portion of 35.53 acres from General Agriculture (A) and Suburban Agriculture (A-1) to Planned Development Mixed Use (PDMU), consolidating the Planned Development Mixed Use (PDMU) Zoning District for the entire site totaling 1,067.76 acres; (3) revise approved entitlements adding 313 multifamily units, 18,000 square feet to retail/commercial use and 30,000 square feet to office use; (4) approve a revised General Development Plan for the entire1,067.76 acre site for a mixed use project consisting of 3,158 residential units, including 627 multifamily units resulting from the exchange of 279 single-family detached units based on the LUEM; 247,000 square feet of medical offices, 50,000 square feet of office, 220,000 square feet of retail/commercial uses, 150 hospital beds and 326 assisted living facility (ALF) beds, inclusive of the previously approved development; and (5) remove condition 17; no changes to the approved Schedule of Uses, attached as Exhibit B are proposed; site is located northwest of the intersection of Moccasin Wallow Road and US 301 North, at 12420 US 301 North, Parrish (Manatee County); subject to amended conditions of approval (fka stipulations); setting forth findings; providing a legal description; providing for severability; and providing an effective date.

SSP-23-01(R) – Resolution 26-049 North County Middle School - School Site Plan Revision – PLN2312-0016.REV

A Resolution of the Board of County Commissioners of Manatee County, Florida, regarding land development; allowing for the modification to the previously approved plans for the addition of a classroom building at the North County Middle School in the UF-3 (Urban Fringe – 3 DU/AC) Future Land Use Category; making a Determination of Consistency with the Comprehensive Plan for a School Site Plan Revision to incorporate the addition of a 35,296 square-foot classroom building and associated site, grading, drainage, and utility improvements; all on approximately 30.0 acres within the PDMU (Planned Development – Mixed Use) zoning district; generally located northwest of the intersection between Fort Hamer Rd and North River Ranch Trail within the unincorporated area of Manatee County; setting forth findings; providing a legal description; providing for severability, and providing an effective date.

Interested parties may examine the proposed Ordinance and related documents and may obtain assistance regarding this matter from the Manatee County Development Services Department, 9000 Town Center

Parkway, Lakewood Ranch, Florida; telephone number (941) 748-4501 x6878; e-mail to: public.comments@mymanatee.org

All interested parties may appear and be heard at the meeting with respect to the proposed Ordinances. According to Florida Statutes, Section 286.0105, any person desiring to appeal any decision made by the Board of County Commissioners with respect to any matter considered at said Public Hearing will need a record of the proceedings, and for such purposes he may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based.

Rules of procedure for this public hearing are in effect pursuant to Resolution 25-013. A copy of this Resolution is available for review or purchase from the Development Services Department (see address below).

Please send comments to: Manatee County Development Services Department
Attn: Planning Coordinator
1112 Manatee Avenue West / P.O. Box 1000
Bradenton, FL 34205
public.comments@mymanatee.org

Americans with Disabilities: The Board of County Commissioners does not discriminate upon the basis of any individual's disability. Manatee County is committed to providing full access to facilities, programs, and services to all, as well as supporting the employment of qualified individuals with disabilities in its workforce in accordance with federal and state laws and regulations, including the Americans with Disabilities Acts of 1990 (ADA) and as amended ("ADAA"), and 503 and 504 of the Rehabilitation Act of 1973. Anyone requiring reasonable accommodation for this meeting as provided for in the Americans with Disabilities Act (ADA), or assistance with accessing any of these documents, should contact Carmine DeMilio, ADA Compliance Coordinator, at (941)792-4501 ext. 6016 or carmine.demilio@mymanatee.org, as least 3 business days prior to the scheduled meeting. If you are deaf/hard of hearing and require the services of an interpreter, please contact the Florida Relay Service at 711.

THIS HEARING MAY BE CONTINUED FROM TIME-TO-TIME PENDING ADJOURNMENTS.

MANATEE COUNTY BOARD OF COUNTY COMMISSIONERS
Manatee County Development Services Department
Manatee County, Florida
Date Published: May 11, 2026

MANATEE COUNTY ORDINANCE
PDMU-18-06(G)(R)
VILLAGES OF AMAZON SOUTH
(PLN 2201-0023)

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT, AMENDING AND RESTATING ZONING ORDINANCE NO. PDMU-18-06(G) TO REVISE THE GENERAL DEVELOPMENT PLAN (LARGE PROJECT) FOR 2,497 RESIDENTIAL UNITS (SINGLE-FAMILY DETACHED, SINGLE-FAMILY SEMI-DETACHED, SINGLE-FAMILY ATTACHED, AND MULTIFAMILY), 202,000 SQUARE FEET OF RETAIL/COMMERCIAL, 247,000 SQUARE FEET OF MEDICAL OFFICE, 20,000 SQUARE FEET OF OFFICE, A 150-BED HOSPITAL AND A 326 ASSISTED LIVING FACILITY (ALF) BEDS; THE ±1,032.23 ACRES SITE IS ZONED PDMU (PLANNED DEVELOPMENT MIXED USE), AND LOCATED NORTHWEST OF THE INTERSECTION OF MOCCASIN WALLOW ROAD AND US 301 NORTH, AT 12420 US 301 NORTH, PARRISH (MANATEE COUNTY); APPROVING A SCHEDULE OF PERMITTED AND PROHIBITED USES, AS VOLUNTARILY PROFFERED BY THE APPLICANT AND ATTACHED AS EXHIBIT "B"; SUBJECT TO STIPULATIONS AS CONDITIONS OF APPROVAL; SETTING FORTH FINDINGS; PROVIDING A LEGAL DESCRIPTION; PROVIDING FOR SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Lansdowne Partners Group, LLC, North Manatee Investment, LLC, Pulte Homes Company LLC, SFTEN, LLC, and NPL, Unit 2, LLC (the "Applicants") filed an application to amend and restate Zoning Ordinance No. PDMU-18-06(G) to revise the General Development Plan (large Project) for 2,497 residential units (single-family detached, single-family semi-detached, single-family attached, and multifamily), 202,000 square feet of retail/commercial, 247,000 square feet of medical office, 20,000 square feet of office, a 150-bed hospital and a 326 assisted living facility (ALF) beds on a 1,032.23± acres site as described in Exhibit "A", attached hereto, (the "Property") and

WHEREAS, the applicant also filed a Schedule of Permitted and Prohibited Uses as voluntarily proffered by the applicant attached hereto as Exhibit "B"; and

WHEREAS, the applicant also filed a request for Specific Approval for an alternative to Land Development Code Sections: 1) 401.5.B.4 (Building Height Compatibility – Through Special Permit or PD) to orient the front of the multi-family buildings internally to the site, 2) 1005.3 (Off-Street Parking – Number of Vehicular Parking Spaces) to reduce the multi-family parking ratio to 1.8 spaces per dwelling unit including guest parking, 3) 401.5.A.2 to eliminate the requirement for a six-foot solid decorative wall along the property line abutting a single-family site; and

WHEREAS, the Manatee County Planning Commission, after due public notice, held a public hearing on May 12, 2022 to consider the General Development Plan and Specific Approval applications and considered the criteria for approval in the Manatee County Comprehensive Plan and the Land Development Code; and

WHEREAS, the Manatee County Planning Commission, as the County's Local Planning Agency, found the General Development Plan and Specific Approval applications consistent with the

Manatee County Comprehensive Plan, and the Manatee County Land Development Code, recommended approval subject to the stipulations contained in the staff report.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA:

Section 1. FINDINGS OF FACT. The recitals set forth above are true and correct and are hereby adopted as findings by the Board of County Commissioners.

The Board of County Commissioners, after considering the testimony, evidence, documentation, the recommendation and findings of the Planning Commission, as well as all other matters presented to the Board at the public hearing hereinafter referenced, hereby makes the following findings of fact:

A. The Board of County Commissioners has received and considered the report of the Manatee County Planning Commission concerning the application for a General Development Plan and Specific Approval as it relates to the real property described in Exhibit "A" of this Ordinance.

B. The Board of County Commissioners held a duly noticed public hearing on May 19, 2022 regarding the proposed Ordinance described herein in accordance with the requirements of the Manatee County Land Development Code and has further considered the information received at the public hearing.

C. The proposed Ordinance regarding the property described in Exhibit "A" herein is found to be consistent with the requirements of the Manatee County Comprehensive Plan.

D. Notwithstanding the failure of this plan to comply with the requirements of Land Development Code (LDC) Sections 401.5.B.2, 401.5.B.3, 401.5.B.4 and 401.5.B.5, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree since the proposed design may increase safety, and decrease undesirable impacts to the existing/proposed residential units within or adjacent to Phase II of the development.

E. Notwithstanding the failure of this general development plan to comply with the requirements of Land Development Code (LDC) Section 1005.3, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree since the Applicant has identified several similarly situated multi-family projects which have submitted parking studies accepted by the Board, to demonstrate that the parking ratio for multi-family uses in the Land Development Code should be reduced to the proposed ratio within Phase II, as is stated in this Specific Approval request.

F. Notwithstanding the failure of this plan to comply with the requirements of LDC Section 401.5.A.2, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree by the proposed screening buffer design for Phases II. The proposed buffer widths and screening buffer plantings in addition to the required building setbacks of LDC Section 401.5.A.1 will provide satisfactory screening buffers to offset height impacts from Phase II to adjacent single-family homes.

Section 2. GENERAL DEVELOPMENT PLAN. The amended General Development Plan is hereby approved for 2,497 residential units (single-family detached, single-family semi-detached, single-family attached, and multifamily), 202,000 square feet of commercial, 247,000 square feet of medical office, 20,000 square feet of office, a 150-Bed Hospital and 326 Assisted Living Facility (ALF) beds, subject to the following Stipulations:

STIPULATIONS

A. DESIGN AND LAND USE STIPULATIONS

1. No lots shall be platted through any landscape buffers, retention ponds, wetlands, wetland buffers, or upland preservation areas.

2. The Notice to Buyers shall be included in the Declaration of Covenants and Restrictions, and in a separate addendum to the Sales Contract, and in the Final Plat, and shall include language to inform prospective homeowners of:
   a. The presence of neighboring agricultural uses, which may possibly include pesticides and herbicides and may have odors and noises associated with such uses.
   b. There are planned thoroughfares within the project area [i.e. Fort Hamer Road (4-lane arterial and adjacent to the project [i.e. US 301 and Moccasin Wallow Road (6-lane arterials)], and potential noise associated with these planned roadways.
   c. The internal streets within this subdivision may be privately owned and maintained by the Homeowner's Association or other appropriate legal entity.
   d. The Hospital use in Phase II may include a Helistop.

3. All roof mounted mechanical equipment (e.g., HVAC) shall be screened with a solid parapet wall or other visual and noise deflecting materials. The materials shall be consistent with the construction of the principal building(s). Compliance shall be verified with review of the building permit.

4. Any significant historical or archeological resources discovered during development activities shall be immediately reported to the Florida Department of State, Division of Historical Resources, and treatment of such resources shall be determined in cooperation with the Division of Historical Resources, and the County. The final determination of significance shall be made in conjunction with the Florida Department of State, Division of Historical Resources, and the County. The appropriate treatment of such resources (potentially including excavation of the site in accordance with the guidelines established by the Florida Department of State, Division of Historical Resources) must be completed before resource disturbing activities are allowed to continue. If human remains are encountered, the provisions contained in Chapter 872, Florida Statutes (Offenses Concerning Dead Bodies and Graves) shall be followed.

5. Final Site Plan (FSP) review and approval is required for any recreational area/amenity center. Required number of parking spaces will be determined at FSP based on the type and square footage of the recreational uses. Any recreation or amenity structure shall have a minimum 20-foot setback from all property lines.

6. The uses approved for this project shall be limited to those voluntarily proffered by the applicant in the Schedule of Uses attached to the Zoning Ordinance PDMU-18-06(G)(R) as Exhibit "B".

7. A 2-foot separation from the internal edge of the sidewalk to the property line shall be provide for all proposed front-loaded garage units to ensure a 25-foot separation from the sidewalk to the garage.

8. In the event that gates will be proposed within internal private roads, any gates shall be accessible to emergency providers in accordance with the requirements of applicable County ordinances and regulations.

9. All other applicable state or federal permits shall be obtained before commencement of the development.

10. All lots adjacent to active agricultural operation shall have an additional 35' setback, unless separated by a street or other designated open space at least 35' in width. If an adjoining agricultural operation is no longer in effect at the time of submittal of the Final Plat, then the requirements of Section 702.6.7 shall no longer apply, and the additional 35' setback may be eliminated from the plat.

11. That portion of the hospital in excess of four (4) stories shall be set back a minimum of 100 feet from US 301 N.

12. In accordance with LDC Section 1001.6.A.1.a, the applicant shall construct a 5-foot sidewalk along local streets, and the frontage of all new or existing major thoroughfares (i.e. US 301 N, Fort Hamer Road, and Moccasin Wallow Road).

13. All dumpsters, compactors, and other utility equipment shall be screened with a six-foot-high wall constructed with building materials consistent with the principal building(s). Compliance shall be verified with review of the building permit.

14. Proposed multi-family buildings shall be in conformance with the elevations entered into the record (Attached as Exhibit C). Building elevations shall be provided with the Final Site Plan for review and approval. Multi-family buildings that are constructed as individual buildings shall be permitted to meet minimum setback requirements for single-family detached units.

15 This community is zoned PDMU, with a portion of the site lying in the MU FLUC. Therefore, a minimum of three general categories of land uses (measured in gross acres district-wide) shall be provided at buildout. These uses may include residential (10%), retail/commercial/office (5%), hospital (4%), recreation/open space (3%), or public/semi-public (3%). To confirm mixed-use development, a tracking chart will be provided with each PSP/FSP to show the gross percentage of land area that is dedicated to each land use type noted above.

16 All structures over 3-stories that are adjacent to/directly across the street from single-family residential zoning districts shall meet the requirements of Section 401.5, requiring

an additional 20-foot setback per floor over 3 floors.

17 All non-residential development within the UF-3 portion of Phase II shall meet commercial location criteria.

18 The total number of required parking spaces will be determined at time of Preliminary Site Plan / Final Site Plan submittal. However, prior to Preliminary Site Plan / Final Site Plan approval, a parking analysis shall be provided by the applicant to justify the reduction in required parking.

19 Prior to Preliminary/Final Site Plan approval, compliance with Section 531.24.A. shall be demonstrated. All applicable state or federal permits shall be obtained before commencement of the development of the private helistop.

20 Prior to Preliminary/Final Site Plan approval, the applicant shall provide a roadway network, other than those shown on the Major Map Series of the Comprehensive Plan between the different proposed uses, or alternative vehicular and pedestrian access methods acceptable to the County.

21 The Final Site Plans for Phases I and III of the Project are compliant with the development standards of the North Central Overlay District (NCO). The approval of the amended General Development Plan by the adoption of this ordinance shall not constitute a modification of the NCO standards, as approved for Phases I and III of the project.

22 At time of PSP/FSP, the hospital building shall be limited to a maximum of six (6) stories. Renderings shall be provided to demonstrate substantial compliance with, or a superior alternative to Exhibit "D" of this Ordinance.

B. ENVIRONMENTAL STIPULATIONS

1. There are no impacts to jurisdictional wetlands or wetland buffers being approved by the adoption of this ordinance.

2. A Conservation Easement for the areas defined as post-development jurisdictional wetlands, wetland buffers and upland preservation areas that will serve as wetland mitigation areas shall be dedicated to the County prior to or concurrent with Final Plat approval or Certificate of Occupancy or Certificate of Completion issuance.

3. For landscape buffers adjacent to residential units, canopy trees shall be planted midway from the edge of the buffer (i.e. 10' in a 20' buffer or 25' in a 50' buffer). Understory or columnar form trees may be planted within 15' of an accessory structure if, at time of Final Site Plan, it is determined that the species utilized are likely to minimize conflicts with accessory structures.

4. No lots shall be platted through post-development wetlands, wetland buffers or upland preservation areas.

5. A Construction Water Quality Monitoring Program and proposed sampling locations are required to be included in the ESCP information on the Final Site Plan in accordance with Section 355 of the LDC.

6. A Well Management Plan for the proper protection and abandonment of existing wells shall be submitted to the County for review and approval prior to Final Site Plan approval. The Well Management Plan shall include the following information:

   - Digital photographs of the well along with nearby reference structures (if existing).
   - GPS coordinates (latitude/longitude) of the well.
   - The methodology used to secure the well during construction (e.g. fence, tape).
   - The final disposition of the well - used, capped, or plugged.

7. Irrigation for landscaping shall use the lowest water quality source available, which shall be identified on the Final Site Plan. Use of Manatee County public potable water supply shall be prohibited.

8. The Final Site Plan(s) shall clearly delineate a minimum of 20.62+ acres of Upland Preservation. The exact location and configuration of the required Upland Preservation areas shall be consistent with those areas identified on the Native Upland Habitat Preservation Exhibit, in the General Development Plan set, and shall be approved with the Final Site Plan(s). Upland Preservation areas may be reconfigured with the Final Site Plan provided that the overall acreage, general location, and quality of preserved habitat remain consistent to those shown on the Native Upland Habitat Preservation Exhibit, contained in the General Development Plan. (Completed)

9. The developer shall provide an updated study, consistent with Policy 3.3.2.1 of the Comprehensive Plan, for threatened and endangered plant and animal species prior to Final Site Plan approval. A Management Plan, approved by the appropriate State or Federal agency, shall be provided to the County for any listed species found on-site prior to Final Site Plan approval.

10. Roadway buffers in Phase II, and adjacent to non-residential uses shall be planted as follows:

    - Three Canopy Trees per 100 linear feet
    - Three-inch caliper as measured six (6) inches from the base of the tree, twelve feet in height, five-foot spread.
    - Thirty-three shrubs per 100 linear feet
    - Thirty (30) inches at time of planting.
    - Buffers shall be planted in an informal, staggered arrangement.
    - Buffers shall be entirely planted prior to Certificate of Occupancy

C. STORMWATER ENGINEERING STIPULATIONS

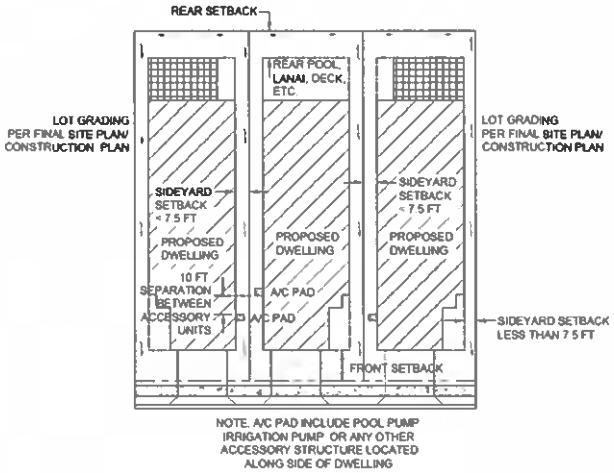
1. Pursuant to Section 801 and 802 of the Land Development Code and Code of Federal Regulations (CFR), Title 44, Section 60.3, the subsequent Final Site Plan and

Construction Plan submittal(s) and associated Drainage Modeling shall demonstrate that no adverse impacts will be created to neighboring properties surrounding the site with respect to proposed impacts to the FEMA 2014 FIRM 100-year floodplain and post-development discharge of runoff.

2. The Engineer of Record (EOR) shall submit drainage modeling to demonstrate the allowable pre-development rate of discharge has been reduced by fifty (50) percent for Gamble Creek and Buffalo Canal Watersheds.

3. All fill within the 100-year Floodplain shall be compensated by the creation of an equal or greater storage volume above seasonal high-water table or Drainage modeling shall utilize the adopted Gamble Creek Watershed Study and the Buffalo Canal Watershed Study to demonstrate, in post-development condition, that no adverse impacts are created to adjacent property.

4. There shall be a minimum of ten (10) foot separation between accessory equipment and structures alongside adjoining houses with 5-foot side yard setbacks.



D. UTILITY ENGINEERING STIPULATIONS

1. Connection to the County wastewater system is required pursuant to the Manatee County Comprehensive Plan. The cost of connection, including the design, permitting and construction of off-site extensions of lines, shall be the responsibility of the Applicant. Such off-site extension shall be designed and constructed in accordance with the County's Wastewater System Master Plan. The connection shall be designed, engineered and permitted by the Applicant consistent with Manatee County Public Works Standards and approved by the County Engineer through the construction plans review process for the project.

2. The route given for mains in the water or wastewater master plan shall not vary without specific written approval from the Public Works Department or as established in a Local Development Agreement between the County and the Developer.

3. The proposed potable water distribution system shall be designed and constructed to provide for internal and external looping. Dead-end potable water mains greater than 800-feet in length are not allowed unless they are designed to provide future inter-neighborhood ties or they are specifically approved by Manatee County. Where dead-end streets greater than 400-feet long are within 200-feet of any other right-of-way, the potable water from the dead-end street shall be connected to potable water main that is within the nearby street right-of-way. Where dead-end water mains are unavoidable, they shall be constructed with metered automatic blow-off devices sized to provide a flushing velocity of at least 2.5 feet per second and the developer, CDD and/or homeowner's association, as applicable, shall pay for the cost of potable water blown off in order to maintain water quality standards.

E. PARK AND NATURAL RESOURCES STIPULATIONS

1. Surface and ground-water monitoring plans for the development will be required to address sections 349.2(G) through (J) of the Manatee County Land Development Code.

   Within 90 days of approval, both the surface and ground-water monitoring plans shall require submittal & approval by the Manatee County Parks & Natural Resources Dept (PNRD). Pre-development monitoring requirements shall be met for those portions of the subject site that do not have an approved Final Site Plan/Construction Plan. (Completed)

F. CONCURRENCY STIPULATIONS

1. The Land Use Equivalency Matrix below allows the developer variations in the quantity of approved land uses without the requirement to analyze such modifications through a modification to the General Development Plan. The conversion formulas presented below are based on gross p.m. peak hour trip generation factors.

2. In seeking approval of a specific Land Use Exchange, any changes in the number and/or type of dwelling units that cause an increase in the projected number of students shall be subject to review and approval of a School concurrency Analysis and

issuance of a CLOS. The Developer shall also prepare a request that demonstrates that the impacts generated by the revised land use mix will not exceed the impacts for transportation, potable water, sanitary sewer, solid waste disposal, mass transit, drainage, school facilities, and parks and recreation, which have been approved and authorized in the Certificate of Level of Service Compliance (CLOS). The Planning Director shall administratively review and approve all land use exchanges utilizing the LUEM.

3. An application for a Land Use Exchange must include a tracking chart. Staff shall be provided a revised Land Use and Phasing Schedule and a reallocation of square footage or residential units. Each proposal for a land use exchange and revised General Development Plan shall be reviewed for compliance with the provisions of this Development Order, the Manatee County Land Development Code, and the Manatee County Comprehensive Plan.

4. Upon application of LUEM, an updated land use tracking table indicating the exchange of units or square footage and corresponding increase or decrease of total unit counts and/or square footage by land use type shall be provided. For mixed-use developments, traffic assignment at project driveways needs to be in re-evaluated in detail.

   Upon application of Land Use Equivalence Matrix (LUEM), an updated land use tracking table indicating the exchange of units or square footage and corresponding increase or decrease of total unit counts and/or square footage by land use type shall be provided. For mixed-use developments, traffic assignment at project driveways shall be re-evaluated in detail.

5. The applicant must apply for a modification to the CLOS and if the proposed Land Use Exchange results in impacts more than those previously approved, the applicant may be granted approval for that excess on if, and when, capacity is available. However, reapplication shall not cause the applicant to lose the capacity already approved for the Project.

6. If the request for a Land Use Exchange is approved, a modified CLOS shall be issued to replace the previously approved CLOS. Any modification to the CLOS shall not extend the time for which such capacity is reserved, pursuant to the CLOS. At the time of Final Site Plan approval, potable water, wastewater treatment and schools shall be also analyzed, and a CLOS will be issued for those concurrency components.

LAND USE EQUIVALENCY MATRIX (LUEM)

CHANGE FROM: \ CHANGE TO:	210: Single-Family Detached Housing	220: Multifamily Housing (Low-Rise)	221: Multifamily Housing (Mid-Rise)	254: Assited Living	610: Hospital	710: General Office Building	720: Medical-Dental Office Building	820: Shopping Center
210: Single-Family Detached Housing		1.768 du/du	2.25 du/du	3.808 bed/du	0.524 bed/du	0.861 ksf/du	0.286 ksf/du	0.26 ksf/du
220: Multifamily Housing (Low-Rise)	0.566 du/du		1.273 du/du	2.154 bed/du	0.296 bed/du	0.487 ksf/du	0.162 ksf/du	0.147 ksf/du
221: Multifamily Housing (Mid-Rise)	0.444 du/du	0.786 du/du		1.692 bed/du	0.233 bed/du	0.383 ksf/du	0.127 ksf/du	0.115 ksf/du
254: Assited Living	0.263 du/bed	0.464 du/bed	0.591 du/bed		0.138 bed/bed	0.226 ksf/bed	0.075 ksf/bed	0.068 ksf/bed
610: Hospital	1.909 du/bed	3.375 du/bed	4.295 du/bed	7.269 bed/bed		1.643 ksf/bed	0.546 ksf/bed	0.496 ksf/bed
710: General Office Building	1.162 du/ksf	2.054 du/ksf	2.614 du/ksf	4.423 bed/ksf	0.608 bed/ksf		0.332 ksf/ksf	0.302 ksf/ksf
720: Medical-Dental Office Building	3.495 du/ksf	6.179 du/ksf	7.864 du/ksf	13.308 bed/ksf	1.831 bed/ksf	3.009 ksf/ksf		0.908 ksf/ksf
820: Shopping Center	3.848 du/ksf	6.804 du/ksf	8.659 du/ksf	14.654 bed/ksf	2.016 bed/ksf	3.313 ksf/ksf	1.101 ksf/ksf	

Notes

1. *Land use changes are based on the peak-hour of adjacent street traffic, one hour between 4 and 6 PM.*
2. *Equivalency factors are based on the ITE Trip Generation Manual 10th Edition average rate for each land use.*
3. *To preserve the mixed-use nature of the development, a mix of at least three different land uses will be developed with a maximum residential density of 3,000 dwelling units and a minimum non-residential intensity of 250,000 square feet, which includes hospital floor area*

Section 3. SPECIFIC APPROVAL. Specific Approval is hereby approved for an alternative to Land Development Code Sections: 1) 401.5.B.4 (Building Height Compatibility – Through Special Permit or PD) to orient the front of the multi-family buildings internally to the site, 2) 1005.3 (Off-Street Parking – Number of Vehicular Parking Spaces) to reduce the multi-family parking ratio to 1.8 spaces per dwelling unit including guest parking, and 3) 401.5.A.2 to eliminate the requirement for a six-foot solid decorative wall along the property line abutting a single-family site.

Section 4. SEVERABILITY. If any section, sentence, clause, or other provision of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such

section, sentence, clause, or other provision shall be deemed severable, and such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses, or provisions of this Ordinance.

Section 5. REPEAL OF ORDINANCES IN CONFLICT. All Ordinances in conflict with this Ordinance hereby adopted are hereby repealed to the extend of any such conflict.

Section 6. CODIFICATION. Pursuant to § 125.68(1), Florida Statutes, this ordinance is not required to be codified. Therefore, the Clerk shall not transmit the ordinance for codification.

Section 7. STATE AND FEDERAL PERMITTING. The issuance of this local development permit by the County shall not create any liability on the part of the County in the event the applicant fails to obtain the required state or federal agency approvals or permits or fails to fulfill the obligations imposed by any state or federal agency or undertakes actions that result in a violation of state or federal law.

Section 8. EFFECTIVE DATE. This ordinance shall take effect immediately upon filing with the Office of the Secretary of State, Florida Department of State; subject to Comprehensive Plan Amendment PA-22-03/Ordinance No. 22-36 and LDC Text Amendment LDCT-21-08/Ordinance 22-06 and LDC Map Amendment Ordinance 22-19 becoming effective.

PASSED AND DULY ADOPTED, with a quorum present and voting on the 19TH day of May 2022, and as amended this 26th day of July, 2022.

BY: BOARD OF COUNTY COMMISSIONERS
MANATEE COUNTY, FLORIDA

BY: _____
Kevin Van Ostenbridge, Chairman

ATTEST: ANGELINA COLONNESO
Clerk of the Circuit Court

BY: _____
Deputy Clerk

This is a Corrective Document

EXHIBIT "A"

LEGAL DESCRIPTION
PARCELS A3 AND A4

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00 FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS

DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

PARCELS A1 AND A2 (NORTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24"

EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

PARCELS A1 AND A2 (SOUTH)
(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET

TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4) NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

LESS AND EXCEPT:
PORTION OF A3 AND A4
DESCRIPTION (Prepared by Stantec Consulting Services Inc.):

A tract of land being portions of Blocks 2 and 3, Section 17, Township 33 South, Range 19 East, and Blocks 1, 3 and 4, Section 18, Township 33 South, Range 19 East, all in Manatee River Farms, Unit 1 as recorded in Plat Book 6, Page 45, Public Records of Manatee County, Florida, and described as follows:

Commence at the southwest corner of said Section 18; thence N.00°07'49"E., along the west line of said Section 18, a distance of 700.71 feet to the POINT OF BEGINNING; thence continue N.00°07'49"E., along said west line of Section 18, a distance of 1,243.64 feet; thence S.87°03'06"E., a distance of 3,098.24 feet; thence N.00°51'23"E., a distance of 470.30 feet; thence S.89°49'13"E., a distance of 2,293.19 feet; thence N.00°35'38"E., a distance of 2,383.96 feet; thence S.89°43'15"E., a distance of 170.00 feet to the northwest corner of Brookstone Community Development District, recorded in Official Record Book 2607, Page 861 of said Public Records; the following four (4) calls are along the westerly line of said Brookstone Community Development District; (1) thence S.00°35'38"W., a distance of 2,551.98 feet to the point of curvature of a curve to the right having a radius of 795.00 feet and a central angle of 48°08'26"; (2) thence southwesterly along the arc of said curve, a distance of 667.97 feet to the point of tangency of said curve; (3) thence S.48°44'04"W., a distance of 213.94 feet to the point of curvature of a curve to the left having a radius of 1,355.00 feet and a central angle of 36°48'01"; (4) thence southwesterly along the arc of said curve, a distance of 870.29 feet to a point on the northerly line of Field Stone Community Development District, recorded in Official Record Book

2564, Page 6898 of said Public Records; the following five (5) calls are along said northerly line; (1) thence N.89°39'17"W., a distance of 1,622.48 feet; (2) thence N.00°51'43"E., a distance of 54.26 feet; (3) thence N.89°32'06"W., a distance of 674.93 feet; (4) thence N.89°30'19"W., a distance of 2,402.18 feet; (5) thence S.89°39'04"W., a distance of 3.35 feet to the POINT OF BEGINNING.

Said tract contains 7,474,870 square feet or 171.5994 acres, more or less.

Total Described Property Contains 1,032.23 Acres, more or less.

This is a Corrective Document

EXHIBIT B
PDMU-18-06(G)(R)

Land Use		PDR	PDO	PDC	PDRP	PDI	PDPI	PDW	PDMU	PDRV	PDMH	PDGC	PDA	PDEZ
AGRICULTURAL USES														
~~Agricultural Research Facilities~~	—	X	X	P	P	X	P	X	~~P~~	X	X	X	P	P
~~Agricultural Uses~~	531.1	~~P~~	P	~~P~~	P	P	P	P	~~P~~	P	P	X	P	P
~~Agricultural Products Processing Plants~~	531.1	X	X	X	X	P	X	X	~~P~~	X	X	X	P	P
~~Animal Products Processing Facility~~	531.1	X	X	X	X	P	X	X	~~SP~~	X	X	X	P	P
~~Short Term Agricultural Uses~~	531.1	P	X	P	X	X	X	X	~~P~~	X	X	X	P	P
~~Stables or Equestrian Centers: Private~~	531.1	P	X	X	X	X	X	X	~~P~~	P	P	X	P	X
~~Stables or Equestrian Centers: Public~~	531.1	X	X	~~P~~	X	X	P	X	~~P~~	X	X	X	P	X
~~Tree Farm~~	531.1	X	X	X	X	X	P	X	~~P~~	X	X	X	P	X
~~Animal Services (Wild and Exotic)~~	531.5	~~P~~	P	~~P~~	P	P	P	P	~~P~~	P	P	P	P	P
~~Breeding Facility (Non-Wild & Exotic)~~	531.8	X	X	P	P	P	P	X	~~P~~	X	X	X	P	X
~~Farming Service Establishments~~	531.18	X	X	P	X	X	X	X	~~P~~	X	X	X	P	P
Farm Worker Housing	531.19	X	X	X	X	X	X	X	X	X	X	X	X	X
Pet Service (Kennel) Establishments	531.38	X	X	P	P	X	X	X	P	X	X	X	P	X
Sawmills	531.1	X	X	X	X	P	X	X	P	X	X	X	X	P
~~Slaughterhouses~~	531.1	X	X	X	X	P	X	X	~~P~~	X	X	X	X	X

~~Stockyards and Feedlots~~[4]	531.1	X	X	X	X	P	P	X	~~P~~	X	X	X	X	X
Veterinary Hospitals	531.58	X	X	P	X	P	P	X	P	X	X	X	X	X
COMMERCIAL - RETAIL														
Alcoholic Beverage Establishment	531.4	X	X	SP	X	SP	X	SP	SP	X	X	X	X	X
Alcoholic Beverage Establishment - 2 COP License	531.4	X	X	P	X	X	X	X	P	X	X	X	X	X
Auction Houses, Enclosed	—	X	X	P	X	P	X	X	~~P~~	X	X	X	X	X
Auction Houses, Open	531.6	X	X	P	X	P	X	X	P	X	X	X	X	X
Building Materials Sales Establishment	531.9	X	X	P	X	X	X	X	~~P~~	X	X	X	X	X
Lumberyard	531.9	X	X	X	X	P	X	X	P	X	X	X	X	P
Drive-Through Establishments	531.16	X	X	~~P~~	P	P	X	X	~~P~~	X	X	X	X	P
Gas Pumps	531.51	X	X	~~P~~	P	P	P	P	P	P	X	X	X	P
~~Recreational Vehicle/Mobile Home Sales, Rental & Leasing~~	531.43	X	X	~~P~~	X	X	X	X	~~P~~	P	X	X	X	X
Restaurant	531.48	X	P	P	P	P	X	~~P~~	P	X	X	X	X	P
Retail Sales, Neighborhood Convenience	531.49	X	P	P	P	P	X	~~P~~	P	~~P~~	P	X	~~P~~	X

Medical Marijuana Treatment Center Dispensing Facility	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X
Retail Sales, General	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X
Service Station	531.51	X	X	P	X	P	X	X	P	X	X	X	X	P
~~Vehicle Sales, Rental, Leasing~~	531.57	X	X	P	X	P	X	X	~~P~~	X	X	X	X	X
COMMERCIAL - SERVICES														
Bed and Breakfast	531.7	P	X	P	X	X	X	P	P	X	X	X	P	X
Business Services	—	X	P	P	P	P	P	X	P	X	X	X	X	X
Printing, Medium	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Printing, Small	—	X	P	P	X	P	X	X	P	X	X	X	X	X
Car Wash: Full Service	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Car Wash: Incidental	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Car Wash: Self-Service	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Clinics	—	X	P	P	X	X	P	X	P	X	X	X	X	X
Equipment sales, rental, leasing, storing and repair - heavy	531.18	X	X	P	X	P	X	X	P	X	X	X	X	P
Construction equipment	531.18	X	X	P	X	P	P	X	P	X	X	X	X	X
Equipment sales, rental, leasing, storing and repair - light	—	X	X	P	X	P	X	X	P	X	X	X	X	

Food Catering Service Establishment	531.21	X	X	P	X	P	X	X	P	X	X	X	X	X
Free Standing Emergency Department (FSED)[5]	531.62	X	X	P	X	X	X	X	P	X	X	X	X	X
Funeral Chapel	531.22	P	P	P	X	X	X	X	P	X	X	X	P	X
Funeral Home	531.22	X	P	P	X	X	X	X	P	X	X	X	X	X
Hospital[1]		X	X	X	X	X	P	X	P	X	X	X	X	X
Intensive Services: Exterminating and Pest Control	531.26	X	X	X	X	X	X	X	P	P	X	P	X	P
Intensive Services: Printing, Heavy	—	X	X	X	X	P	X	X	X	X	X	X	X	P
Intensive Services: Industrial Service Establishment	531.26	X	X	P	P	P	X	X	P	X	X	X	X	P
Intensive Services: Sign Painting Service	531.26	X	X	P	X	P	P	X	P	X	X	X	X	X
Intensive Services: Taxi-Cab, Limousine Service	531.26	X	X	P	X	P	X	X	P	X	X	X	X	X
Intensive Services: All others	531.26	X	X	P	X	P	P	X	P	X	X	X	X	P
Laboratories, Medical and Dental	—	X	P	P	P	P	P	X	P	X	X	X	X	X
Lodging Places: Boarding House	531.28	P	X	X	X	X	X	X	P	X	X	X	X	X
Lodging Places: Boatel	531.28	X	X	X	X	X	X	P	P	X	X	X	X	X

Lodging Places: Dormitories	531.28	P	X	X	X	X	P	X	P	X	X	X	X	X
Lodging Places: Hospital Guest House	531.28	X	X	P	X	X	P	X	P	X	X	X	X	X
Lodging Places: Hotel/motel	531.28	X	X	P	P	P[2]	P	P	P	X	X	X	X	P
Office, Medical or Professional	531.61	P	P	P	P	P	P	P	P	P	X	X	X	X
Miscellaneous Services: Office	—	X	P	P	P	P	P	P	P	X	X	X	P	X
Banking: Bank	—	X	P	P	P	P	X	X	P	X	X	X	X	X
Banking: Bank/Drive-through	531.16	X	P	P	P	P	X	X	P	X	X	X	X	P
Personal Service Establishment	—	P	P	P	P	P	P	X	P	P	P	X	P	X
Dry Cleaners: General	—	X	P[3]	P	P[3]	P	P	X	P	X	X	X	X	X
Dry Cleaners: Pick-up	—	X	P	P	P	P	P	X	P	X	X	X	P	P
Rental Service Establishment	—	X	X	P	P	P	X	X	P	X	X	X	X	
Repair Service Establishment	—	X	X	P	P	X	P	X	P	X	X	X	X	X
~~Recreational Vehicle Parks and Subdivisions~~	531.42	X	X	~~P~~	X	X	X	X	~~P~~	P	X	X	X	X
Rehabilitation Center	531.44	P	P	P	P	P	P	P	P	P	P	X	P	X
Vehicle Repair: Major	531.56	X	X	P	X	P	X	X	P	X	X	X	X	P
Vehicle Repair: Community Serving	—	X	X	P	X	P	X	X	P	X	X	X	X	X

Vehicle Repair: Neighborhood Serving	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Veterinary Clinic	531.58	X	P	P	P	X	X	X	P	X	X	X	P	X
Wholesale Trade Establishment		X	X	P	P	P	X	X	P	X	X	X	X	X
INDUSTRIAL														
Asphalt/Concrete Processing, Manufacturing, or Recycling Plants[4]	—	X	X	X	X	P	X	X	X	X	X	X	X	X
~~Industrial, Heavy~~	531.25	X	X	X	X	P	X	X	~~P~~	X	X	X	X	P
Firework/Sparkler Manufacture	531.25	X	X	X	X	P	X	X	X	X	X	X	X	X
Industrial, Light	531.25	X	X	X	P	P	P	X	P	X	X	X	X	P
Research and Development Activities	—	X	X	X	P	P	P	X	P	X	X	X	X	P
COMMUNITY SERVICE USES														
Civic, Social, and Fraternal Organizations/Clubs	531.14	P/SP	P	X	X	X	X	P	P	P	P	X	P	X
~~Correctional Facilities: Community~~	—	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Correctional Facilities: Major~~	—	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
Cultural Facilities	531.15	P	P	P	P	P	P	P	P	X	X	X	P	P
Emergency Shelters	531.44	P	P	P	X	X	X	P	P	X	P	X	P	X
Emergency Shelter Home	531.44	P	P	P	X	X	X	P	P	X	P	X	P	X

EXHIBIT B
PDMU-18-06(G)(R)

Personal Wireless Service Facilities	531.37	See Section 531.37												
Public Community Uses	531.39	P	P	P	P	P	P	P	P	P	P	X	P	P
Public Use Facilities	531.4	P	P	P	P	P	P	P	P	P	P	X	P	P
Post Offices	—	P	P	P	P	P	P	P	P	P	P	X	P	P
Radio, TV, Communications, Microwave Facilities	—	X	X	P	P	P	P	X	P	X	X	X	X	P
Utility Use	531.54	P	P	P	P	P	P	P	P	P	P	P	P	P
Alternative Energy Generation Facility	531.54	X	X	X	X	P	P	X	X	X	X	X	X	P
Utility Use, Heavy	531.54	X	X	X	X	P	X	X	P	X	X	X	X	X
MISCELLANEOUS USES														
Flea Markets: Enclosed	531.2	X	X	P	X	X	X	X	P	X	X	X	X	X
Flea Markets: Open	531.2	X	X	P	X	X	X	X	P	X	X	X	X	X
Intensive Services: Towing Service and Storage Establishment	531.26	X	X	P	X	P	X	X	P	X	X	X	X	P
Outdoor Advertising Signs	—	X	X	P	X	P	X	X	X	P	X	X	X	P
Outdoor Storage (Principal Use)	531.36	X	X	P	X	P	X	X	P	X	X	X	X	P
Parking, Commercial (Principal Use)	—	X	P	P	P	P	P	P	P	X	X	X	X	X

EXHIBIT B
PDMU-18-06(G)(R)

~~Sexually Oriented Businesses~~	531.52	See Section 531.52												
Water Dependent Uses	531.6	X	X	X	X	X	X	P	P	X	X	X	X	X
OPEN USE OF LAND - LIGHT														
~~Cemetery: Human and Pet~~	~~531.11~~	~~X~~	~~X~~	~~P~~	~~X~~	~~X~~	~~P~~	~~X~~	~~P~~	X	X	X	X	X
Earthmoving, Minor	702	P	P	P	P	P	P	P	P	P	P	X	P	P
~~Game Preserve~~	—	X	X	~~P~~	X	X	P	X	~~P~~	X	X	X	X	X
OPEN USE OF LAND - HEAVY														
Earthmoving, Major	702	X	X	X	X	X	X	X	X	X	X	X	X	P
~~Junkyards~~	531.27	X	X	X	X	X	X	X	~~P~~	X	X	X	X	X
Mining	531.3	X	X	X	X	X	P	X	X	X	X	X	X	X
~~Solid Waste Management Facilities~~	531.53	X	X	~~P~~	X	P	P	X	~~P~~	X	X	X	X	X
Landfills	531.53	X	X	X	X	X	P	X	X	X	X	X	X	X
RECREATION USES														
Environmental Land Preserves, Public and Private	531.17	P	P	P	P	P	P	P	P	P	X	X	P	X
Recreation, High Intensity	531.41	X	X	P	X	X	P	P	P	X	X	X	X	X
Recreation, Low Intensity	531.41	P	P	P	P	P	P	P	P	P	P	P	P	X
Recreation, Medium Intensity	531.41	X	X	P	X	X	P	P	P	X	X	X	X	X
Recreation, Passive	531.41	P	P	P	P	P	P	P	P	P	P	P	P	P

Recreation, Rural	531.41	X	X	X	X	P	P	X	X	X	X	X	X	X
RESIDENTIAL USES														
Assisted Living Facility, Large[1]	531.45	P	P	P	X	X	P	X	P	X	X	X	P	X
Assisted Living Facility, Small[1]	531.45	P	P	P	X	X	P	X	P	X	X	X	P	X
~~Community Residential Homes~~	531.44	~~P~~	X	X	X	X	P	X	~~P~~	P	P	X	P	X
Group Housing	531.23	X	X	X	X	X	P	X	P	X	X	X	X	X
Mobile Homes, Individual	531.32	X	X	X	X	X	X	X	X	X	P	X	X	X
~~Mobile Home Parks~~	—	X	X	X	X	X	X	X	~~P~~	X	P	X	X	X
~~Mobile Home Subdivisions~~	—	X	X	X	X	X	X	X	~~P~~	X	P	X	X	X
Nursing Homes[1]	531.35	X	P	P	X	X	P	X	P	X	X	X	X	X
Recovery Home, Large	531.45	X	P	P	X	X	P	X	P	X	X	X	X	X
Recovery Home, Small	531.45	P	P	P	X	X	P	X	P	P	P	X	P	X
Residential Treatment Facilities	531.46	P	X	X	X	X	P	X	P	X	X	X	P	X
Residential Use: Duplexes	531.47	~~P~~	X	X	X	X	P	X	~~P~~	X	X	X	X	X
Residential Use: Multiple Family Dwellings	531.47	P	X	X	X	X	P	P	P	X	X	X	X	X
Residential Use: Single Family, Attached Dwellings (3 to 9 units)	531.47	~~P~~	X	X	X	X	P	P	P	X	X	X	X	X

Residential Use: Single Family, Detached Dwellings	531.47	~~P~~	X	X	X	X	P	P	P	X	X	X	P	X
Residential Use: Single Family, Semi-Detached Dwellings	531.47	~~P~~	X	X	X	X	P	X	P	X	X	X	X	X
Residential Use: Triplex and Quadruplex Dwellings (Multifamily, four (4) units maximum)	531.47	~~P~~	X	X	X	X	X	P	P	X	X	X	X	X
Residential Use: Waterfront Structures (Residential)	531.47	~~P~~	X	X	X	X	X	P	P	P	P	X	P	X
Residential Use: Waterfront Structures, Multi-Family	531.47	P	X	X	X	X	X	P	P	X	X	X	P	X
RESIDENTIAL SUPPORT USES														
Adult Day Care Center	—	P	P	P	X	X	X	P	P	X	P	X	P	X
Child Care Center, Accessory	531.12	P	P	P	P	P	P	P	P	P	P	X	P	P
Child Care Center, Large	531.12	P	P	P	P	P	P	X	P	X	X	X	P	X
Child Care Center, Small	531.12	P	P	P	X	P	P	X	P	P	P	X	P	X
Churches/Places of Worship	531.13	P	P	P	X	X	X	X	P	P	P	X	P	X
Environmental Education Facilities	—	P	X	X	X	X	P	X	P	X	X	X	P	X

Family Day Care Home	—	P	X	X	X	X	P	X	P	P	P	X	P	X
Schools, College/Universities	531.5	X	X	X	X	X	P	X	P	X	X	X	X	X
Schools, Elementary	531.5	P	P	X	P	X	P	X	P	X	X	X	P	X
Schools, High and Middle	531.5	P	P	X	P	X	P	X	P	X	X	X	P	X
Schools of Special Education	531.5	P	P	P	P	X	P	X	P	X	X	X	P	X
Schools, Public	531.5	P	P	P	P	P	P	P	P	P	P	P	P	P
TRANSPORTATION USES														
~~Aircraft Landing Field~~	531.2	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Airport, Commercial~~	531.3	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Airport, Private or Public~~	531.3	X	X	X	X	P	P	X	~~P~~	X	X	X	X	P
Bus and Train Passenger Station	—	P	X	P	P	P	P	X	P	X	X	X	P	P
~~Hazardous Waste Transfer Facility~~	—	X	X	X	X	P	P	X	~~P~~	X	X	X	X	X
Heliport	531.24	X	X	P	X	P	P	X	P	X	X	X	X	P
Helistop	531.24	P	P	P	P	P	P	P	P	X	X	X	P	P
Intensive Services: Motor Pool Facilities	531.26	X	X	X	X	P	~~P~~	X	P	X	X	X	X	P
Intermodal Terminal	—	X	X	X	X	P	P	X	P	X	X	X	X	P

EXHIBIT B
PDMU-18-06(G)(R)

Motor Freight Terminal/Maintenance	531.34	X	X	X	X	P	X	X	P	X	X	X	X	P
Bus RR/Maintenance Facility	531.34	X	X	X	X	P	P	X	P	X	X	X	X	X
Railroad Switching/Classification Yard	—	X	X	X	X	P	P	X	X	X	X	X	X	P
WAREHOUSING														
Mini Warehouses, Self-storage	531.31	X	X	P	X	P	X	X	P	X	X	X	X	X
Warehouses	531.59	X	X	X	P	P	P	X	P	X	X	X	P	P

P = Permitted (see Section 315); SP = Special Permit (see Section 316), P = Permitted, X = Not Permitted; P/SP = Administrative Permit required as specified in Chapter 3 or elsewhere in this Code.

[1] Acute medical facilities are not allowed within the Coastal Evacuation Area, as defined in the Comprehensive Plan.

[2] Hotels are allowed only where the underlying Future Land Use category is Industrial-Light (IL).

[3] Limited to three thousand (3,000) square feet in gross floor area.

[4] Asphalt/Concrete Processing, Manufacturing, or Recycling Plants are prohibited from locating on property within the Watershed Protection Overlay District.

[5] FSEDs are required to be located within the Retail/Office/Residential (ROR) or the Mixed Use (MU) Future Land Use Categories.

NOTES:

- Uses identified as "Permitted Uses" in all Planned Development Districts may be permitted in conjunction with a PD approval. PD zoning in itself does not constitute approval to develop.
- Uses may be further restricted or modified by the overlay district regulations.

HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



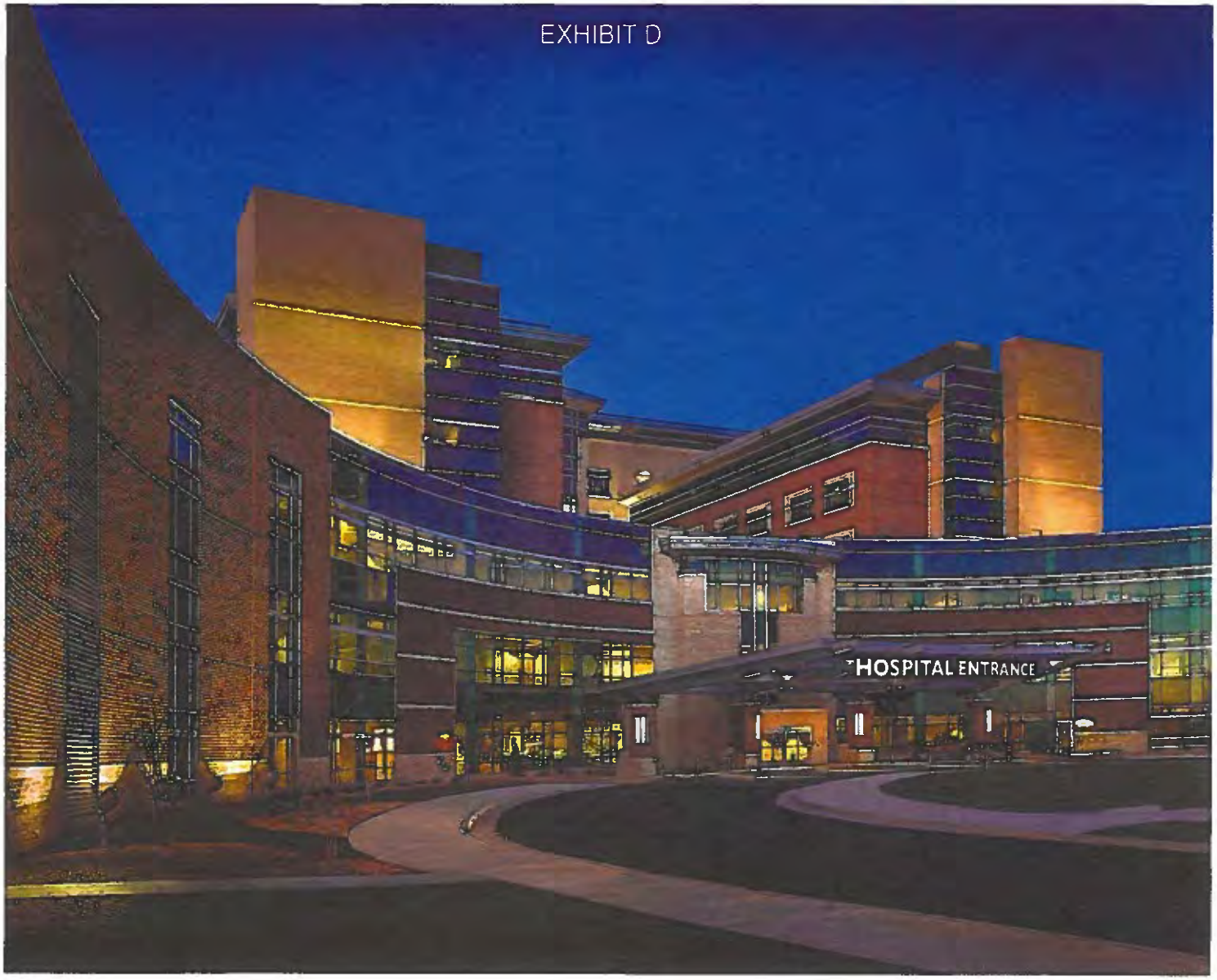
HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



HEIGHT ANALYSIS FOR VILLAGES OF AMAZON SOUTH
MARCH 13, 2018



EXHIBIT D



Inst. Number: 202341110762 Page 1 of 14 Date: 10/16/2023 Time: 4:08 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida

FIRST AMENDMENT TO AMENDED AND RESTATED LOCAL DEVELOPMENT AGREEMENT
[Amazon]

This **FIRST AMENDMENT TO AMENDED AND RESTATED LOCAL DEVELOPMENT AGREEMENT** ("First Amendment") is made and entered into this 10th day of October, 2023, by and between **MANATEE COUNTY**, a political subdivision of the State of Florida, whose address is 1112 Manatee Avenue West, Bradenton, Florida 34205, (the "County") and **LANSDOWNE PARTNERS GROUP, LLC**, a Florida limited liability company, whose address is 200 South Orange Avenue, Sarasota, Florida 34236, **LASALLE HOLDING PARTNERS, LLC, WHK INVEST, LLC, and UNIVERSITY PARK PARTNERS IV, LLC**, Florida limited liability companies, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240, and **SFTEN, LLC**, a Delaware limited liability company, whose address is 1341 Horton Circle, Arlington, Texas 76011 (collectively the "Applicant").

WITNESSETH:

WHEREAS, County and Applicant are parties to that certain Amended and Restated Local Development Agreement, dated September 20, 2020, as recorded in ORI No. 202041106208, of the Public Records of Manatee County, Florida (the "LDA"), which LDA concerns a 1,032.23 +/- acre parcel of real property located in Manatee County and generally bounded by Moccasin Wallow Road to the south, US 301 to the east, the complete legal description for which is attached hereto as Exhibit "A" (the "Project Site"); and

WHEREAS, the parties desire to amend the LDA all as more fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the parties hereby agree as follows:

1. **Recitals True and Correct.** The recitals set forth above are true and correct and are incorporated herein by reference.

2. **Authorized Land Uses.** Paragraph 2 of the LDA is deleted and the following is amended and added in substitution thereof:

"Description of Development Uses. The Project Site may be developed including the following components:

- 2,497 residential units;
- 202,000 square feet of commercial uses;
- 247,000 square feet of medical office uses;
- 20,000 square feet of office uses;
- 150 Bed Hospital, and;

- 326 Assisted Living Facility Beds.

The Project Site is located within the PDMU Zoning District and is within the UF-3 and MU Future Land Use Classifications of the Comprehensive Plan. The maximum permitted height of any structure within the Project Site is four (4) stories except that the hospital is permitted at six (6) stories except for the area within one hundred (100) feet from US 301 for which the height is limited to four (4) stories. The height of all buildings on the Project Site is measured pursuant to the Development Order, and applicable provisions of the LDC.

The Project is benefitted by that certain Certificate of Level of Service Compliance No. 17-052, as extended (the "CLOS"), and a Land Use Equivalency Matrix which allows trade-offs of approved land uses through conversion rates based on pm peak hour trip generation factors (the "LUEM"). Consistent with the LUEM and Ordinance No. PDMU-18-06(G)(R), dated July 26, 2022 (the "Development Order"), the permitted development uses and the mix of land uses described in this Paragraph 2 of the LDA may be revised from time to time provided that (i) the pm peak hour trip generation factors of revised uses remains equivalent or lower, and (ii) not less three different land uses will be developed with a maximum residential density of 3,000 dwelling units and a minimum non-residential intensity of 250,000 square feet."

3. **CLOS**. Pursuant to the LDA the County issued a CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, for one thousand nine hundred and ninety nine (1,999) residential dwelling units and sixty thousand (60,000) square feet of nonresidential improvements with an expiration date of December 31, 2024, as extended by statutory extensions applicable from time to time. Pursuant to the approved Transportation Impact Analysis prepared by Stantec for Villages of Amazon South Phase 2 Additional Entitlement, dated April 2022, the existing CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, shall be extended beyond the current expiration date of December 31, 2024 and shall be re-issued for 2,497 residential units; 202,000 square feet of commercial uses; 247,000 square feet of medical office uses; 20,000 square feet of office uses; 150 Bed Hospital, and; 326 Assisted Living Facility Beds. By virtue of this First Amendment the CLOS shall have an expiration date of not earlier than December 31, 2031, as further extended by statutory extensions applicable from time to time. A CLOS for public school facilities, if required, may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan.

4. **Extension of CLOS**. The Applicant may further extend the expiration date of the CLOS on a one-time basis for an additional eight (8) years by paying the County an extension fee for all or a portion of the development uses described in Paragraph 2 hereof, or as otherwise permitted by law. The "Extension Fee" shall be payable on or before December 31, 2024 for the first four (4) years of extension and on or before four (4) years thereafter for the second four (4) years of extension and (i) shall be paid not later than sixty (60) days following the due date, (ii) shall be calculated at the rate of One Hundred Dollars ($100) for each unplatted residential unit (or equivalent for a non-residential use based upon trip generation criteria) per year of extension, and (iii) shall also include the payment of a potable water and sanitary sewer capacity reservation fee in effect at time of the extension request, if adopted by the Board of County Commissioners and then in effect. The potable water and sanitary sewer capacity reservation fee, if applicable, will be based on the approved number of equivalent residential units (ERU) for which an

extension is then requested. The right to obtain an extension of the CLOS shall be conditioned upon the Applicant complying with the terms of this LDA and providing the County written notice of the requested extension, a statement as to the number and type of residential units or equivalent non-residential square footage for which the extension is requested, and timely payment of the Extension Fee. Any CLOS not properly extended as permitted herein shall terminate at its then date of expiration.

5. **Deletion**. Paragraphs 8 and 9 of the LDA are hereby deleted.

6. **Ownership of Land Subject to LDA**. The current legal owners of the Project Site are: STEFEN, LLC, a Delaware limited liability company, Lansdowne Partners Group, LLC, Lasalle Holding Partners, LLC, WHK Invest, LLC, and University Park Partners IV, LLC, all Florida limited liability companies.

7. **Recording of this First Amendment.** The Clerk of the Circuit Court of Manatee County, as Clerk to the Board of County Commissioners (the "Clerk") shall record this First Amendment in the Public Records of Manatee County, Florida, no later than fourteen (14) days after the execution by all parties. Applicant shall bear the expense of recording this First Amendment.

8. **Conflict**. In the event of any conflict between the terms, provisions and conditions of this First Amendment and the LDA, the terms, provisions and conditions of this First Amendment shall control.

9. **Effective Date.** This First Amendment shall become effective immediately upon the occurrence of all the following:

(A) The recordation of a fully executed original of this First Amendment in the public records of Manatee County, Florida,; and

(B) The expiration of any and all appeal periods for any challenge to the approval of this First Amendment.

10. **No Other Amendment**. All other provisions of the LDA shall be unaffected by this First Amendment, and shall remain in full force and effect.

[Signature Pages To Follow]

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

WHEREFORE, the parties hereto have executed this First Amendment as of the date set forth above.

MANATEE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Chairperson

Date: October 10, 2023

ATTEST: ANGELINA COLNNESO,
Clerk of the Circuit Court

By: _____
Deputy Clerk

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Witness Signature
Monica Donley
Printed Name

Witness Signature
Karolina Jadczak
Printed Name

APPLICANT:

LANSDOWNE PARTNERS GROUP, LLC,
a Florida limited liability company

By:
Name: John A. Neal
Title: Manager

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 7 day of September, 2023, by John A. Neal, as Manager of LANSDOWNE PARTNERS GROUP, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Notary Public
Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Monica Donley
Witness Signature
Monica Donley
Printed Name

Witness Signature
Karolina Jadczak
Printed Name

APPLICANT:

LASALLE HOLDING PARTNERS, LLC,
a Florida limited liability company

By:
Name: John A. Neal
Title: Manager

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 7 day of SEPTEMBER, 2023, by John A. Neal, as Manager of LASALLE HOLDING PARTNERS, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Notary Public

Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Witness Signature

Monica Donley
Printed Name

Witness Signature

Karolina Jadczak
Printed Name

APPLICANT:

WHK INVEST, LLC,
a Florida limited liability company

By:
Name: Charles Varah
Title: Manager

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 7 day of SEPTEMBER, 2023, by Charles Varah, as Manager of WHK INVEST, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Notary Public

Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

APPLICANT:

UNIVERSITY PARK PARTNERS IV, LLC, a Florida limited liability company

Monica Donley
Witness Signature

Monica Donley
Printed Name

By: _____
Name: Charles Varah
Title: Manager

_____
Witness Signature

Karolina Jadczak
Printed Name

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 4 day of September, 2023, by Charles Varah, as Manager of UNIVERSITY PARK PARTNERS IV, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Notary Public

Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Colbie Bosch
Witness Signature

Colbie Bosch
Printed Name

Michelle Faro
Witness Signature

Michelle Faro
Printed Name

APPLICANT:

SFTEN, LLC, a Delaware limited liability company
By: D.R. Horton, Inc., a Delaware corporation, as the sole member

By: Tarak Patel
Name: Tarak D. Patel
Title: Vice President

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (X) physical presence ~~or ( ) online notarization~~ before me this 11th day of September, 2023, by Tarak D. Patel, as Vice President of D.R. Horton, Inc., a Delaware corporation a the sole member of SFTEN, LLC, a Delaware limited liability company, on behalf of the company. He is personally known to me ~~or has produced sufficient identification.~~

MICHELLE FARO
MY COMMISSION # HH 324460
EXPIRES: January 22, 2027

Michelle Faro
Notary Public

Michelle Faro
Printed Name

My Commission Expires: 01.22.2027

EXHIBIT A

LEGAL DESCRIPTION

PARCELS A3 AND A4

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00 FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT

AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

PARCELS A1 AND A2 (NORTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE

ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

PARCELS A1 AND A2 (SOUTH)
(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4) NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

LESS AND EXCEPT:
PORTION OF A3 AND A4
DESCRIPTION (Prepared by Stantec Consulting Services Inc.):

A tract of land being portions of Blocks 2 and 3, Section 17, Township 33 South, Range 19 East, and Blocks 1, 3 and 4, Section 18, Township 33 South, Range 19 East, all in Manatee River Farms, Unit 1 as recorded in Plat Book 6, Page 45, Public Records of Manatee County, Florida, and described as follows:

Commence at the southwest corner of said Section 18; thence N.00°07'49"E., along the west line of said Section 18, a distance of 700.71 feet to the POINT OF BEGINNING; thence continue N.00°07'49"E., along said west line of Section 18, a distance of 1,243.64 feet; thence S.87°03'06"E., a distance of 3,098.24 feet; thence N.00°51'23"E., a distance of 470.30 feet; thence S.89°49'13"E., a distance of 2,293.19 feet; thence N.00°35'38"E., a distance of 2,383.96 feet; thence S.89°43'15"E., a distance of 170.00 feet to the northwest corner of Brookstone Community Development District, recorded in Official Record Book 2607, Page 861 of said Public Records; the following four (4) calls are along the westerly line of said Brookstone Community Development District; (1) thence S.00°35'38"W., a distance of 2,551.98 feet to the point of curvature of a curve to the right having a radius of 795.00 feet and a central angle of 48°08'26"; (2) thence southwesterly along the arc of said curve, a distance of 667.97 feet to the point of tangency of said curve; (3) thence S.48°44'04"W., a distance of 213.94 feet to the point of curvature of a curve to the left having a radius of 1,355.00 feet and a central angle of 36°48'01"; (4) thence southwesterly along the arc of said curve, a distance of 870.29 feet to a point on the northerly line of Field Stone Community Development District, recorded in Official Record Book 2564, Page 6898 of said Public Records; the following five (5) calls are along said northerly line; (1) thence N.89°39'17"W., a distance of 1,622.48 feet; (2) thence N.00°51'43"E., a distance of 54.26 feet; (3) thence N.89°32'06"W., a distance of 674.93 feet; (4) thence N.89°30'19"W., a distance of 2,402.18 feet; (5) thence S.89°39'04"W., a distance of 3.35 feet to the POINT OF BEGINNING.

Said tract contains 7,474,870 square feet or 171.5994 acres, more or less.

Total Described Property Contains 1,032.23 Acres, more or less.

LOCAL DEVELOPMENT AGREEMENT

This **LOCAL DEVELOPMENT AGREEMENT** ("Development Agreement") is made and entered into this 18th day of November, 2014, by and between **MANATEE COUNTY**, a political subdivision of the State of Florida, whose address is 1112 Manatee Avenue West, Bradenton, Florida 34205, (the "County") and **NORTH MANATEE INVESTMENT, LLC**, a Florida limited liability company, whose address is 200 South Orange Avenue, Sarasota, Florida 34236, **PARRISH HOLDINGS, LLC, SOUTHERN HEMISPHERE MANATEE, LLC** and **SOUTHERN LAND PARRISH, LLC**, Florida limited liability companies, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240, (collectively the "Applicant").

WITNESSETH:

WHEREAS, Applicant holds legal title to a 1203.83± acre parcel of real property located in Manatee County and generally bounded by Moccasin Wallow Road to the south, US 301 to the east, vacant property to the north, and vacant property to the west (the "Project Site"), the complete legal description for which is attached hereto as Exhibit "A"; and

WHEREAS, Applicant has applied for zoning and preliminary site plan approval from Manatee County pursuant to Application No. PDMU 13-37(Z)(P) to rezone the Project Site to the Planned Development Mixed Use (PDMU) Zoning District and to allow 1,999 residential units, and 60,000 square feet of non-residential uses to be constructed on the Project Site (the "Project"); and

WHEREAS, it is the intent of Applicant to dedicate or convey certain lands and to construct certain improvements to the public facilities in the vicinity of the Project Site, all such lands and improvements intended to serve the needs of and address the impacts created by the Project (the "Improvements"); and

WHEREAS, the Improvements contemplated hereunder have been included within this Development Agreement for the purpose of addressing all aspects of concurrency for the Project and/or the provision of adequate public facilities and services needed to support such new development; and

WHEREAS, Section 163.3180, Florida Statutes, requires that public facilities and services needed to support new development shall be available concurrent with the impact of such new development; and

WHEREAS, the Planning Commission, as the County's local planning agency, has recommended approval of the zoning and preliminary site plan applications referred to above, subject to the condition that Applicant undertake certain actions as hereinafter specified and that performance of same be guaranteed in an enforceable Development Agreement as authorized by Sections 163.3220 through 163.3246, Florida Statutes; and

WHEREAS, because of the unique aspects of the project, including its size and phasing challenges, the County has approved the project for six separate external accesses points on U.S. 301 and Moccasin Wallow Rd. The County has requested that the developer construct segments of Ft. Hamer Rd. as necessary to access individual phases within the project boundary. As part of the consideration for the commitments made by the County herein with respect to providing transportation concurrency approval for the project, the developer has agreed to construct segments of Ft. Hamer Rd. as needed to provide access to individual phases as they are developed, with no construction north of the northern most access to a development phase, substantially as depicted in Exhibit "B" attached hereto and incorporated by reference, and an award of impact fee credits for a negotiated portion of the right-of-way needed for Ft. Hamer Rd. to be treated as a non-site related capacity improvement and a negotiated portion to be treated as a site related access improvement; and

WHEREAS, the County has made a determination that sanitary sewer service cannot be provided for the Project unless certain improvements, including construction of facilities, occur in the vicinity of the Project Site as more fully specified herein; and

WHEREAS, the County has made a determination that a CLOS for the Project can be issued for an extended period for the purpose of recreation/ open space, solid waste, stormwater and transportation since the Project will not result in a reduction of the level of service standards adopted by the Comprehensive Plan of Manatee County for said facilities; and

WHEREAS, the Land Development Code (the "LDC") provides that a CLOS for the Project may be issued contingent upon the construction of the necessary public facilities and services being guaranteed in an enforceable Development Agreement entered into pursuant to Sections 163.3220 through 163.3243, Florida Statutes; and

WHEREAS, in accordance with the applicable Florida Statutes and Section 510.4.2.2.1 of the LDC, the County is authorized to issue a CLOS for a term greater than three (3) years subject to the required public facilities and services being guaranteed in a Development Agreement; and

WHEREAS, pursuant to Section 163.3220, Florida Statutes, et seq., the County is authorized to enter into a Development Agreement; and

WHEREAS, certain of the Improvements to be constructed or dedicated or participated in by Applicant create additional capacity above that required by the Project for concurrency purposes and are therefore eligible for partial impact fee credits; and

WHEREAS, the County intends to grant to Applicant impact fee credits (excluding water and wastewater facility investment fees) for the design, permitting, construction, and/or dedication of such Improvements in such amounts as are authorized by the County's impact fee ordinance; and

WHEREAS, the first of two required public hearings on this Development Agreement was held by the Board of County Commissioners (the "Board") on November 6th, and the second required public hearing on this Development Agreement was held by the Board on November 18th, at which time the Board approved this Development Agreement and authorized the Chairman to execute the Development Agreement on behalf of Manatee County.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties hereby agree as follows:

1. **Recitals True and Correct.** The recitals set forth above are true and correct and are incorporated herein by reference.

2. **Description of Development Uses.** The Project shall be developed including the following components:

- 1,999 residential units and
- 60,000 square feet of non-residential uses.

The Project Site is located within the PDR Zoning District and is to be rezoned to the PDMU Zoning District. The Project Site is within the UF-3 Future Land Use Classification of the Comprehensive Plan.

3. **Ownership of Land Subject to Development Agreement.** A legal description of the land subject to this Development Agreement (i.e., the Project Site, the 1,203.83± acre parcel of real property) is attached hereto as Exhibit "A". The current legal owners of the Project Site are: North Manatee Investment, LLC, Parrish Holdings, LLC, Southern Hemisphere Manatee, LLC, and Southern Land Parrish, LLC, all Florida limited liability companies.

4. **Definitions.** As used in this Agreement, the following words, terms, and phrases shall have the meanings ascribed to them here:

(A) "Concurrency Requirements": shall mean the dedication or conveyance of lands for public purposes and/or design and construction of improvements to public facilities (and the payment of proportionate share mitigation in connection therewith) that the applicant must provide to meet the concurrency requirements of the Land Development Code and consistent with Florida Statute 163.3180.

(B) "County Administrator": shall mean the County Administrator or his designee.

(C) "Traffic Study": shall mean the Traffic Study entitled "Villages of Amazon South Transportation Impact Analysis" prepared by Stantec Consulting Services Inc., and dated December, 2013, a copy of which is on file at the Building and Development Services Department of County.

(D) "Project Site": shall mean the 1,203.83± acre parcel of real property more located in unincorporated Manatee County, Florida and more particularly described in Exhibit "A" attached hereto and incorporated herein, owned by Applicant.

5. **Description of Public Facilities.** The following public facilities and services will serve the Project described in Paragraph 2 above:

(A) Potable Water: The County will provide potable water to the Project Site in sufficient quantity to serve the Project, as and when actually constructed, via transmission lines and related facilities to be constructed by the Applicant.

(B) Sanitary Sewer: The County will provide sanitary sewer service to the Project Site in sufficient quantity to serve the Project, as and when actually constructed, via transmission lines and related facilities to be constructed by the Applicant pursuant to Section 7 hereof.

(C) Solid Waste: The County will provide Solid Waste Management Services to the Project Site to serve the Project, as and when actually constructed, via facilities which are already in place.

(D) Recreation/ Open Space: With the Applicant's commitments set forth in the Project approvals, the Project will meet concurrency requirements for recreation/open space and will not result in degradation of the adopted level of service.

(E) StormWater Management: With the Applicant's design and construction of the proposed stormwater management facilities on the Project Site in compliance with Section 717 of the LDC to County development standards and SWFWMD regulations; the Project will meet concurrency requirements for storm water and will not result in degradation of the adopted level of service.

(F) Transportation: The Project will meet concurrency requirements for transportation and will not result in degradation of the adopted level of service.

6. **Transportation Requirements.**

(A) Dedication of Lands for Public Purposes / Impact Fee Credits: In accordance with Section 163.3227(1)(h), Florida Statutes, the County has determined the following public facilities and services to be necessary for the public health, safety and welfare of its citizens. In furtherance thereof, Applicant agrees to dedicate the following lands within, or

in the vicinity of, the Project Site for the future construction of public facilities and services as stated below:

(i) Roads – Moccasin Wallow Road: As depicted on the Preliminary Site Plan for the Project ("PSP"), Applicant shall dedicate up to thirty-five (35) feet of right-of-way for future expansion of Moccasin Wallow Road. Conveyance or dedication of the right-of-way shall occur with development of the adjacent parcels. The Applicant is entitled to transportation impact fee credits in the amount of $203,282.00 for the conveyance or dedication of these land for public right-of-way purposes, and transportation impact fee credits in the amount of $30,492.00 for the flowage and stormwater retention easement necessary for this segment of the expansion of Moccasin-Wallow Road.

(ii) Roads – FF Road (or "Spencer Parrish Road"): As depicted on the PSP, Applicant shall dedicate up to sixty (60) feet of right-of-way for future development of Spencer Parrish Road. Conveyance or dedication of the right-of-way shall occur with development of the adjacent parcels. The Applicant is entitled to transportation impact fee credits in the amount of $62,749.00 for the conveyance or dedication of these lands for public right-of-way purposes, and transportation impact fee credits in the amount of $9,412.00 for the flowage and stormwater retention easement necessary for this segment of the Spencer Parrish Road.

(iii) Roads – Fort Hamer Road Extension: As depicted on the PSP, Applicant shall dedicate up to one hundred twenty (120) feet of right-of-way for future extension of Fort Hamer Road. Conveyance or dedication of the right-of-way shall occur with recordation of the first plat within the Project. The Applicant is entitled to impact fee credits for the conveyance or dedication of the Fort Hamer Road extension right of way for public right-of-way purposes, in the amounts per roadway segment as set forth in Section 6 (B)(viii). The Fort Hamer Road extension right-of-way shall be shown on all site plan approvals with development of the adjacent parcels.

(iv) Drainage Easements - Fort Hamer Road Extension: The Applicant shall dedicate or convey to County a non-exclusive access, flowage and stormwater retention easement within the Project as necessary for the future four lane construction of the

Fort Hamer Road extension. The Applicant shall be entitled to transportation impact fee credits, including design, permitting, and engineering for the conveyance or dedication of the access, flowage and stormwater retention easement for the Fort Hamer Road extension, in the amounts per roadway segment as set forth in Section 6(B)(viii).

(B) Construction of Transportation Improvements; Credits. Simultaneously with development of the adjacent parcels serviced thereby, Applicant shall construct the following Transportation Improvements:

(i) At the Project Driveway 1 and Moccasin Wallow Road (i) a 350 foot westbound right turn lane, and (ii) a 400 foot eastbound left turn lane, all of which shall be constructed in accordance with FDOT Design Standards (Index 301).

(ii) At the Project Driveway 2 (a/k/a 115th Avenue E) and Moccasin Wallow Road (i) a 350 foot westbound right turn lane, and (ii) a 400 foot eastbound left turn lane (including a 50 foot queue length and a 350 foot deceleration and taper length), all of which shall be constructed in accordance with FDOT Design Standards (Index 301).

(iii) At the Project Driveway 3 and Moccasin Wallow Road (i) a 350 foot westbound right turn lane, and (ii) a 400 foot eastbound left turn lane (including a 50 foot queue length and a 350 foot deceleration and taper length), all of which shall be constructed in accordance with FDOT Design Standards (Index 301).

(iv) At the Project Driveway 4 and US 301 (i) a 405 foot southbound right turn lane, and (ii) a 455 foot northbound left turn lane (including a 50 foot queue length and a 405 foot deceleration and taper length), all of which shall be constructed in accordance with FDOT Design Standards (Index 301).

(v) At the Project Driveway 5 and US 301 (i) a 405 foot southbound right turn lane, and (ii) a 480 foot northbound left turn lane (including a 75 foot queue length and a 405 foot deceleration and taper length), all of which shall be constructed in accordance with FDOT Design Standards (Index 301).

(vi) At the Project Driveway 6 and US 301 (i) a 405 foot southbound right turn lane, and (ii) a 455 foot northbound left turn lane (including a 50 foot queue length and a 405 foot deceleration and taper length), all of which shall be constructed in accordance with FDOT Design Standards (Index 301).

(vii) Applicant shall make the following proportionate share payments:

1. For a traffic signal at 115th Avenue East (Driveway 2) and Moccasin Wallow Road, Pursuant to the TIA, the Applicant has proposed to provide a signal warrant analysis and a proportional share towards the construction of a signal; and

2. Prior to the final plat approval of the 1,401st unit, a proportionate share payment equaling 28 percent for a second 350 foot eastbound left turn lane at the U.S. 301/Moccasin Wallow Road intersection shall be made. At the time of construction, Manatee County shall review and approve construction costs prior to payment being accepted. If Manatee County or a third party constructs all or part of the U.S. 301/Moccasin Wallow Road intersection, Manatee County shall require payment within 90 days of the County's request for payment.

(viii) Applicant shall construct the following portions of Fort Hamer Road:

1. prior to receipt of a certificate of completion for Phase 2, Applicant shall construct the eastern one-half of the future four lane divided Fort Hamer Road extension from Moccasin-Wallow Road to the first Project entrance ("Street O" on the PSP) as depicted on the PSP. This roadway segment shall be constructed on its eastern side as an urban cross section to include curb, gutter, sidewalk, bike lane and closed drainage, and shall include coordination of the location of future utility lines, including a sewer force main and potable water lines, consistent with the Manatee County Master Utilities Plan. The Applicant is entitled to transportation impact fee credits in the amount of $85,025.00 for the conveyance or dedication of these lands for public right-of-way purposes, and transportation impact fee credits in the amount of $12,754.00 for the flowage and stormwater retention easement necessary for this segment of the Fort Hamer Road extension.

2. prior to receipt of a certificate of completion for Phase 3, Applicant shall construct the eastern one-half of the future four lane divided Fort Hamer Road extension from "Street O" to the second Project entrance ("Street DD" on the PSP) as depicted on the PSP (with a "stub-out" at the northern-most entrance for future access to Fort Hamer Road), if the second Project entrance and a connection to the Fort Hamer Road extension is included in the approved final site plan for Phase 3. This roadway segment shall be constructed on its eastern side as an urban cross section to include curb, gutter, sidewalk, bike lane and closed drainage, and shall include coordination of the location of future utility lines, including a sewer force main and potable water lines, consistent with the Manatee County Master Utilities Plan. The Applicant is entitled to transportation impact fee credits in the amount of $285,115.00 for the conveyance or dedication of these lands for public right-of-way purposes, and transportation impact fee credits in the amount of $42,767.00 for the flowage and stormwater retention easement necessary for this segment of the Fort Hamer Road extension.

3. prior to receipt of a certificate of completion for Phase 4, Applicant shall construct the eastern one-half of the future four lane divided Fort Hamer Road extension from (a) the second Project entrance ("Street DD" on the PSP) to the third Project entrance ("Street KK" on the PSP) as depicted on the PSP, or (b) the first Project entrance ("Street O" on the PSP) to the third Project entrance ("Street KK" on the PSP) as depicted on the PSP if not previously constructed in accordance with Section 6 (B) (vii) 2. above. In the event that Phase 4 is developed prior to Phase 3, Applicant shall construct the eastern one-half of the future four lane divided Fort Hamer Road extension from "Street O" to the third Project entrance ("Street KK" on the PSP) as depicted on the PSP. This roadway segment shall be constructed on its eastern side as an urban cross section to include curb, gutter, sidewalk, bike lane and closed drainage, and shall include coordination of the location of future utility lines, including a sewer force main and potable water lines, consistent with the Manatee County Master Utilities Plan. The Applicant is entitled to transportation impact fee credits in the amount of $256,015.00 for the conveyance or dedication of these lands for public right-of-way purposes, and transportation impact fee credits in the amount of $38,402.00 for the flowage and stormwater retention easement necessary for this segment of the Fort Hamer Road extension.

(ix) Applicant shall be responsible for wetland impacts which result from such construction, if any.

(x) Solely if requested by the County due to the pending or then planned improvements to either Moccasin Wallow Road, or US 301, Applicant shall defer such construction and participate with County in the improvements to either Moccasin Wallow Road, or US 301 by contributing the costs of such turn lane improvements to the County at the time such funds would otherwise have been expended by Applicant.

(xi) For all phases of the Project, the Applicant shall record a notice to buyer and a drawing that reflects the Ft. Hamer Road Extension and the additional portions of the Manatee County Thoroughfare Plan as requested by County.

7. **Connection to County Wastewater System.**

(A) Connection to the County wastewater system is required pursuant to the Manatee County Comprehensive Plan. The cost of connection, including the design, permitting and construction of off-site extensions of lines, shall be the responsibility of the Applicant. Such off-site extension shall be constructed in accordance with Section 2-31-05 of the Manatee County Code of Ordinances, unless otherwise authorized herein.

(B) Alternative Connection. The Applicant has proposed a Connection for the Project deviating from the County's North County Wastewater System Master Plan (in that it does not include the installation of a 24-inch transmission line in the Erie Road and Fort Hamer Road rights-of-way and does not include a 24-inch force main within the Project), which is more particularly described in Exhibit "B" attached hereto and incorporated herein (hereinafter, the "Alternative Connection"), inclusive of (1) a force main connecting to the existing Erie Road force main, and (2) a cross-section sufficient to accommodate a future parallel force main. The County hereby agrees to allow the developer to use this Alternative Connection to connect to the County's wastewater system, subject to the following conditions and affirmations:

(i) As of the Effective Date of this Agreement, the County Engineer has verified that the existing wastewater treatment system has sufficient capacity to support the

Alternative Connection, taking into consideration all existing connections, entitlements, and previously issued and effective CLOS's.

(ii) The Alternative Connection shall be designed, engineered and permitted by the Applicant consistently with Manatee County Public Works Standards and approved by County Engineer through the construction plans review process on a phase-by-phase basis. Implementation of the Alternative Connection shall require that a non-exclusive easement of not less than twenty (20) feet shall be obtained through the real property located immediately south of the Project known as Morgan's Glen (the "Morgan's Glen Easement"), as currently approved pursuant to Manatee County Ordinance Nos. PDMU-06-39(Z)(P) and PDMU-06-39(P)(R) (the "Morgan's Glen Approval"). The Applicant shall be responsible for the negotiation, drafting, execution, and delivery of the Morgan's Glen Easement, but (i) the alignment of the Morgan's Glen Easement shall be consistent with the Morgan's Glen Approval and reasonably approved by Manatee County, and (ii) the Morgan's Glen Easement shall be fully assignable to Manatee County and the public, generally. In the event that the Applicant informs Manatee County that it has been unable to obtain the Morgan's Glen Easement despite good faith efforts to do so, Manatee County shall initiate and complete condemnation proceedings to acquire the Morgan's Glen Easement as expeditiously as legally possible under the circumstances. In such event the Applicant shall fund or deposit with the court registry the amount stipulated in the court order of taking, and subsequently shall reimburse Manatee County for one hundred percent (100%) of Manatee County's actual costs incurred over and above the amount stipulated in the order of taking (including, without limitation, business damages, attorneys fees, expert witness fees, court costs, and impact fee credit awards in exchange for dedication) in acquiring the Morgan's Glen Easement, within three (3) days of receipt by the County of any invoice with supporting documentation of such costs incurred. In the event that the Morgan's Glen Easement is obtained [either by agreement or condemnation], assigned to or acquired by Manatee County as contemplated herein, and accepted by Manatee County, a portion of the costs expended by Applicant may qualify for credits against the Line Capacity Fee [defined herein] in an amount later approved by Manatee County by amendment to this Agreement, which approval shall not be unreasonably withheld or delayed.

(iii) Prior to the earlier of (i) receipt of the certificate of completion for the first phase of the Project to be developed, or (ii) December 31, 2016, and consistent with the required design elements of the Alternative Connection, the Applicant shall design, permit, and construct approximately 6,805 lineal feet of a sanitary sewer force main from the existing connection on Erie Road, through the Morgan's Glen Easement to the Project entrance located immediately north of Moccasin-Wallow Road.

(iv) The Applicant has received at the time of execution of this Agreement, and shall maintain throughout the term of this Agreement, an approved preliminary site plan or final site plan for the Project.

(C) Payment of Line Capacity Fee. At the time of execution of this Agreement, the County is in the process of establishing a line capacity fee, either as a separate fee or a component of the County's facility investment fee (hereinafter "Line Capacity Fee"), for the wastewater service area in which the Project is located. The Line Capacity Fee will constitute an impact fee adopted in accordance with Section 163.31801, *Florida Statutes*, to pay the cost of building out the wastewater transmission lines in the service area in accordance with the County's applicable master plan. Without such Line Capacity Fee, the County will lack a fiscally sound mechanism to assure that the Applicant and other developers in the wastewater service area pay their proportionate share of the cost of extending wastewater transmission lines and service to the service area. This will result in the County lacking the legally available funds to pay the cost of such build out. Accordingly, the approval of the Alternative Connection, and the right of the Applicant to connect to the County's wastewater system through the Alternative Connection and utilize the system capacity allocated to the Alternative Connection, are also subject to and conditional upon compliance with one of the following conditions, as the case may be:

(i) Prior to issuance of a certificate of completion for the first phase of the Project to be developed, the Applicant shall pay to Manatee County $712 per residential unit and equivalent development unit of commercial square footage (the "PFSM Payment") as the Applicant's estimated proportionate fair share cost of providing wastewater transmission line capacity for the Project. The PFSM Payment shall be made by (1) credit for the actual costs of

the design, permitting, and construction of the Alternative Connection; (2) the agreed amount of credit for the Morgan's Glen Easement and any other credits applicable to the PFSM Payment as approved by Manatee County, and (3) the balance in cash.

(ii) If the PFSM Payment is due prior to adoption of the Line Capacity Fee, then the following shall apply:

1. If the County establishes a Line Capacity Fee within one year of PFSM Payment, and (1) said Line Capacity Fee results in a lesser per-unit charge than the PSFM Payment, the County shall refund to the Applicant the difference between the PFSM Payment and the applicable Line Capacity Fee within ninety (90) days of the effective date of such adoption, or (2) said Line Capacity Fee results in a greater per-unit charge than the PSFM Payment, the Applicant shall pay to the County the difference between the PFSM Payment and the applicable Line Extension Fee within ninety (90) days of the effective date of such adoption; and

2. If the County does not establish a Line Capacity Fee within one year of PFSM Payment, the PFSM Payment shall constitute the Applicant's final proportionate fair share cost of providing wastewater line capacity for the Project, and thereafter, Manatee County shall reserve, for the benefit of the Project and as set forth in Paragraph 7 (E) hereof, sufficient capacity in the existing transmission lines and related facilities for one thousand nine hundred and ninety nine (1999) residential dwelling units and sixty thousand (60,000) square feet of non-residential improvements, and those uses set forth in Paragraph 7 (E) hereof.

In the event that the above applicable conditions are not met, the Applicant shall be required, subject to the approval of the County Engineer, to connect to the wastewater system in full compliance with the County's applicable master plan for build out of the wastewater system, at the Applicant's sole expense, but Applicant shall not then be responsible for payment of the Line Capacity Fee, and Applicant shall be entitled to apply for such impact fee credits as might otherwise be available in accordance with the LDC.

(D) No credit against the Line Capacity Fee levied shall be awarded to the Applicant for the Alternative Connection, except for (i) those components of the Alternative

Connection that the County Engineer has reasonably concluded can be utilized by the County as future components of the wastewater system built out in substantial compliance with the applicable master plan, including those which are specifically identified as entitled to receive credit on Exhibit "B" or (ii) any negotiated non-site related improvements to the wastewater system made pursuant to a separate participation agreement between the County and the Applicant.

(E) Construction. In connection with the construction by Applicant of off-site extensions of sewer transmission lines as provided for herein, the parties agree to the following additional terms and conditions:

(i) Applicant shall construct and install the improvements in conformity with the plans and specifications approved by the County Administrator and any applicable regulatory agencies.

(ii) Approval of the plans by the County Administrator shall be given in writing. The County agrees to diligently proceed with and complete its review of the plans for the improvements and to respond to Applicant as soon as reasonably possible after receipt thereof, advising Applicant in writing of the County's comments and objections, if any, thereto.

(iii) Applicant shall be responsible for notifying in writing any utilities affected by the installation of the improvements .

(iv) Applicant shall be responsible, at Applicant's sole initial expense, for the removal, to the satisfaction of the County Administrator, of all construction materials and equipment along the roads and intersections which are being improved at the conclusion of the installation of the improvements.

(v) Applicant shall promptly comply with all applicable laws, ordinances, and regulations, whether municipal, county, state, or federal, pertaining to the construction of the improvements.

(vi) Applicant shall provide a temporary traffic maintenance plan that ensures the safe movement of vehicles and pedestrians during construction of the improvements that conforms with the requirements and meets with the approval of the County Administrator.

(vii) Applicant and County hereby agree that Manatee County shall not be liable for any loss, injury, death, or damage to persons or property which at any time may be suffered or sustained by any person whatsoever who may be using, occupying, or present at the facilities being improved during the construction of the improvements whether such loss, injury, death, or damage shall be caused by or shall in any manner result from, or arise out of, any act, omission, or negligence of County. In consideration of the covenants contained herein on the behalf of County to be kept, the sufficiency of which is hereby acknowledged by Applicant, Applicant covenants that when Applicant constructs the improvements, then Applicant hereby covenants and agrees to cause the approved contractor to indemnify County and hold harmless County during the construction of the improvements, from all claims, liabilities, loss, injury, death, or damage whatsoever on account of, or arising out of, the construction of the improvements.

(viii) Applicant or its contractor shall provide the following insurance coverage: a public liability insurance policy with limits of at least One Million Dollars ($1,000,000.00) for each person injured in an accident or occurrence, and Two Million Dollars ($2,000,000.00) for an aggregate of persons injured as result of one (1) accident or occurrence, and Five Hundred Thousand Dollars ($500,000.00) for property damage coverage. County, its elected and appointed officials, employees, and agents shall be listed by endorsement as additional insureds. Further, other designated persons or entities may be required to be listed as additional insured. From time to time, the County Administrator may require Applicant to adjust its public liability coverage if the County Administrator, in his sole discretion, determines that such adjustment is warranted to fully protect the County. The original policies of insurance or certificates of insurance, along with the receipt for the payment of premiums thereon, regarding any policy of insurance required by this Subparagraph, shall be delivered to the County Administrator prior to Applicant commencing construction of the improvements. Each insurance policy shall provide for not less than thirty (30) days advanced notice to the County Administrator in the event of cancellation of or changes in coverage.

8. **CLOS.** At the time of first Final Site Plan (FSP) approval which shall be obtained prior to December 31, 2016, the County shall issue a CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, for one thousand nine hundred and ninety nine (1999) residential dwelling units and sixty thousand (60,000) square feet of non-residential improvements. A CLOS for public school facilities, if required, may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan.

9. **Extended CLOS.** The Applicant has elected to extend the expiration date of the CLOS by paying the County an extension fee (the "Extension Fee") in an amount equal to $1,026,013.00 (equivalent to one hundred dollars ($100) for each unplatted residential unit and each equivalent residential unit of commercial square footage). The Applicant elects to apply the $1,026,013.00 of Impact Fee Credits identified in this Agreement to pay such Extension Fee. In recognition of the payment of this Extension Fee, the CLOS for the Project shall have an expiration date of December 31, 2024. Said CLOS shall be conditioned upon the Applicant complying with the terms of this Development Agreement. A CLOS for public school facilities may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan.

10. **Expiration of Site Plans.** The PSP shall expire concurrent with the expiration of the CLOS pursuant to Paragraph 8 and 9 hereof, provided this Agreement remains in full force and effect. In the event this Agreement terminates prior to that time, such site plan shall expire on the date of such termination or on the date of expiration as existed, or would have existed, prior to execution of this Agreement, whichever is later. Pursuant to LDC Section 508.8.1.3, each Final Site Plan that is approved, consistent with the approved PSP and this LDA, shall be valid for ten (10) years from the date of issuance of said Final Site Plan.

11. **Annual Monitoring.** During the term of this Development Agreement, the Applicant shall file an annual monitoring report relating to their respective property with the County's Planning Director consistent with the requirements of Chapter 10 of the LDC. The first such report shall be filed one year from the effective day of this Development Agreement as defined herein.

12. **Concurrency Findings.** The Planning Commission, in its capacity as the Local Planning Agency of County, on August 14, 2014, found that the concurrency requirements of the Comprehensive Plan and LDC will be met for the Project regarding the transportation facilities and services described in Paragraph 5, provided the terms and conditions of this Agreement are undertaken and performed by Applicant.

13. **Consistency With Comprehensive Plan.** The Planning Commission, in its capacity as the Local Planning Agency of the County, on August 14, 2014, specifically found that the Project, as detailed in Rezone and PSP Application No. PDMU-13-37(Z)(P) and this Development Agreement, are consistent with the Comprehensive Plan of Manatee County and the Land Development Regulations of the County provided that the Applicant performs all obligations accruing under the terms of this Development Agreement, including without implied limitation the dedication or conveyance of real property for public purposes pursuant to Paragraph 6 hereof and the construction of the Concurrency Requirements pursuant to Paragraph 8 hereof.

14. **Permits Required.** The following is a description of all local development permits approved or needed to be approved for the Project Site:

- Zoning application;
- Preliminary Site Plan application;
- One or more Final Site Plan applications;
- One or more Preliminary Plat applications;
- One or more Final Plat applications;
- One or more applications for Special Approval in accordance with the Comprehensive Plan of Manatee County;
- One or more applications for Specific Approval in accordance with the requirements of the LDC;
- One or more Access and Driveway Permits;
- One or more Construction Plan approvals;
- One or more Building Permit applications; and
- One or more Certificates of Occupancy or of Completion.

15. **Omission from Development Agreement.** The failure of this Development Agreement to address a particular permit, condition, term, or restriction shall not relieve the Applicant of the necessity of complying with the law, including without implied limitation the applicable provisions of the County's Comprehensive Plan or Land Development Code, governing said permitting requirements, conditions, terms, or restrictions.

16. **Disclaimer of Joint Venture.** Applicant and County represent that by the execution of this Development Agreement it is not the intent of the parties that this Development Agreement be construed or deemed to represent a joint venture or common undertaking between County and Applicant, or either, with any third party. While engaged in carrying out and complying with the terms of this Development Agreement, Applicant is an independent principal and not a contractor for or an officer or employee of County. Applicant shall not at any time or in any manner represent that it or any of its agents or employees are employees of County.

17. **Successors in Interest.** The burdens of this Development Agreement shall be binding upon, and the benefits shall inure to, all successors in interest to the parties to the Development Agreement including all mortgagees to the parties to this Development Agreement. Notwithstanding anything in this Development Agreement to the contrary, the County shall have no responsibility or liability for any obligations of Applicant under this Development Agreement, and the County does not assume any obligations to or for Applicant.

18. **Amendments:** All amendments to this Development Agreement, including any such amendments extending the term of the Development Agreement, shall be ineffective unless reduced to writing and executed by the County and Applicant, in accordance with Section 1002.9 of the LDC and Sections 163.3237 and 163.3229, Florida Statutes.

19. **Applicable County Ordinances and Codes:** In accordance with Section 163.3233, Florida Statutes, and Section 1002.11 of the LDC, the codes, policies, and ordinances of the County governing the development of the Project upon the date of execution of this Development Agreement shall govern the development of the Project for the duration of this Development Agreement. Prior to the termination of this Development Agreement in accordance with Paragraph 26 hereof, County may apply codes, policies, and ordinances adopted

subsequent to the execution hereof to the Project only if County has held a public hearing and made the determinations required by the above cited Florida Statute and LDC provision.

20. **Recording of this Agreement:** The Clerk of the Circuit Court of Manatee County, as Clerk to the Board of County Commissioners (the "Clerk") shall record this Development Agreement in the Public Records of Manatee County, Florida, no later than fourteen (14) days after the execution of this Agreement by all parties. Applicant shall bear the expense of recording this Agreement.

21. **Applicable Law and Venue.** This Agreement shall be construed, and the rights and obligations of the parties hereunder shall be determined, in accordance with the laws of the State of Florida. Venue for any litigation pertaining to the subject matter hereof shall be exclusive in Manatee County, Florida, unless prohibited by law.

22. **Severability.** In the event any term or provision of this Agreement shall be held invalid by a Court of competent jurisdiction, such invalid term or provision should not affect the validity of any term or provision hereof; and all such terms and provisions hereof shall be enforceable to the fullest extent permitted by law as if such invalid term or provision had never been part of this Agreement; provided, however, if any term or provision of this Agreement is held to be invalid due to the scope or extent thereof, then, to the extent permitted by law, such term or provision shall be automatically deemed modified in order that it may be enforced to the maximum scope and extent permitted by law.

23. **Entire Agreement.** This Development Agreement constitutes the entire agreement between the parties hereto as to the subject matter contained herein and supersedes any and all prior understandings, if any. There are no other oral or written promises, conditions, representations, understandings, or terms of any kind as conditions or inducements to the execution hereof, and none have been relied upon by either party. Any subsequent conditions, representations, warranties, or agreements shall not be valid and binding upon the parties unless they are in writing signed by both parties and executed in the same manner as this Development Agreement.

24. **Parties Drafted Equally.** The County and Applicant agree that both parties have played an equal and a reciprocal part in drafting this Agreement. Therefore no provision of this Agreement shall be construed by a Court or judicial authority against any party hereto because such party is deemed to have drafted or structured such provisions.

25. **Notices.** All notices, demands, requests for approvals or other communications given by either party to another shall be in writing and shall be sent by registered or certified mail, postage prepaid, return receipt requested or by a recognized national overnight courier service, or by hand delivery to the office of each party indicated below and addressed as follows:

To Applicant:

North Manatee Investment, LLC
200 South Orange Avenue
Sarasota, Florida 34236

Parrish Holdings, LLC
5800 Lakewood Ranch Boulevard
Sarasota, Florida 34240

Southern Hemisphere Manatee, LLC
5800 Lakewood Ranch Boulevard
Sarasota, Florida 34240

Southern Land Parrish, LLC
5800 Lakewood Ranch Boulevard
Sarasota, Florida 34240

With a Copy to:

Edward Vogler II, Esq.
Vogler Ashton, PLLC
2411 Manatee avenue West
Bradenton, FL 34205

To County:

Director, Building and Development Services Department
Manatee County
P.O. Box 1000
Bradenton, FL 34206

With Copies to:

County Administrator
Manatee County
P.O. Box 1000
Bradenton, FL 34206

County Attorney
Manatee County

P.O. Box 1000
Bradenton, FL 34206

26. **Survival of Warranties, Representations.** The warranties, representations, covenants and obligations of the parties hereto shall be binding upon the parties and their respective successors in interest.

27. **Force Majeure.** No party shall be liable for any failure to perform, or delay in the performance of, any obligation under this Agreement if such failure is caused directly by hurricane, tornado, fire, earthquake, civil commotion or failure or disruption of utility services, or other like cause beyond the reasonable control of the party obliged to perform.

28. **Effective Date.** This Agreement shall become effective immediately upon the occurrence of all the following:

(A) Adoption and approval of the zoning and PSP applications by the Board of County Commissioners;

(B) The recordation of a fully executed original of this Agreement in the public records of Manatee County, Florida, as provided in Paragraph 19 hereof;

(C) The expiration of any and all appeal periods for any challenge to the approval of the zoning and PSP applications or this Agreement; and

(D) Thirty (30) days have expired since a copy of this Agreement has been received by the State Land Planning Agency as required pursuant to Section 163.3239, Florida Statutes, and Section 1002.2.1.13 of the LDC and as evidenced by the notice recorded pursuant to Paragraph 19 hereof.

29. **Termination.** This Development Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

(A) The full performance by all parties hereto of each and every one of their respective obligations arising under the terms of this Development Agreement.

(B) The expiration of twenty (20) years from the effective date of this Agreement, as defined in Paragraph 22 above.

(C) The revocation of this Development Agreement by the Board in accordance with Section 163.3235, Florida Statutes, and Section 1002.10 of the LDC.

(D) The execution of a written agreement by all parties, or their successors in interest, providing for the cancellation and termination of this Development Agreement.

MANATEE COUNTY, FLORIDA
By: Board of County Commissioners

ATTEST: R.B. SHORE,
Clerk of the Circuit Court

By: Larry Bustle
~~Chairman~~

By: Robin Libratore DC
Deputy Clerk

MANATEE COUNTY FLORIDA

Date: November 18, 2014

North Manatee Investment, LLC
a limited liability company

By: _____

Name: James R. Schier

Title: Manager

WITNESSES:

Signature _____

Mario Wallace
Print Name

Date: 11/07/14

_____
Signature

Priscilla G Heim
Print Name

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ Sarasota

The foregoing instrument was acknowledged before me this 7th day of November, 2014, by James R. Schier, as Manager of North Manatee Investment, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or who has produced _____ as identification and did not take an oath.

_____
Notary Public, State of Florida
Print Name: SHERRY S. DODDEMA

(Seal)

SHERRY S. DODDEMA
MY COMMISSION EXPIRES
May 21, 2016
#EE 194509
NOTARY PUBLIC STATE OF FLORIDA

Parrish Holdings, LLC
a limited liability company
Southern Hemisphere Manatee, LLC
a limited liability company
Southern Land Parrish, LLC
a limited liability company

By: _____

Name: John A. Neal

Title: Manager

Date: 11.07.2014

WITNESSES:

_____
Signature
Meagan Swarner
Print Name

_____
Signature
Christine Heuring
Print Name

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me this 07 day of NOVEMBER, 2014, by John A. Neal, as Manager of Parrish Holdings, LLC, a Florida limited liability company and successor by merger of Southern Hemisphere Manatee, LLC, a Florida limited liability company, and Southern Land Parrish, LLC, a Florida limited liability company, on behalf of the companies. He is personally known to me or who has produced _____ as identification and did not take an oath.

_____
Notary Public, State of Florida
Print Name: BROOKE PELSH

(Seal)

BROOKE PELSH
Notary Public - State of Florida
My Comm. Expires Jun 30, 2018
Commission # FF 137609

EXHIBIT A

A. PARCEL A1 AND A2 (NORTH)
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-

WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

B. PARCEL A1 AND A2 (SOUTH)
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4)

NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

C. PARCEL A3 AND A4
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00

FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

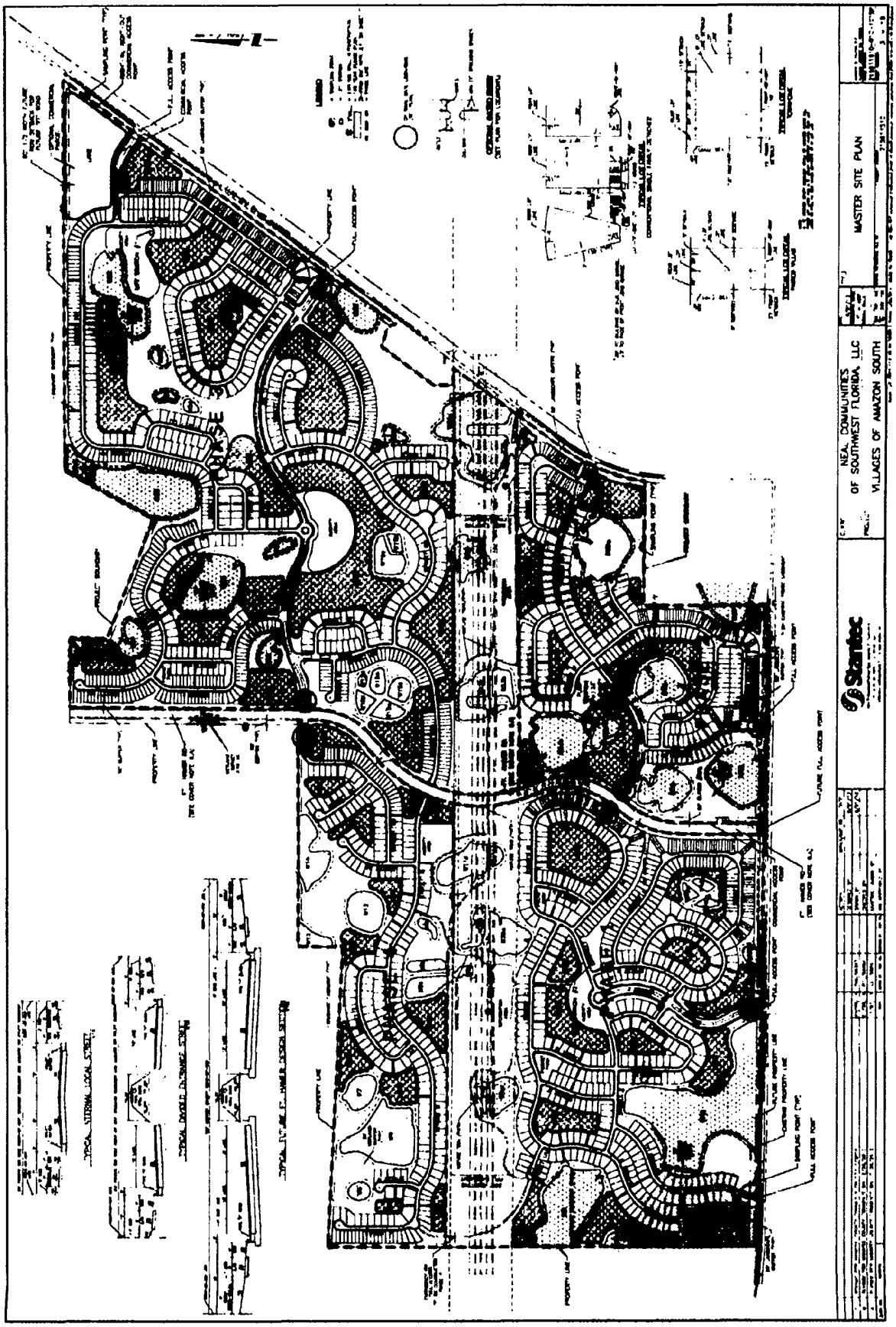
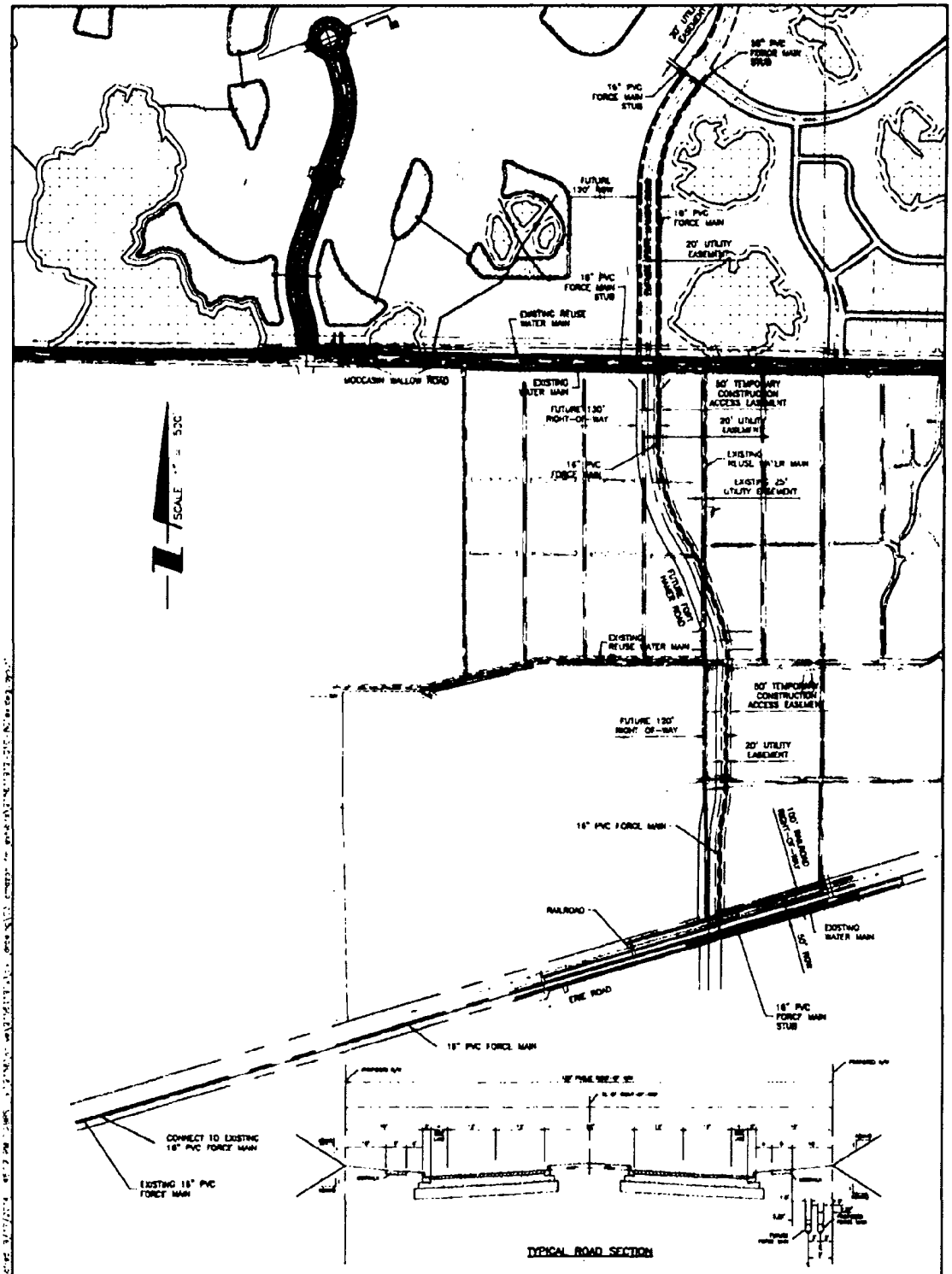


EXHIBIT B
1 of 2



OFF SITE FORCE MAIN EXHIBIT

NEAL COMMUNITIES OF SOUTHWEST FLORIDA, LLC

Stantec

6900 Professional Parkway East, Sarasota, FL 34240-8414
Phone 941-907-6900 • Fax 941-907-6910
Certificate of Authorization #27013 • www.stantec.com

1" = 500'	9/11/14
215611912	215611912-01C-801EX
TMG/95367	1 1

EXHIBIT B
2 of 2

Inst. Number: 201641063079 Book: 2650 Page: 1279 Page 1 of 8 Date: 12/2/2016 Time: 11:58 AM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida

FIRST AMENDMENT TO LOCAL DEVELOPMENT AGREEMENT
[Amazon]

This **FIRST AMENDMENT TO LOCAL DEVELOPMENT AGREEMENT** ("First Amendment") is made and entered into this 1st day of December, 2016, by and between **MANATEE COUNTY**, a political subdivision of the State of Florida, whose address is 1112 Manatee Avenue West, Bradenton, Florida 34205, (the "County") and **NORTH MANATEE INVESTMENT, LLC**, a Florida limited liability company, whose address is 200 South Orange Avenue, Sarasota, Florida 34236, and **PARRISH HOLDINGS, LLC,** individually and as successor by merger of SOUTHERN HEMISPHERE MANATEE, LLC and SOUTHERN LAND PARRISH, LLC, Florida limited liability companies, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240 (collectively the "Applicant").

WITNESSETH:

WHEREAS, County and Applicant are parties to that certain Local Development Agreement, dated November 18, 2014, as recorded in OR Book 2545, Page 4410, of the Public Records of Manatee County, Florida (the "LDA"), which LDA concerns a 1,203.83 ± acre parcel of real property located in Manatee County and generally bounded by Moccasin Wallow Road to the south, US 301 to the east, vacant property to the north, and vacant property to the west, the complete legal description for which is attached hereto as Exhibit "A" (the "Project Site"); and

WHEREAS, the parties desire to amend the LDA to extend the date for construction of a sanitary sewer force main, all as more fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the parties hereby agree as follows:

1. **Recitals True and Correct.** The recitals set forth above are true and correct and are incorporated herein by reference.

2. **Completion Deadline.** Paragraph 7 (B) (iii) of the LDA is hereby amended to read in its entirety as follows:

"(iii) Prior to the earlier of (i) receipt of the certificate of completion for the first phase of the Project to be developed, or (ii) December 31, 2017, and consistent with the required design elements of the Alternative Connection, the Applicant shall design, permit, and construct approximately 6,805 lineal feet of a sanitary sewer force main from the existing connection on Erie Road, through the Morgan's Glen Easement to the Project entrance located immediately north of Moccasin-Wallow Road."

3. **Recording of this First Amendment.** The Clerk of the Circuit Court of Manatee County, as Clerk to the Board of County Commissioners (the "Clerk") shall record this First Amendment in the Public Records of Manatee County, Florida, no later than fourteen (14) days

after the execution by all parties. Applicant shall bear the expense of recording this First Amendment.

4. **Conflict**. In the event of any conflict between the terms, provisions and conditions of this First Amendment and the LDA, the terms, provisions and conditions of this First Amendment shall control.

5. **Effective Date.** This First Amendment shall become effective immediately upon the occurrence of all the following:

(A) The recordation of a fully executed original of this First Amendment in the public records of Manatee County, Florida, as provided in Paragraph 3 hereof; and

(B) The expiration of any and all appeal periods for any challenge to the approval of this First Amendment.

7. **No Other Amendment**. All other provisions of the LDA shall be unaffected by this First Amendment, and shall remain in full force and effect.

WHEREFORE, the parties hereto have executed this First Amendment as of the date set forth above.

MANATEE COUNTY, FLORIDA
By: Board of County Commissioners

ATTEST: ANGELINA COLNNESO
Clerk of the Circuit Court

By: _____
Chairperson

By: _____
Deputy Clerk

Date: DEC 0 1 2016

North Manatee Investment, LLC
a limited liability company

By: _____

Name: James R. Schier

Title: Manager

WITNESSES:

Signature Ashley Adams

Ashley Adams
Print Name

Date: 11/28/16

Signature

Jennifer Villarreal
Print Name

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ Sarasota

The foregoing instrument was acknowledged before me this 28th day of November, 2016, by James R. Schier, as Manager of North Manatee Investment, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or who has produced _____ as identification and did not take an oath.

Notary Public, State of Florida
Print Name: SHERRY S. DODDEMA

(Seal)

SHERRY S. DODDEMA
MY COMMISSION EXPIRES
MAY 21, 2020
#FF 970031
Bonded thru
Troy Fain Insurance
NOTARY PUBLIC, STATE OF FLORIDA

Parrish Holdings, LLC
a limited liability company, individually and as successor by merger of Southern Hemisphere Manatee, LLC
a limited liability company Southern Land Parrish, LLC, a limited liability company

By: _____

Name: John A. Neal

Title: Manager

Date: 11/28/16

WITNESSES:

_____
Signature

Kathy Frey
Print Name

_____
Signature

Cheryl Picerno
Print Name

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ Sarasota

The foregoing instrument was acknowledged before me this 28th day of November, 2014, by John A. Neal, as Manager of Parrish Holdings, LLC, a Florida limited liability company, individually, and successor by merger of Southern Hemisphere Manatee, LLC, a Florida limited liability company, and Southern Land Parrish, LLC, a Florida limited liability company, on behalf of the companies. He is personally known to me or who has produced _____ as identification and did not take an oath.

_____
Notary Public, State of Florida
Print Name: SHERRY S. DODDEMA

(Seal)

SHERRY S. DODDEMA
MY COMMISSION EXPIRES
MAY 21, 2020
#FF 970031
Bonded thru
Troy Fain Insurance
NOTARY PUBLIC, STATE OF FLORIDA

EXHIBIT A

A. PARCEL A1 AND A2 (NORTH)
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-

WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

B. PARCEL A1 AND A2 (SOUTH)
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4)

NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

C. PARCEL A3 AND A4
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00

FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

Inst. Number: 201741032317 Book: 2668 Page: 3450 Page 1 of 8 Date: 4/7/2017 Time: 3:42 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida

SECOND AMENDMENT TO LOCAL DEVELOPMENT AGREEMENT
[Amazon]

This **SECOND AMENDMENT TO LOCAL DEVELOPMENT AGREEMENT** ("Second Amendment") is made and entered into this 6th day of April, 2017, by and between **MANATEE COUNTY**, a political subdivision of the State of Florida, whose address is 1112 Manatee Avenue West, Bradenton, Florida 34205, (the "County") and **NORTH MANATEE INVESTMENT, LLC**, a Florida limited liability company, whose address is 200 South Orange Avenue, Sarasota, Florida 34236, and **PARRISH HOLDINGS, LLC,** individually and as successor by merger of SOUTHERN HEMISPHERE MANATEE, LLC and SOUTHERN LAND PARRISH, LLC, Florida limited liability companies, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240 (collectively the "Applicant").

WITNESSETH:

WHEREAS, County and Applicant are parties to that certain Local Development Agreement, dated November 18, 2014, as recorded in OR Book 2545, Page 4410, of the Public Records of Manatee County, Florida, as amended by First Amendment To Local Development Agreement, dated December 1, 2016, as recorded in OR Book 2650, Page 1279, of said records (collectively the "LDA"), which LDA concerns a 1,203.83 ± acre parcel of real property located in Manatee County and generally bounded by Moccasin Wallow Road to the south, US 301 to the east, vacant property to the north, and vacant property to the west, the complete legal description for which is attached hereto as Exhibit "A" (the "Project Site"); and

WHEREAS, the parties desire to amend the LDA to extend the date for submittal of a Final Site Plan, and clarify that impact fee credits are available for certain payments required by the LDA for wastewater transmission line capacity, all as more fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the parties hereby agree as follows:

1. **Recitals True and Correct.** The recitals set forth above are true and correct and are incorporated herein by reference.

2. **Final Site Plan Submittal.** Paragraph 8 of the LDA is amended and restated in its entirety to read as follows:

"8. **CLOS.** At the time of first Final Site Plan (FSP) approval which shall be obtained prior to December 31, 2017, the County shall issue a CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, for one thousand nine hundred and ninety nine (1999) residential dwelling units and sixty thousand (60,000) square feet of non-residential improvements. A CLOS for public school facilities, if required, may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan."

3. **Impact fee Credits.** The payments made for the Line Capacity Fee described in the LDA as the PFSM Payment shall be eligible for impact fee credits pursuant to the County's impact fee ordinance, as amended form time to time.

4. **Recording of this Second Amendment.** The Clerk of the Circuit Court of Manatee County, as Clerk to the Board of County Commissioners (the "Clerk") shall record this Second Amendment in the Public Records of Manatee County, Florida, no later than fourteen (14) days after the execution by all parties. Applicant shall bear the expense of recording this Second Amendment.

5. **Conflict**. In the event of any conflict between the terms, provisions and conditions of this Second Amendment and the LDA, the terms, provisions and conditions of this Second Amendment shall control.

6. **Effective Date.** This Second Amendment shall become effective immediately upon the occurrence of all the following:

(A) The recordation of a fully executed original of this Second Amendment in the public records of Manatee County, Florida, as provided in Paragraph 4 hereof; and

(B) The expiration of any and all appeal periods for any challenge to the approval of this Second Amendment.

7. **No Other Amendment**. All other provisions of the LDA shall be unaffected by this Second Amendment, and shall remain in full force and effect.

WHEREFORE, the parties hereto have executed this Second Amendment as of the date set forth above.

MANATEE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Chairperson

ATTEST: ANGELINA COLNNESO,
Clerk of the Circuit Court
and Comptroller

By: _____
Deputy Clerk

Date: April 6, 2017

North Manatee Investment, LLC
a limited liability company

By: _____

Name: James R. Schier

Title: Manager

WITNESSES:

_____
Signature
Rhonda Mayer
Print Name

Date: 04.03.17

_____
Signature
MARJOEY McGLOIN
Print Name

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me this 3 day of APRIL, 2017, by James R. Schier, as Manager of North Manatee Investment, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or who has produced _____ as identification and did not take an oath.

_____
Notary Public, State of Florida
Print Name: BROOKE PELSH.

(Seal)

BROOKE PELSH
Notary Public - State of Florida
My Comm Expires Jun 30, 2018
Commission # FF 137609

Parrish Holdings, LLC
a limited liability company, individually and as successor by merger of Southern Hemisphere Manatee, LLC
a limited liability company Southern Land Parrish, LLC, a limited liability company

By: _____

Name: John A. Neal

Title: Manager

Date: 4/4/17

WITNESSES:

_____
Signature
Rhonda Mayer
Print Name

_____
Signature

_____
Print Name BRUCE ZEILMAN

STATE OF FLORIDA
COUNTY OF MANATEE

The foregoing instrument was acknowledged before me this 4 day of APRIL, 2017, by John A. Neal, as Manager of Parrish Holdings, LLC, a Florida limited liability company, individually, and successor by merger of Southern Hemisphere Manatee, LLC, a Florida limited liability company, and Southern Land Parrish, LLC, a Florida limited liability company, on behalf of the companies. He is personally known to me or who has produced _____ as identification and did not take an oath.

_____
Notary Public, State of Florida
Print Name: BROOKE PELSH

(Seal)

BROOKE PELSH
Notary Public - State of Florida
My Comm. Expires Jun 30, 2018
Commission # FF 137609

EXHIBIT A

A. PARCEL A1 AND A2 (NORTH)
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-

WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

B. PARCEL A1 AND A2 (SOUTH)
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4)

NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

C. PARCEL A3 AND A4
LEGAL DESCRIPTION: (PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00

FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

AMENDED AND RESTATED LOCAL DEVELOPMENT AGREEMENT

[Amazon]

This **AMENDED AND RESTATED LOCAL DEVELOPMENT AGREEMENT** ("Development Agreement") is made and entered into this 29th day of September, 2020, by and between **MANATEE COUNTY**, a political subdivision of the State of Florida, whose address is 1112 Manatee Avenue West, Bradenton, Florida 34205, (the "County"), **NORTH MANATEE INVESTMENT, LLC**, a Florida limited liability company, whose address is 200 South Orange Avenue, Sarasota, Florida 34236, **SFTEN,** LLC, a Delaware limited liability company, whose address is 1341 Horton Circle, Arlington, Texas 76011, **NPL Unit 2, LLC,** a Florida limited liability company, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240, and **PARRISH HOLDINGS, LLC,** for itself and as successor by merger of SOUTHERN HEMISPHERE MANATEE, LLC, and SOUTHERN LAND PARRISH, LLC, Florida limited liability companies, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240, (collectively the "Applicant").

WITNESSETH:

WHEREAS, Applicant holds legal title to a 1,032.23± acre parcel of real property located in Manatee County and generally bounded by Moccasin Wallow Road to the south, US 301 to the east, vacant property to the north, and vacant property to the west (the "Project Site"), the complete legal description for which is attached hereto as Exhibit "A"; and

WHEREAS, Applicant has received zoning and general site plan approval from Manatee County pursuant to Application No. PDMU-18-06(G) [Related to PDMU 13-37(Z)(P)] to allow 1,999 residential units, and 60,000 square feet of non-residential uses to be constructed on the Project Site (the "Project"); and

WHEREAS, the zoning and site plan approval obtained in Ordinance PDMU-18-06 (G) [Related to PDMU 13-37(Z)(P)] resulted in several changes to the Project Site and the Project, including changing the approval from a preliminary site plan to a general site plan; reducing the acreage of the Project Site by eliminating the land formerly identified as Phase 4, which land was incorporated into the adjacent project known as Haval Farms and approved as Ordinance PDMU

17-26 (Z)(G), and; the elimination of the FF Road from the Project Site and incorporation of FF Road into the adjacent project known as Haval Farms and approved as Ordinance PDMU 17-26 (Z)(G); and

WHEREAS, County and Applicant are parties to that certain Local Development Agreement, dated November 18, 2014, as recorded in OR Book 2545, Page 4410, of the Public Records of Manatee County, Florida (the "LDA"), which LDA was modified by that certain First Amendment To Local Development Agreement, dated December 1, 2016, as recorded in OR Book 2650, Page 1279, of said records (the "First Amendment"), and Second Amendment To Local Development Agreement, dated April 6, 2017, as recorded in OR Book 2668, Page 3450, of said records (the "Second Amendment"); and

WHEREAS, County and Applicant desire to further amend the LDA and restate the LDA, the First Amendment, and the Second Amendment, all as more fully set forth in this Development Agreement; and

WHEREAS, it is the intent of Applicant to dedicate or convey certain lands and to construct certain improvements to the public facilities in the vicinity of the Project Site, all such lands and improvements intended to serve the needs of and address the impacts created by the Project (the "Improvements"); and

WHEREAS, the Improvements contemplated hereunder have been included within this Development Agreement for the purpose of addressing all aspects of concurrency for the Project and/or the provision of adequate public facilities and services needed to support such new development; and

WHEREAS, Section 163.3180, Florida Statutes, requires that public facilities and services needed to support new development shall be available concurrent with the impact of such new development; and

WHEREAS, the Planning Commission, as the County's local planning agency, has recommended approval of the zoning and site plans referred to above, subject to the condition that Applicant undertake certain actions as hereinafter specified and that performance of same be

guaranteed in an enforceable Development Agreement as authorized by Sections 163.3220 through 163.3243, Florida Statutes; and

WHEREAS, because of the unique aspects of the project, including its size and phasing challenges, the County has approved the project for six separate external accesses points on U.S. 301 and Moccasin Wallow Rd. The County has requested that the developer dedicate right of way and construct segments of Ft. Hamer Rd. as necessary to access individual phases within the project boundary. As part of the consideration for the commitments made by the County herein with respect to providing transportation concurrency approval for the project, the developer has agreed to construct segments of Ft. Hamer Rd. as needed to provide access to individual phases as they are developed, with no construction north of the northern most access to a development phase, substantially as depicted in Exhibit "B" attached hereto and incorporated by reference, and an award of impact fee credits for a negotiated portion of the right-of-way needed for Ft. Hamer Rd. to be treated as a non-site related capacity improvement and a negotiated portion to be treated as a site related access improvement; and

WHEREAS, the County has made a determination that sanitary sewer service cannot be provided for the Project unless certain improvements, including construction of facilities, occur in the vicinity of the Project Site as more fully specified herein; and

WHEREAS, the County has made a determination that a CLOS for the Project can be issued for an extended period for the purpose of recreation/ open space, solid waste, stormwater and transportation since the Project will not result in a reduction of the level of service standards adopted by the Comprehensive Plan of Manatee County for said facilities; and

WHEREAS, the Land Development Code (the "LDC") provides that a CLOS for the Project may be issued contingent upon the construction of the necessary public facilities and services being guaranteed in an enforceable Development Agreement entered into pursuant to Sections 163.3220 through 163.3243, Florida Statutes; and

WHEREAS, in accordance with the applicable Florida Statutes and Section 360.6 of the LDC, the County is authorized to issue a CLOS for a term greater than three (3) years subject to the required public facilities and services being guaranteed in a Development Agreement; and

WHEREAS, pursuant to Section 163.3220, Florida Statutes, et seq., the County is authorized to enter into a Development Agreement; and

WHEREAS, certain of the Improvements to be constructed or dedicated or participated in by Applicant create additional capacity above that required by the Project for concurrency purposes and are therefore eligible for partial impact fee credits; and

WHEREAS, the County intends to grant to Applicant impact fee credits (excluding water facility investment fees) for the design, permitting, construction, and/or dedication of such Improvements in such amounts as are authorized by the County's impact fee ordinance; and

WHEREAS, the first of two required public hearings on this Development Agreement was held by the Board of County Commissioners (the "Board") on Sep 3, and the second required public hearing on this Development Agreement was held by the Board on Sep 29, at which time the Board approved this Development Agreement and authorized the Chairman to execute the Development Agreement on behalf of Manatee County.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, the parties hereby agree as follows:

1. **Recitals True and Correct.** The recitals set forth above are true and correct and are incorporated herein by reference.

2. **Description of Development Uses.** The Project shall be developed including the following components:

- 1,999 residential units and
- 60,000 square feet of non-residential uses.

The Project Site is located within the PDMU/NC Zoning District. The Project Site is within the UF-3 Future Land Use Classification of the Comprehensive Plan.

3. **Ownership of Land Subject to Development Agreement.** A legal description of the land subject to this Development Agreement (i.e., the Project Site, the 1,032.23± acre parcel of real property) is attached hereto as Exhibit "A". The current legal owners of the Project Site are: SFTEN, LLC, North Manatee Investment, LLC, NPL Unit 2, LLC, and Parrish

Holdings, LLC, for itself and as successor by merger of Southern Hemisphere Manatee, LLC, and Southern Land Parrish, LLC, all Florida limited liability companies.

4. **Definitions.** As used in this Development Agreement, the following words, terms, and phrases shall have the meanings ascribed to them here:

(A) "Concurrency Requirements": shall mean the dedication or conveyance of lands for public purposes and/or design and construction of improvements to public facilities (and the payment of proportionate share mitigation in connection therewith) that the applicant must provide to meet the concurrency requirements of the Land Development Code and consistent with Florida Statute 163.3180.

(B) "County Administrator": shall mean the County Administrator or his/her designee.

(C) "County Engineer": shall mean the County Engineer or his/her designee.

(D) "Traffic Study": shall mean the Traffic Study entitled "Villages of Amazon South Transportation Impact Analysis" prepared by Stantec Consulting Services Inc., and dated December, 2013, a copy of which is on file at the Building and Development Services Department of County.

(E) "Project Site": shall mean the 1,032.23± acre parcel of real property more located in unincorporated Manatee County, Florida and more particularly described in Exhibit "A" attached hereto and incorporated herein, owned by Applicant.

5. **Description of Public Facilities.** The following public facilities and services will serve the Project described in Paragraph 2 above:

(A) Potable Water: The County will provide potable water to the Project Site in sufficient quantity to serve the Project, as and when actually constructed, via transmission lines and related facilities to be constructed by the Applicant.

(B) Sanitary Sewer: The County will provide sanitary sewer service to the Project Site in sufficient quantity to serve the Project, as and when actually constructed, via

transmission lines and related facilities to be constructed by the Applicant pursuant to Section 7 hereof.

(C) Solid Waste: The County will provide Solid Waste Management Services to the Project Site to serve the Project, as and when actually constructed, via facilities which are already in place.

(D) Recreation/ Open Space: With the Applicant's commitments set forth in the Project approvals, the Project will meet concurrency requirements for recreation/open space and will not result in degradation of the adopted level of service.

(E) StormWater Management: With the Applicant's design and construction of the proposed stormwater management facilities on the Project Site in compliance with Section 801 of the LDC to County development standards and SWFWMD regulations; the Project will meet concurrency requirements for storm water and will not result in degradation of the adopted level of service.

(F) Transportation: The Project will meet concurrency requirements for transportation and will not result in degradation of the adopted level of service.

6. **Transportation Requirements.**

(A) Dedication of Lands for Public Purposes: In accordance with Section 163.3227(1)(h), Florida Statutes, the County has determined the following public facilities and services to be necessary for the public health, safety and welfare of its citizens. In furtherance thereof, Applicant agrees to dedicate the following lands within, or in the vicinity of, the Project Site for the future construction of public facilities and services as stated below:

(i) Roads –Moccasin Wallow Road: As depicted on the General Development Plan for the Project ("GDP"), Applicant shall dedicate up to thirty-five (35) feet of right-of-way for future expansion of Moccasin Wallow Road. Conveyance or dedication of the right-of-way shall occur with development of the adjacent parcels.

(ii) Roads – Fort Hamer Road Extension: As depicted on the GDP, Applicant shall dedicate one hundred twenty (120) feet of right-of-way for future extension of

Fort Hamer Road from the intersection of Moccasin-Wallow Road north to the boundary of the Project Site. Conveyance or dedication of the right-of-way shall occur upon County request and as necessary to access individual phases within the Project Site. The Fort Hamer Road extension right-of-way shall be shown on all site plan approvals with development of the adjacent parcels.

(iii) Drainage Easements - Fort Hamer Road Extension: The Applicant shall dedicate or convey to County a non-exclusive access, flowage and stormwater retention easement and stormwater capacity within the Project as necessary for the future four lane construction of the Fort Hamer Road extension.

(B) Construction of Transportation Improvements; Credits. In connection with any transportation improvements constructed by the Applicant, the Applicant agrees as follows:

(i) Applicant shall be responsible for mitigating wetland impacts which result from such construction, if any.

(ii) Solely if requested by the County due to the pending or then planned improvements to either Moccasin Wallow Road, or US 301, Applicant shall defer such construction and participate with the County in the improvements to either Moccasin Wallow Road, or US 301 by contributing the costs of such turn lane improvements to the County at the time such funds would otherwise have been expended by Applicant.

(iii) For all phases of the Project, the Applicant shall record a notice to buyer and a drawing that reflects the Ft. Hamer Road Extension and the additional portions of the Manatee County Thoroughfare Plan as requested by County.

(C) Proportionate Share Payments. Prior to the final plat approval of the 1,401st unit, a proportionate share payment in the amount of $74,452.00 shall be made for its proportionate share of the cost to construct a second 350-foot eastbound left turn lane at the intersection of US 301 and Moccasin-Wallow Road. If Manatee County or a third-party constructs all or part of the U.S. 301/Moccasin Wallow Road intersection which includes this improvement, the Applicant shall make the required payment within 90 days of the County's request for payment.

(D) Summary of Impact Fee Credits. Pursuant to the LDA and continued in this Development Agreement, the Applicant has or will convey or dedicate right of way for the roadways known as Moccasin-Wallow Road, FF Road, and Ft. Hamer Road and also flowage and stormwater retention easements to support construction of public improvements within the rights of way consistent with other parts of this LDA. The Applicant received agreed transportation impact fee credits in the amount of $1,026,013 and used these credits to pay the Extension Fee and purchase an extension of the CLOS for the Project, all as more fully described in paragraph 9 of this Development Agreement.

7. **Connection to County Wastewater System.**

(A) Connection to the County wastewater system is required pursuant to the Manatee County Comprehensive Plan. The cost of connection, including the design, permitting and construction of off-site extensions of lines, shall be the responsibility of the Applicant. Such off-site extension shall be constructed in accordance with Section 2-31-05 of the Manatee County Code of Ordinances, unless otherwise authorized herein.

(B) Original Connection. The Applicant has proposed a connection for the Project which at the time deviated from, but is now consistent with the County's North County Wastewater System Master Plan, which is more particularly shown in Exhibit "B" attached hereto and incorporated herein (hereinafter, the "Original Connection"), inclusive of (1) a 16-inch force main connecting to the existing Erie Road force main, and (2) a cross-section sufficient to accommodate a future parallel force main.

(C) Payment of Line Capacity Fee. The County has adopted facility investment fee ordinance (adopted June 2, 2015) which includes a $712 line capacity fee as a component of the County's facility investment fee (hereinafter "FIF") for the wastewater service area in which the Project is located. Unless previously paid or subject to credit as provided for herein, the FIF shall be paid with each building permit issued for the Project.

(D) Credits. The payments made for the FIF shall be eligible for impact fee credits pursuant to the County's impact fee ordinance, as amended from time to time. Also, the

Applicant shall be entitled to a credit against the County's impact fee ordinance for the actual costs of the design, permitting and construction of the Original Connection.

(E) Construction. Construction of the Original Connection is complete.

8. **CLOS.** The County issued a CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, for one thousand nine hundred and ninety nine (1,999) residential dwelling units and sixty thousand (60,000) square feet of non-residential improvements, which has been extended in accordance with paragraph 9 hereof such that the CLOS has an expiration date of not earlier than December 31, 2024, as extended by statutory extensions applicable from time to time. A CLOS for public school facilities, if required, may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan.

9. **Extended CLOS.** The Applicant utilized its transportation impact fee credits in the amount of $1,026,013 (the "Extension Fee") to purchase an extension of the CLOS. The Extension Fee is calculated at the rate of one hundred dollars ($100) for each unplatted residential unit and each equivalent residential unit of commercial square footage. In recognition of the payment of this Extension Fee, the CLOS for the Project shall have an expiration date of not earlier than December 31, 2024, as extended by statutory extensions applicable from time to time. Said CLOS shall be conditioned upon the Applicant complying with the terms of this Development Agreement. A CLOS for public school facilities may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan.

10. **Expiration of Site Plans.** Any preliminary site plan approved pursuant to the GDP shall expire concurrent with the expiration of the CLOS pursuant to Paragraph 8 and 9 hereof, provided this Development Agreement remains in full force and effect. In the event this Development Agreement terminates prior to that time, such site plan shall expire on the date of such termination or on the date of expiration as existed, or would have existed, prior to execution of this Development Agreement, whichever is later. Consistent with LDC Section 323.4, County has determined that each Project Final Site Plan shall have an initial expiration date that is ten (10) years from the effective date of said Final Site Plan.

11. **Annual Monitoring.** During the term of this Development Agreement, the Applicant shall file an annual monitoring report relating to their respective property with the County's Planning Director consistent with the requirements of Chapter 10 of the LDC. If requested, the first such report shall be filed one year from the effective day of this Development Agreement as defined herein.

12. **Concurrency Findings.** The Planning Commission, in its capacity as the Local Planning Agency of County, on August 14, 2014, found that the concurrency requirements of the Comprehensive Plan and LDC will be met for the Project regarding the transportation facilities and services described in Paragraph 5, provided the terms and conditions of this Development Agreement are undertaken and performed by Applicant.

13. **Consistency With Comprehensive Plan.** The Planning Commission, in its capacity as the Local Planning Agency of the County, on August 14, 2014, specifically found that the Project, as detailed in Application No. PDMU-18-06(G) [Related to PDMU-13-37(Z)(P)] and this Development Agreement, are consistent with the Comprehensive Plan of Manatee County and the Land Development Regulations of the County provided that the Applicant performs all obligations accruing under the terms of this Development Agreement, including without implied limitation the dedication or conveyance of real property for public purposes pursuant to Paragraph 6 hereof and the construction of the Concurrency Requirements pursuant to Paragraph 8 hereof.

14. **Permits Required.** The following is a description of all local development permits approved or needed to be approved for the Project Site:

- Zoning application;
- Preliminary Site Plan application;
- One or more Final Site Plan applications;
- One or more Preliminary Plat applications;
- One or more Final Plat applications;
- One or more applications for Special Approval in accordance with the Comprehensive Plan of Manatee County;

- One or more applications for Specific Approval in accordance with the requirements of the LDC;
- One or more Access and Driveway Permits;
- One or more Construction Plan approvals;
- One or more Building Permit applications; and
- One or more Certificates of Occupancy or of Completion.

15. **Omission from Development Agreement.** The failure of this Development Agreement to address a particular permit, condition, term, or restriction shall not relieve the Applicant of the necessity of complying with the law, including without implied limitation the applicable provisions of the County's Comprehensive Plan or Land Development Code, governing said permitting requirements, conditions, terms, or restrictions.

16. **Disclaimer of Joint Venture.** Applicant and County represent that by the execution of this Development Agreement it is not the intent of the parties that this Development Agreement be construed or deemed to represent a joint venture or common undertaking between County and Applicant, or either, with any third party. While engaged in carrying out and complying with the terms of this Development Agreement, Applicant is an independent principal and not a contractor for or an officer or employee of County. Applicant shall not at any time or in any manner represent that it or any of its agents or employees are employees of County.

17. **Successors in Interest.** The burdens of this Development Agreement shall be binding upon, and the benefits shall inure to, all successors in interest to the parties to the Development Agreement including all mortgagees to the parties to this Development Agreement. Notwithstanding anything in this Development Agreement to the contrary, the County shall have no responsibility or liability for any obligations of Applicant under this Development Agreement, and the County does not assume any obligations to or for Applicant.

18. **Amendments:** All amendments to this Development Agreement, including any such amendments extending the term of the Development Agreement, shall be ineffective unless reduced to writing and executed by the County and Applicant, in accordance with Section 348 of the LDC and Sections 163.3237 and 163.3229, Florida Statutes.

19. **Applicable County Ordinances and Codes:** In accordance with Section 163.3233, Florida Statutes, and Section 348 of the LDC, the codes, policies, and ordinances of the County governing the development of the Project upon the date of execution of this Development Agreement shall govern the development of the Project for the duration of this Development Agreement. Prior to the termination of this Development Agreement in accordance with Paragraph 29 hereof, County may apply codes, policies, and ordinances adopted subsequent to the execution hereof to the Project only if County has held a public hearing and made the determinations required by the above cited Florida Statute and LDC provision.

20. **Recording of this Agreement:** The Clerk of the Circuit Court of Manatee County, as Clerk to the Board of County Commissioners (the "Clerk") shall record this Development Agreement in the Public Records of Manatee County, Florida, no later than fourteen (14) days after the execution of this Development Agreement by all parties. Applicant shall bear the expense of recording this Development Agreement.

21. **Applicable Law and Venue.** This Development Agreement shall be construed, and the rights and obligations of the parties hereunder shall be determined, in accordance with the laws of the State of Florida. Venue for any litigation pertaining to the subject matter hereof shall be exclusive in Manatee County, Florida, unless prohibited by law.

22. **Severability.** In the event any term or provision of this Development Agreement shall be held invalid by a Court of competent jurisdiction, such invalid term or provision should not affect the validity of any term or provision hereof; and all such terms and provisions hereof shall be enforceable to the fullest extent permitted by law as if such invalid term or provision had never been part of this Development Agreement; provided, however, if any term or provision of this Development Agreement is held to be invalid due to the scope or extent thereof, then, to the extent permitted by law, such term or provision shall be automatically deemed modified in order that it may be enforced to the maximum scope and extent permitted by law.

23. **Entire Agreement.** This Development Agreement constitutes the entire agreement between the parties hereto as to the subject matter contained herein and supersedes any and all prior understandings, if any. There are no other oral or written promises, conditions, representations, understandings, or terms of any kind as conditions or inducements to the

execution hereof, and none have been relied upon by either party. Any subsequent conditions, representations, warranties, or agreements shall not be valid and binding upon the parties unless they are in writing signed by both parties and executed in the same manner as this Development Agreement.

24. **Parties Drafted Equally.** The County and Applicant agree that both parties have played an equal and a reciprocal part in drafting this Development Agreement. Therefore, no provision of this Development Agreement shall be construed by a Court or judicial authority against any party hereto because such party is deemed to have drafted or structured such provisions.

25. **Notices.** All notices, demands, requests for approvals or other communications given by either party to another shall be in writing and shall be sent by registered or certified mail, postage prepaid, return receipt requested or by a recognized national overnight courier service, or by hand delivery to the office of each party indicated below and addressed as follows:

To Applicant:	North Manatee Investment, LLC 200 South Orange Avenue Sarasota, Florida 34236
	Parrish Holdings, LLC NPL Unit 2, LLC 5800 Lakewood Ranch Boulevard Sarasota, Florida 34240
With a Copy to:	Edward Vogler II, Esq. Vogler Ashton, PLLC 705 10th Avenue West, Unit 103 Palmetto, FL 34221
To Applicant:	SFTEN, LLC 1341 Horton Circle Arlington, Texas 76011
With a Copy to:	Jarrett D. Bingemann, Esq Ackerman LLP 420 South Orange Avenue, 12th Floor Orlando, Florida 32801
To County:	Director, Building and Development Services Department

Manatee County
P.O. Box 1000
Bradenton, FL 34206

With Copies to: County Administrator
Manatee County
P.O. Box 1000
Bradenton, FL 34206

County Attorney
Manatee County
P.O. Box 1000
Bradenton, FL 34206

26. **Survival of Warranties, Representations.** The warranties, representations, covenants and obligations of the parties hereto shall be binding upon the parties and their respective successors in interest.

27. **Force Majeure.** No party shall be liable for any failure to perform, or delay in the performance of, any obligation under this Development Agreement if such failure is caused directly by hurricane, tornado, fire, earthquake, civil commotion or failure or disruption of utility services, or other like cause beyond the reasonable control of the party obliged to perform.

28. **Effective Date.** This Development Agreement shall become effective immediately upon the occurrence of all the following:

(A) Adoption and approval of the zoning and GDP applications by the Board of County Commissioners;

(B) The recordation of a fully executed original of this Development Agreement in the public records of Manatee County, Florida, as provided in Paragraph 20 hereof; and

(C) The expiration of any and all appeal periods for any challenge to the approval of the zoning and GDP applications or this Development Agreement.

29. **Termination.** This Development Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

(A) The full performance by all parties hereto of each and every one of their respective obligations arising under the terms of this Development Agreement.

(B) The expiration of twenty (20) years from the effective date of this Development Agreement, as defined in Paragraph 28 above.

(C) The revocation of this Development Agreement by the Board in accordance with Section 163.3235, Florida Statutes, and Section 348.6 of the LDC.

(D) The execution of a written agreement by all parties, or their successors in interest, providing for the cancellation and termination of this Development Agreement.

MANATEE COUNTY, FLORIDA
By: Board of County Commissioners

ATTEST: ANGELINA COLONNESO,
Clerk of the Circuit Court

By: _____
Deputy Clerk

By: _____
Chairman

Date: 9/29/2020

[Signature Page to Development Agreement]

North Manatee Investment, LLC
a limited liability company

By: _____

Name: James R. Schier

Title: Manager

WITNESSES:

Signature _____
Kathryn A. Pignatelli

Print Name

Date: 9/28/2020

_____
Signature
Kayla Barkema
Print Name

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by (✓) physical presence or ( ) online notarization this 28 day of September, ~~2019~~ 2020 by James R. Schier, as Manager of North Manatee Investment, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or who has produced _____ as identification and did not take an oath.

(Seal)

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # GG 269627
My Comm. Expires Oct 21, 2022
Bonded through National Notary Assn.

_____
Notary Public, State of Florida
Print Name: Susan A. McCartney

[Signature Page to Development Agreement]

Parrish Holdings, LLC
a limited liability company

By: _____

Name: John A. Neal

Title: Manager

Date: 9/28/2020

WITNESSES:

Kathryn A Pignatelli
Signature

Kathryn A. Pignatelli
Print Name

Kayla Barbara
Signature

Kayla Barbara
Print Name

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by (✓) physical presence or ( ) online notarization this 28 day of September, ~~2019~~ 2020, by John A. Neal, as Manager of Parrish Holdings, LLC, a Florida limited liability company and successor by merger of Southern Hemisphere Manatee, LLC, a Florida limited liability company, and Southern Land Parrish, LLC, a Florida limited liability company, on behalf of the companies. He is personally known to me or who has produced _____ as identification and did not take an oath.

Susan A McCartney
Notary Public, State of Florida
Print Name: Susan A. McCartney

(Seal)

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # GG 269627
My Comm. Expires Oct 21, 2022
Bonded through National Notary Assn.

[Signature Page to Development Agreement]

NPL Unit 2, LLC
a limited liability company

By: _____

Name: James R. Schier

Title: Manager

WITNESSES:

Signature _____

Kathryn A. Pignatelli
Print Name

Date: 9/28/2020

_____
Signature

Kayla Barbera
Print Name

STATE OF FLORIDA
COUNTY OF ~~MANATEE~~ SARASOTA

The foregoing instrument was acknowledged before me by (✓) physical presence or ( ) online notarization this 28 day of September, ~~2019~~ 2020 by James R. Schier, as Manager of North Manatee Investment, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or who has produced _____ as identification and did not take an oath.

(Seal)

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # GG 269627
My Comm. Expires Oct 21, 2022
Bonded through National Notary Assn.

_____
Notary Public, State of Florida
Print Name: Susan A. McCartney

[Signature Page to Development Agreement]

SFTEN, LLC, a Delaware limited liability company

By: D.R. Horton, Inc., a Delaware corporation ,as its sole member

By: _____
John E. Snyder, as Vice President

Date: 9/30/2020

WITNESSES:

_____
Signature

Nancy Goolsby
Print Name

_____
Signature

Michelle Faro
Print Name

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

The foregoing instrument was acknowledged before me by (✓) physical presence ~~or ( ) online notarization~~ this 30th day of September, 2020, by John E. Snyder, as Vice President of D.R. Horton, Inc., a Delaware corporate, as the sole member of SFTEN, LLC, a Delaware limited liability company, on behalf of the company. He is personally known to me and did not take an oath.

(Seal)

Michelle Faro
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG293566
Expires 1/22/2023

_____
Notary Public, State of FLORIDA
Print Name: Michelle Faro

EXHIBIT A

PARCELS A3 AND A4

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00 FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT

AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

PARCELS A1 AND A2 (NORTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE

ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

PARCELS A1 AND A2 (SOUTH)
(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4) NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

LESS AND EXCEPT:
PORTION OF A3 AND A4
DESCRIPTION (Prepared by Stantec Consulting Services Inc.):

A tract of land being portions of Blocks 2 and 3, Section 17, Township 33 South, Range 19 East, and Blocks 1, 3 and 4, Section 18, Township 33 South, Range 19 East, all in

Manatee River Farms, Unit 1 as recorded in Plat Book 6, Page 45, Public Records of Manatee County, Florida, and described as follows:

Commence at the southwest corner of said Section 18; thence N.00°07'49"E., along the west line of said Section 18, a distance of 700.71 feet to the POINT OF BEGINNING; thence continue N.00°07'49"E., along said west line of Section 18, a distance of 1,243.64 feet; thence S.87°03'06"E., a distance of 3,098.24 feet; thence N.00°51'23"E., a distance of 470.30 feet; thence S.89°49'13"E., a distance of 2,293.19 feet; thence N.00°35'38"E., a distance of 2,383.96 feet; thence S.89°43'15"E., a distance of 170.00 feet to the northwest corner of Brookstone Community Development District, recorded in Official Record Book 2607, Page 861 of said Public Records; the following four (4) calls are along the westerly line of said Brookstone Community Development District; (1) thence S.00°35'38"W., a distance of 2,551.98 feet to the point of curvature of a curve to the right having a radius of 795.00 feet and a central angle of 48°08'26"; (2) thence southwesterly along the arc of said curve, a distance of 667.97 feet to the point of tangency of said curve; (3) thence S.48°44'04"W., a distance of 213.94 feet to the point of curvature of a curve to the left having a radius of 1,355.00 feet and a central angle of 36°48'01"; (4) thence southwesterly along the arc of said curve, a distance of 870.29 feet to a point on the northerly line of Field Stone Community Development District, recorded in Official Record Book 2564, Page 6898 of said Public Records; the following five (5) calls are along said northerly line; (1) thence N.89°39'17"W., a distance of 1,622.48 feet; (2) thence N.00°51'43"E., a distance of 54.26 feet; (3) thence N.89°32'06"W., a distance of 674.93 feet; (4) thence N.89°30'19"W., a distance of 2,402.18 feet; (5) thence S.89°39'04"W., a distance of 3.35 feet to the POINT OF BEGINNING.

Said tract contains 7,474,870 square feet or 171.5994 acres, more or less.

Total Described Property Contains 1,032.23 Acres, more or less.

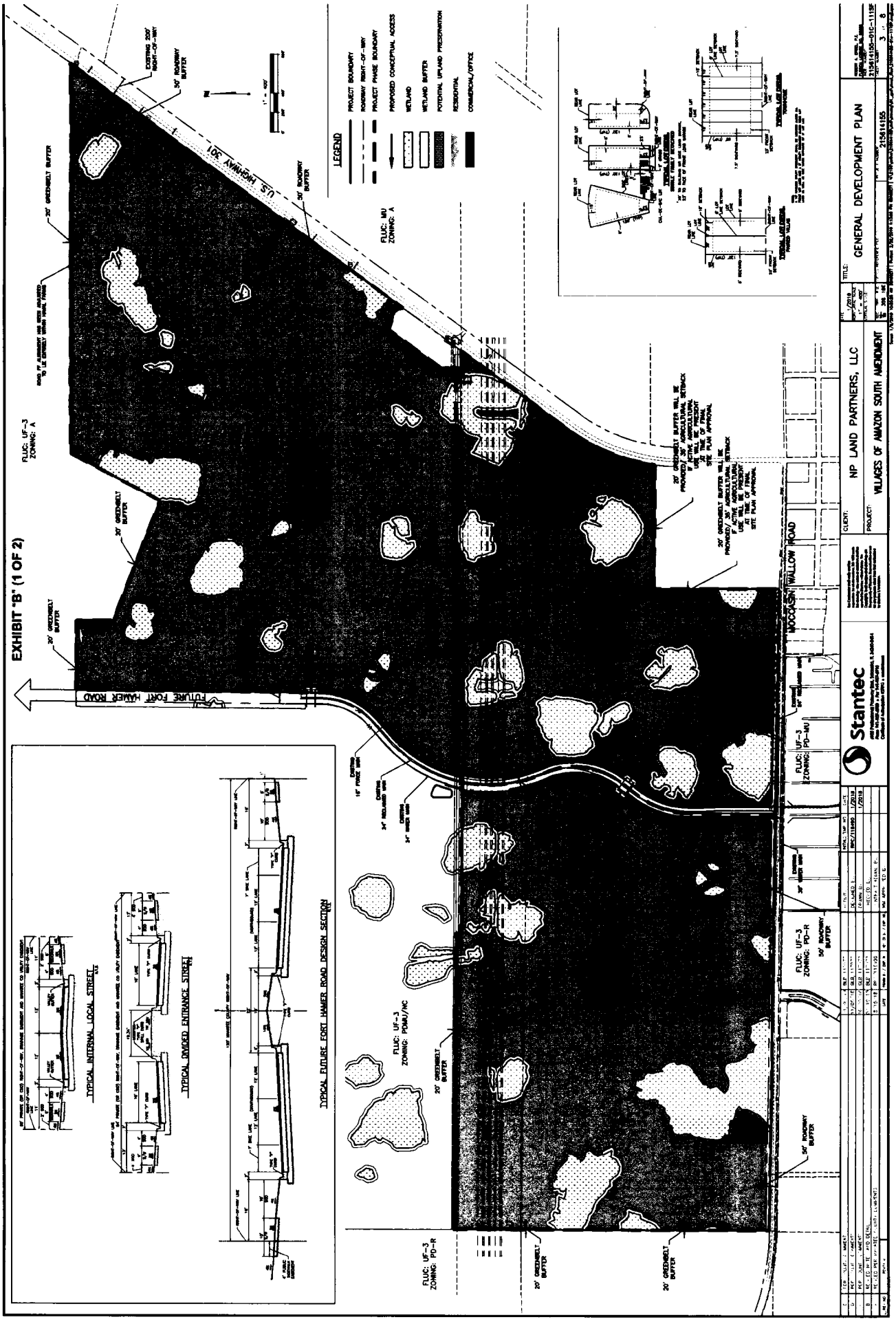
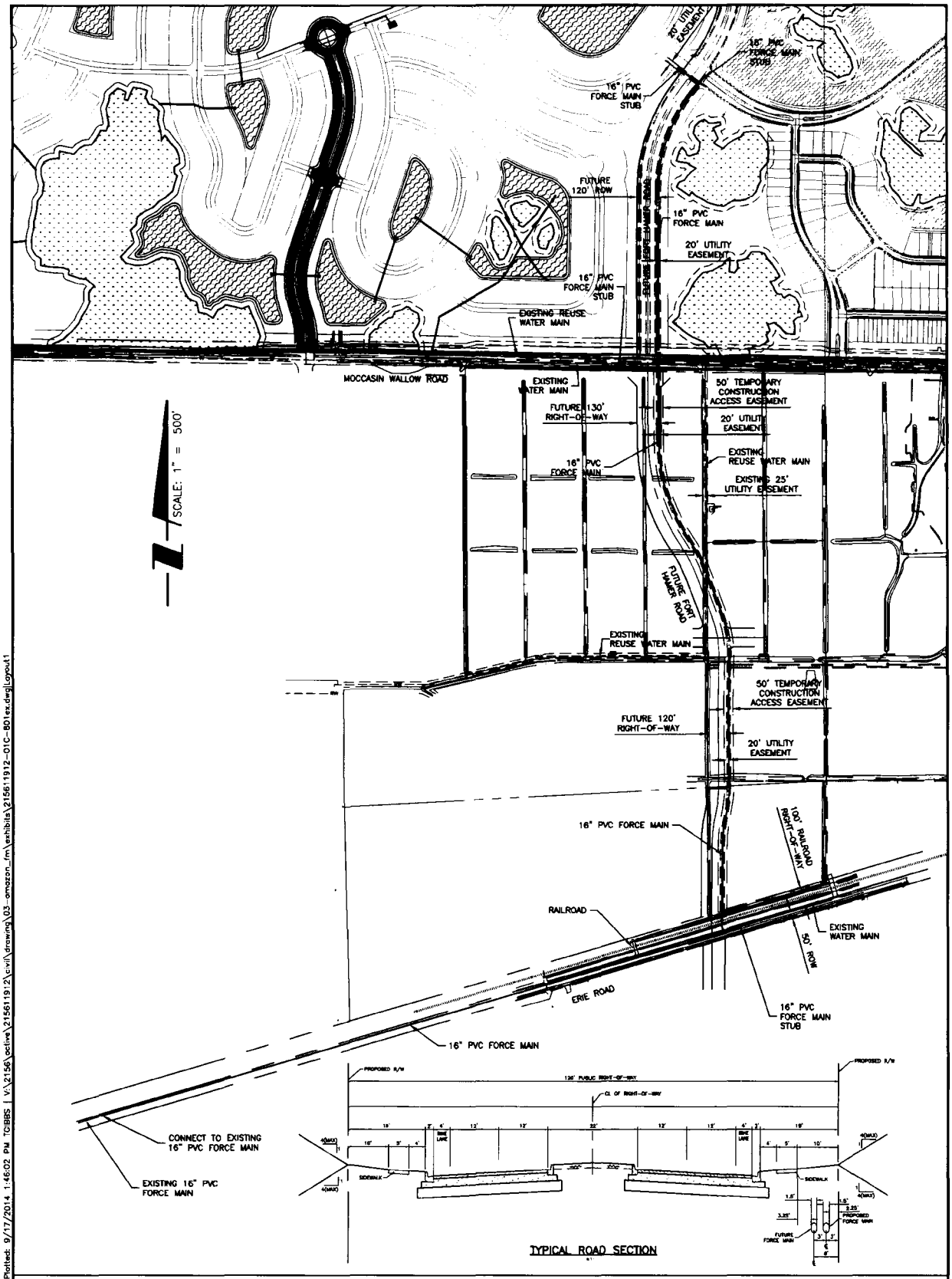

EXHIBIT 'B' (1 OF 2)
LEGEND
PROJECT BOUNDARY
ROADWAY RIGHT-OF-WAY
PROJECT PHASE BOUNDARY
PROPOSED CONCEPTUAL ACCESS
WETLAND
WETLAND BUFFER
POTENTIAL UPLAND PRESERVATION
RESIDENTIAL
COMMERCIAL/OFFICE
US HIGHWAY 301
FUTURE FORT HAMER ROAD
WALLOW ROAD
FLUC: UF-3
ZONING: A
FLUC: MU
ZONING: A
FLUC: UF-3
ZONING: PD-MU
FLUC: UF-3
ZONING: PD-R
FLUC: UF-3
ZONING: PD/MC
50' ROADWAY BUFFER
30' GREENBELT BUFFER
20' GREENBELT BUFFER
TYPICAL INTERNAL LOCAL STREET
TYPICAL DIVIDED ENTRANCE STREET
TYPICAL FUTURE FORT HAMER ROAD DESIGN SECTION
Stantec
CLIENT: NP LAND PARTNERS, LLC
PROJECT: VILLAGES OF AMAZON SOUTH AMENDMENT
TITLE: GENERAL DEVELOPMENT PLAN

EXHIBIT B (2 OF 2)



PROJECT	OFF-SITE FORCE MAIN EXHIBIT
CLIENT	NEAL COMMUNITIES OF SOUTHWEST FLORIDA, LLC

Stantec
6900 Professional Parkway East, Sarasota, FL 34240-8414
Phone 941-907-6900 • Fax 941-907-6910
Certificate of Authorization #27013 • www.stantec.com

SCALE 1" = 500'	DATE 9/17/14
DESIGNED TWP RGE	REVISION
PROJECT NO. 215611912	INDEX NO. 215611912-01C-801EX
DRAWN BY/CHK'D TMG/95367	SHEET NO. 1 OF 1

Saved: 9/17/2014 1:44:30 PM TGIBBS | Plotted: 9/17/2014 1:46:02 PM TGIBBS | V:\2156\active\215611912\civil\drawing\03-amazon_fm\exhibits\215611912-01C-801ex.dwg|Layout1

Inst. Number: 202341110762 Page 1 of 14 Date: 10/16/2023 Time: 4:08 PM
Angelina "Angel" Colonneso Clerk of Courts, Manatee County, Florida

FIRST AMENDMENT TO AMENDED AND RESTATED LOCAL DEVELOPMENT AGREEMENT
[Amazon]

This **FIRST AMENDMENT TO AMENDED AND RESTATED LOCAL DEVELOPMENT AGREEMENT** ("First Amendment") is made and entered into this 10th day of October, 2023, by and between **MANATEE COUNTY**, a political subdivision of the State of Florida, whose address is 1112 Manatee Avenue West, Bradenton, Florida 34205, (the "County") and **LANSDOWNE PARTNERS GROUP, LLC**, a Florida limited liability company, whose address is 200 South Orange Avenue, Sarasota, Florida 34236, **LASALLE HOLDING PARTNERS, LLC, WHK INVEST, LLC, and UNIVERSITY PARK PARTNERS IV, LLC**, Florida limited liability companies, whose address is 5800 Lakewood Ranch Boulevard, Sarasota, Florida 34240, and **SFTEN, LLC**, a Delaware limited liability company, whose address is 1341 Horton Circle, Arlington, Texas 76011 (collectively the "Applicant").

WITNESSETH:

WHEREAS, County and Applicant are parties to that certain Amended and Restated Local Development Agreement, dated September 20, 2020, as recorded in ORI No. 202041106208, of the Public Records of Manatee County, Florida (the "LDA"), which LDA concerns a 1,032.23 +/- acre parcel of real property located in Manatee County and generally bounded by Moccasin Wallow Road to the south, US 301 to the east, the complete legal description for which is attached hereto as Exhibit "A" (the "Project Site"); and

WHEREAS, the parties desire to amend the LDA all as more fully set forth herein;

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the parties hereby agree as follows:

1. **Recitals True and Correct.** The recitals set forth above are true and correct and are incorporated herein by reference.

2. **Authorized Land Uses.** Paragraph 2 of the LDA is deleted and the following is amended and added in substitution thereof:

"Description of Development Uses. The Project Site may be developed including the following components:

- 2,497 residential units;
- 202,000 square feet of commercial uses;
- 247,000 square feet of medical office uses;
- 20,000 square feet of office uses;
- 150 Bed Hospital, and;

- 326 Assisted Living Facility Beds.

The Project Site is located within the PDMU Zoning District and is within the UF-3 and MU Future Land Use Classifications of the Comprehensive Plan. The maximum permitted height of any structure within the Project Site is four (4) stories except that the hospital is permitted at six (6) stories except for the area within one hundred (100) feet from US 301 for which the height is limited to four (4) stories. The height of all buildings on the Project Site is measured pursuant to the Development Order, and applicable provisions of the LDC.

The Project is benefitted by that certain Certificate of Level of Service Compliance No. 17-052, as extended (the "CLOS"), and a Land Use Equivalency Matrix which allows trade-offs of approved land uses through conversion rates based on pm peak hour trip generation factors (the "LUEM"). Consistent with the LUEM and Ordinance No. PDMU-18-06(G)(R), dated July 26, 2022 (the "Development Order"), the permitted development uses and the mix of land uses described in this Paragraph 2 of the LDA may be revised from time to time provided that (i) the pm peak hour trip generation factors of revised uses remains equivalent or lower, and (ii) not less three different land uses will be developed with a maximum residential density of 3,000 dwelling units and a minimum non-residential intensity of 250,000 square feet."

3. **CLOS**. Pursuant to the LDA the County issued a CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, for one thousand nine hundred and ninety nine (1,999) residential dwelling units and sixty thousand (60,000) square feet of nonresidential improvements with an expiration date of December 31, 2024, as extended by statutory extensions applicable from time to time. Pursuant to the approved Transportation Impact Analysis prepared by Stantec for Villages of Amazon South Phase 2 Additional Entitlement, dated April 2022, the existing CLOS for transportation, recreation/open space, potable water, sanitary sewer, solid waste, and storm water, shall be extended beyond the current expiration date of December 31, 2024 and shall be re-issued for 2,497 residential units; 202,000 square feet of commercial uses; 247,000 square feet of medical office uses; 20,000 square feet of office uses; 150 Bed Hospital, and; 326 Assisted Living Facility Beds. By virtue of this First Amendment the CLOS shall have an expiration date of not earlier than December 31, 2031, as further extended by statutory extensions applicable from time to time. A CLOS for public school facilities, if required, may be issued separately, subject to Applicant satisfying the requirements of the Comprehensive Plan.

4. **Extension of CLOS**. The Applicant may further extend the expiration date of the CLOS on a one-time basis for an additional eight (8) years by paying the County an extension fee for all or a portion of the development uses described in Paragraph 2 hereof, or as otherwise permitted by law. The "Extension Fee" shall be payable on or before December 31, 2024 for the first four (4) years of extension and on or before four (4) years thereafter for the second four (4) years of extension and (i) shall be paid not later than sixty (60) days following the due date, (ii) shall be calculated at the rate of One Hundred Dollars ($100) for each unplatted residential unit (or equivalent for a non-residential use based upon trip generation criteria) per year of extension, and (iii) shall also include the payment of a potable water and sanitary sewer capacity reservation fee in effect at time of the extension request, if adopted by the Board of County Commissioners and then in effect. The potable water and sanitary sewer capacity reservation fee, if applicable, will be based on the approved number of equivalent residential units (ERU) for which an

extension is then requested. The right to obtain an extension of the CLOS shall be conditioned upon the Applicant complying with the terms of this LDA and providing the County written notice of the requested extension, a statement as to the number and type of residential units or equivalent non-residential square footage for which the extension is requested, and timely payment of the Extension Fee. Any CLOS not properly extended as permitted herein shall terminate at its then date of expiration.

5. **Deletion**. Paragraphs 8 and 9 of the LDA are hereby deleted.

6. **Ownership of Land Subject to LDA**. The current legal owners of the Project Site are: STEFEN, LLC, a Delaware limited liability company, Lansdowne Partners Group, LLC, Lasalle Holding Partners, LLC, WHK Invest, LLC, and University Park Partners IV, LLC, all Florida limited liability companies.

7. **Recording of this First Amendment.** The Clerk of the Circuit Court of Manatee County, as Clerk to the Board of County Commissioners (the "Clerk") shall record this First Amendment in the Public Records of Manatee County, Florida, no later than fourteen (14) days after the execution by all parties. Applicant shall bear the expense of recording this First Amendment.

8. **Conflict**. In the event of any conflict between the terms, provisions and conditions of this First Amendment and the LDA, the terms, provisions and conditions of this First Amendment shall control.

9. **Effective Date.** This First Amendment shall become effective immediately upon the occurrence of all the following:

(A) The recordation of a fully executed original of this First Amendment in the public records of Manatee County, Florida,; and

(B) The expiration of any and all appeal periods for any challenge to the approval of this First Amendment.

10. **No Other Amendment**. All other provisions of the LDA shall be unaffected by this First Amendment, and shall remain in full force and effect.

[Signature Pages To Follow]

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

WHEREFORE, the parties hereto have executed this First Amendment as of the date set forth above.

MANATEE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Chairperson

Date: October 10, 2023

ATTEST: ANGELINA COLNNESO,
Clerk of the Circuit Court

By: _____
Deputy Clerk

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Witness Signature
Monica Donley
Printed Name

Witness Signature
Karolina Jadczak
Printed Name

APPLICANT:

LANSDOWNE PARTNERS GROUP, LLC,
a Florida limited liability company

By:
Name: John A. Neal
Title: Manager

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 7 day of September, 2023, by John A. Neal, as Manager of LANSDOWNE PARTNERS GROUP, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Notary Public
Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Monica Donley
Witness Signature
Monica Donley
Printed Name

Witness Signature
Karolina Jadczak
Printed Name

APPLICANT:

LASALLE HOLDING PARTNERS, LLC,
a Florida limited liability company

By:
Name: John A. Neal
Title: Manager

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 7 day of SEPTEMBER, 2023, by John A. Neal, as Manager of LASALLE HOLDING PARTNERS, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Notary Public

Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Witness Signature

Monica Donley
Printed Name

Witness Signature

Karolina Jadczak
Printed Name

APPLICANT:

WHK INVEST, LLC,
a Florida limited liability company

By:
Name: Charles Varah
Title: Manager

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 7 day of SEPTEMBER, 2023, by Charles Varah, as Manager of WHK INVEST, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Notary Public

Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

APPLICANT:

UNIVERSITY PARK PARTNERS IV, LLC, a Florida limited liability company

Monica Donley
Witness Signature

Monica Donley
Printed Name

By: _____
Name: Charles Varah
Title: Manager

_____
Witness Signature

Karolina Jadczak
Printed Name

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (✓) physical presence or ( ) online notarization before me this 4 day of September, 2023, by Charles Varah, as Manager of UNIVERSITY PARK PARTNERS IV, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced sufficient identification.

SUSAN A. MCCARTNEY
Notary Public - State of Florida
Commission # HH 281173
My Comm. Expires Oct 21, 2026
Bonded through National Notary Assn.

Susan A McCartney
Notary Public

Susan A. McCartney
Printed Name

My Commission Expires: 10/21/26

[Signature Page To First Amendment To Amended And Restated Local Development Agreement]

Signed, sealed and delivered in the presence of:

Colbie Bosch
Witness Signature

Colbie Bosch
Printed Name

Michelle Faro
Witness Signature

Michelle Faro
Printed Name

APPLICANT:

SFTEN, LLC, a Delaware limited liability company
By: D.R. Horton, Inc., a Delaware corporation, as the sole member

By: Tarak Patel
Name: Tarak D. Patel
Title: Vice President

STATE OF FLORIDA
COUNTY OF SARASOTA

The foregoing instrument was acknowledged by means of (X) physical presence ~~or ( ) online notarization~~ before me this 11th day of September, 2023, by Tarak D. Patel, as Vice President of D.R. Horton, Inc., a Delaware corporation a the sole member of SFTEN, LLC, a Delaware limited liability company, on behalf of the company. He is personally known to me ~~or has produced sufficient identification.~~

MICHELLE FARO
MY COMMISSION # HH 324460
EXPIRES: January 22, 2027

Michelle Faro
Notary Public

Michelle Faro
Printed Name

My Commission Expires: 01.22.2027

EXHIBIT A

LEGAL DESCRIPTION

PARCELS A3 AND A4

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00 FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT

AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

PARCELS A1 AND A2 (NORTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE

ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

PARCELS A1 AND A2 (SOUTH)
(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH 1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4) NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

LESS AND EXCEPT:
PORTION OF A3 AND A4
DESCRIPTION (Prepared by Stantec Consulting Services Inc.):

A tract of land being portions of Blocks 2 and 3, Section 17, Township 33 South, Range 19 East, and Blocks 1, 3 and 4, Section 18, Township 33 South, Range 19 East, all in Manatee River Farms, Unit 1 as recorded in Plat Book 6, Page 45, Public Records of Manatee County, Florida, and described as follows:

Commence at the southwest corner of said Section 18; thence N.00°07'49"E., along the west line of said Section 18, a distance of 700.71 feet to the POINT OF BEGINNING; thence continue N.00°07'49"E., along said west line of Section 18, a distance of 1,243.64 feet; thence S.87°03'06"E., a distance of 3,098.24 feet; thence N.00°51'23"E., a distance of 470.30 feet; thence S.89°49'13"E., a distance of 2,293.19 feet; thence N.00°35'38"E., a distance of 2,383.96 feet; thence S.89°43'15"E., a distance of 170.00 feet to the northwest corner of Brookstone Community Development District, recorded in Official Record Book 2607, Page 861 of said Public Records; the following four (4) calls are along the westerly line of said Brookstone Community Development District; (1) thence S.00°35'38"W., a distance of 2,551.98 feet to the point of curvature of a curve to the right having a radius of 795.00 feet and a central angle of 48°08'26"; (2) thence southwesterly along the arc of said curve, a distance of 667.97 feet to the point of tangency of said curve; (3) thence S.48°44'04"W., a distance of 213.94 feet to the point of curvature of a curve to the left having a radius of 1,355.00 feet and a central angle of 36°48'01"; (4) thence southwesterly along the arc of said curve, a distance of 870.29 feet to a point on the northerly line of Field Stone Community Development District, recorded in Official Record Book 2564, Page 6898 of said Public Records; the following five (5) calls are along said northerly line; (1) thence N.89°39'17"W., a distance of 1,622.48 feet; (2) thence N.00°51'43"E., a distance of 54.26 feet; (3) thence N.89°32'06"W., a distance of 674.93 feet; (4) thence N.89°30'19"W., a distance of 2,402.18 feet; (5) thence S.89°39'04"W., a distance of 3.35 feet to the POINT OF BEGINNING.

Said tract contains 7,474,870 square feet or 171.5994 acres, more or less.

Total Described Property Contains 1,032.23 Acres, more or less.

From: Ethan Johnson <ethanjohnsonkc@gmail.com>
Sent: Saturday, April 25, 2026 6:12 PM
To: Amanda Ballard <amanda.ballard@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>; Tal Siddique <tal@mymanatee.org>; Robert McCann <drbob.mccann@mymanatee.org>
Subject: May Meeting Agenda - Neal Communities NRR Rezoning

You don't often get email from ethanjohnsonkc@gmail.com. Learn why this is important

CAUTION:This email originated from an external source.
Be suspicious of Attachments, Links and Request for Login Information and utilize the REPORT MESSAGE Button in Outlook if you feel this is a Phishing email.

The proposition to re-zone portions of the North River Ranch community by Mr. Neal and his team is outrageous. Not only does he want to re-zone shopping areas to cheap and undoubtedly low quality apartments, he wants to re-zone single family homes too. This is so absurdly dishonest considering Neal Communities has sold all home owners in NRR on the exact opposite experience (and continues to). This would destroy property values, and exacerbate existing school and traffic issues.

In a meeting with the county planning commission this week Mr. Neal bold faced lied stating the NRR community overwhelmingly supports these changes. This could not be further from the truth - as a matter of fact most people are actually considering leaving NRR if this is passed. Rezoning would be an unmitigated disaster and Mr. Neal needs to deal with the problems of a difficult housing market instead of being allowed to con his way out of it.

Very frankly, we have been here less than a year and Mr. Neal has already earned the reputation of being a complete shit head in the NRR community.

In addition to this topic, the County Commissioners should HEAVILY scrutinize and punish/fine builders for the low quality development occurring up and down Moccasin Wallow. They are not meeting the expectations they set for current and prospective residents of Manatee County.

I appreciate your attention to this matter and hope you will consider this in your vote this coming month.

Regards,

Ethan E. Johnson

816.510.5453

11371 Meadow River Way

Parrish, FL 34219

Public Comment

Manatee County Government

Submitted On: Apr 23, 2026, 03:26PM EDT

Full Name	**First Name:** Jeffrey **Last Name:** Kelley
Email	jeffkell14@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 22, 2026
Topic/Agenda Item	North River Ranch Town Center modifications
Comment	As a current resident of NRR, do not approve modification of NRR town center from single family homes to multi purpose apartments. Schools and roads are already overcrowded and there is no need to increase population density at this time with all the other apartment communities being build in the surrounding area and volume of new homes already for sale and planned

Public Comment

Manatee County Government

Submitted On: Apr 23, 2026, 05:58AM EDT

Full Name	**First Name:** Nancy **Last Name:** Wojciechowski
Email	nancy.woj@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning
Comment	

Public Comment

Manatee County Government

Submitted On: Apr 23, 2026, 04:26AM EDT

Full Name	**First Name:** Linda **Last Name:** Kottmeier
Email	KottmeierLinda@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	NRR rezoning
Comment	Please do NOT approve Neal’s request to switch 300 homes to 1000 apartments. Traffic is already bad. We don’t have the infrastructure, schools, etc to support this many people. I bought in NRR knowing the plan; this is a bait and switch, Neal needs to stick with the originally approved plan. Thank you for helping us!

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 09:23PM EDT

Full Name	**First Name:** Andrea **Last Name:** Devon
Email	andreacdevon@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	North River Ranch Village Center
Comment	I would like to express my opposition to the proposed amendments to the Village Center building plans, specifically the addition of more multifamily housing units. While I understand the need for thoughtful growth in our community, increasing the density of multifamily housing in this development raises several concerns. Additional units will place further strain on local infrastructure, including traffic, schools, and public services, which are already under pressure. The current plan appears to prioritize density over balance, without sufficient consideration of long-term impacts on residents' quality of life.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 06:40PM EDT

Full Name	**First Name:** James **Last Name:** Woike
Email	jwoike@woikeelectric.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Lies told by Neal homes
Comment	I cannot believe the audacity of Neal Holmes. We were promised shopping we were promised a community. We were promised golf carts. Our builder even sold us A home and it came with a golf cart!!!! It's all been lies. We were supposed to have an HOA that enforced roles, but we have people who park all over the street in front of no parking signs. And now the audacity of Neal Holmes, trying to put apartments where we were promised, shopping plaza and restaurants. They even gave us a renderings of it!! ALLL LIES.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 06:36PM EDT

Full Name	**First Name:** Megan **Last Name:** Woike
Email	meganwoike2@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal turning town center into apartments
Comment	I am very against more homes coming out here. They can already not sell enough homes. More homes are not going to attract more people here but shops will.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 05:39PM EDT

Full Name	**First Name:** Hope **Last Name:** Daniels
Email	hdaniels1985@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Reasoning north river ranch community center to add more multi family units/housing
Comment	This is NOT needed by the community. We have plenty of houses that cannot be sold, new apartments being added on Moccassin Wallow as well as us 301z the additional housing presents issues that will exacerbate our already existing infrastructure issues. We need more things that were promised to the community when we bought here, not to add more people to an area that already cannot support the existing families.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 04:23PM EDT

Full Name	**First Name:** Spencer **Last Name:** Wilson
Email	sswilson966@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	rezoning of Neal town center into apartments
Comment	I am personally against the rezoning of the town center into apartment complexes. The area is growing too quickly and the infrastructure is not prepared for 900+ apartments. We were promised by Neal a beautiful town center of shops for the area and now they have just switched to greed to put in apartments which do not benefit the current residents of the area.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 02:04PM EDT

Full Name	**First Name:** Sara **Last Name:** Gonzales
Email	saraandmarie@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	PDMU–18–06(z)(g)(r2)- villages of Amazon South
Comment	

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 12:46PM EDT

Full Name	**First Name:** Kelley **Last Name:** Mote
Email	kelley.diaz516@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning for NNR village
Comment	apartments should not be built in this area anytime soon. Schools will be over crowded, roads will be impossible to drive in and our amenities will be useless. Half of the community will be forced to move out. We already started having a crime problem, apartments won't make that better.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 08:51AM EDT

Full Name	**First Name:** John **Last Name:** Hopper
Email	jdhopper88@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning North River Ranch for apartments
Comment	I am against rezoning North River Ranch rezoning to be approved for apartments. This is not what was represented when residents purchased homes here. The area cannot handle the traffic and this will drastically change the look, feel, and character of the community. Neal has once again moved the goal post and has been misleading developments in this county, not just NRR, for many years. It's all for his personal gain without any regard to how it impacts the people who actually raise families in the communities.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 08:38AM EDT

Full Name	**First Name:** Kelly **Last Name:** Rosbrough
Email	kellyrosbrough@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning north river ranch town center
Comment	I am against the rezoning of NRR Village Center into more apartments as it will increase traffic, put a strain on infrastructure, and lead to overcrowding of Harvey Lower and Upper Campus which my three children attend. This proposal is overwhelmingly not popular with the residents of North River Ranch despite what the developers might imply. Please vote no.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 08:36AM EDT

Full Name	**First Name:** Kelly **Last Name:** Lehman
Email	klehman1004@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal rezoning
Comment	I am a Parrish resident since June, 2023, when my family received active duty military orders here. I am completely against this rezoning.to residential apartments. The greed has to stop. These decisions are negatively impacting the people in the community purely for selfish reasons. When is the county going to start making decisions in the best interests of the taxpayer, instead of trying to make a dollar?

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 08:32AM EDT

Full Name	**First Name:** Elissa **Last Name:** Weigel
Email	emweigel@juno.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal rezoning the town center into apartments
Comment	I oppose the rezoning. Our family specifically chose North River Ranch because of the community and the plans had no addition for apartments. I want the shops and restaurants not apartments as was originally conveyed to prospective and new residents of North River Ranch. Thank you for your consideration.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 08:21AM EDT

Full Name	**First Name:** Joseph **Last Name:** Celentano
Email	joe@thecelentanos.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal Land Rezoning
Comment	The Neal Land Rezoning project is just adding to the extremely large number of rental housing already existing and already approved for the future. The market area is supposed to serve the residents of the area with businesses and it's for single family development. I am against adding more rental and multi family housing to the extremely high level already existing in the area. There is no need for more, they should be sticking to single family for purchase to bring in owners with a stake in the community.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 07:25AM EDT

Full Name	**First Name:** Alberto **Last Name:** Rejman
Email	albrejman@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	May 21, 2026
Topic/Agenda Item	Rezoning Moccasin Wallow
Comment	I am against (as are all my neighbors) rezoning and building hundreds of apartments in an area already very crowded, instead of the original advertised plan of building shops, restaurants and single family homes. People bought houses in North River Ranch because of that promised plan and would be deceived if plans change now. Traffic is already chaotic and schools are crowded. Not what we need in Parrish.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 02:19AM EDT

Full Name	**First Name:** Jedaiah **Last Name:** Kramer
Email	msujedi134@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	May 21, 2026
Topic/Agenda Item	Villages of Amazon South
Comment	I'm in favor of rezoning the 35.5 additional acres from agricultural to mixed use ... for increased retail/commercial, offices, and green space. This gives area residents more options for dining and shopping locally and creates more jobs. I'm NOT in favor of the increased number of multifamily units. The population density of additional multifamily units would put a greater strain on traffic flow and parking.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 12:30AM EDT

Full Name	**First Name:** Eric **Last Name:** Pitarresi
Email	eric.pitarresi@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Apartments at Village Center
Comment	I oppose the proposal to add additional apartment units to the Village Center in North River Ranch. This change feels like a bait-and-switch. The Village Center plan was a major factor in our decision to move here, and increasing density in this way risks diminishing the character and value of the community. Residents were led to expect a development comparable to Lakewood Ranch. This revised proposal does not align with that expectation and undermines the vision that attracted many of us to North River Ranch in the first place.

Public Comment

Manatee County Government

Submitted On: Apr 22, 2026, 12:09AM EDT

Full Name	**First Name:** Justin **Last Name:** Cejka
Email	
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	North River Ranch Rezoning
Comment	I strongly urge you to reject this rezoning request. Our community is already experiencing serious overcrowding in existing schools, and our infrastructure is not keeping up with the growth that has already been approved. There are already numerous apartment projects under construction in the immediate area, and the full impact of those developments has not yet even been absorbed. Approving additional apartment density now would only make an already unsustainable situation worse. Our schools are not just busy, they are overcrowded. Families and students are already feeling the effects of that strain, and it is irresponsible to continue adding residential density without real, demonstrated capacity to support it. The same is true for water resources and basic infrastructure. Water supply, utilities, drainage, roads, and public services are all under increasing pressure. Growth cannot continue to be approved without regard for whether the community actually has the resources to sustain it. Responsible planning means infrastructure, school capacity, and water availability must come first. Right now, they clearly do not. Please vote no on this rezoning request.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 10:49PM EDT

Full Name	**First Name:** Jeffery **Last Name:** May
Email	jeffmay2407@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	No more apartments
Comment	No more apartments

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 10:40PM EDT

Full Name	**First Name:** Christine **Last Name:** Lewis
Email	clew0014@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	North River Ranch - Proposed Town Center Changes
Comment	I am a longtime resident of Parrish and moved to NRR in 2024. I made the decision to move here to grow my family and provide a safe and happy childhood for them. We were promised a town center with amenities and now plans are being proposed to remove that and replace with apartments. That is not what this community wants or needs. Please listen to the people that are paying to live here, not the ones that are making money from us living here. We deserve to be heard.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 10:19PM EDT

Full Name	**First Name:** Colton **Last Name:** Mote
Email	colton.mote@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning of NRR Town Center
Comment	As a resident of North River Ranch. I do not believe the county should ever consider rezoning the town center to included any apartments. The population density is already too much for the area. We do not have enough schools or good enough infrastructure to support any unplanned or already zoned residential apartment/housing. The reason I chose to build my home here was to avoid this specific issue. I would never have picked this area had I know the town center was going to be rezoned. There has already been a spike in crime and I fear that it would only increase if this gets pushed through.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 10:09PM EDT

Full Name	**First Name:** Senada **Last Name:** Wruble
Email	sendy1978@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neil Rezoning
Comment	Our neighborhood is not just land—it's where our children grow up, walk to school, and feel safe. Rezoning for higher-density housing threatens that sense of safety and stability by increasing traffic and overcrowding local resources. We urge you to consider the long-term impact on the families who already call this community home.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 10:09PM EDT

Full Name	**First Name:** Ethan **Last Name:** Flook
Email	
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal land re-zoning Village Center
Comment	I am 100% opposed to the re-zoning to add more apartments and reduce single family home sites. This area is already overdeveloped and we do not need more apartments. The school system will suffer and our quality of life will suffer. Please vote no.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:57PM EDT

Full Name	**First Name:** Angela **Last Name:** Kraus
Email	angi7572@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning public center into apartments
Comment	I do not support this. We were led to believe the center would be built within 3 years of building here. We have been here 4 yrs now and still no center. The last thing this area needs is more apartments.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:57PM EDT

Full Name	**First Name:** Richard **Last Name:** Ortiz
Email	rto830@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning at north River ranch
Comment	No to more apartments and rezoning. This is not what was promised when building our home

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:56PM EDT

Full Name	**First Name:** Melissa **Last Name:** Carpenter
Email	carpentermiss@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Apartments in Town Center North River Ranch
Comment	NO APARTMENTS!!! We want stores and restaurants! Healthy options. Upscale!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:53PM EDT

Full Name	**First Name:** Staci **Last Name:** Brown
Email	stixie54@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal/North River Ranch proposed apartments
Comment	To whom it may concern, please do not rezone on what we were sold as a beautiful town center into an apartment city! Regardless of the town center, the last thing this county needs is 900 more apartments! Think of the children, think of the schools, think of the ambulances… Nobody seems to think of the infrastructure or the effect this will have. Only the dollar signs. Do not rezone. We have had enough.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:52PM EDT

Full Name	**First Name:** Ethan **Last Name:** Johnson
Email	ethanjohnsonkc@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal Rezoning Town Center
Comment	This is absolutely absurd, not only is this a bait and switch on the residents that have bought into the community, but the damage to property values from MORE low income trash apartments is insane. There are already WAY too many apartments and townhomes being constructed in the surrounding area, this will turn the area into a complete shit hole.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:49PM EDT

Full Name	**First Name:** Amy **Last Name:** Castelow
Email	amcaywood102186@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	Rezoning of town center for apartments
Comment	We don’t want any more apartments. We want a town center that we were promised would be appealing like Lakewood ranch. That’s why we moved here. We don’t need more apartments bringing more people and more traffic to moccasin wallow. The roads can’t handle it. It’s taking away from our quiet little family oriented town and adding lots of chaos. This isn’t what anyone wants. We want our shops and town center to walk / ride our bikes to. We already don’t have enough parking in the small little plazas built. Apartments & the traffic they bring will not be good for us here.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:42PM EDT

Full Name	**First Name:** Tunde **Last Name:** Nagy
Email	tundilini@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning the town center into apartments in North River Ranch
Comment	Please do not allow the rezoning. The area is already overcrowded.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:38PM EDT

Full Name	**First Name:** Mariliz **Last Name:** Rodriguez
Email	marilizrod@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Apartments
Comment	Disagree with the building and zoning for apartments. We were sold on the idea that a downtown dining and shopping area was to be built. So we purchased a house in North River Ranch. Looks like bait and switch. Marketing ploy.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:33PM EDT

Full Name	**First Name:** Christopher **Last Name:** Dorin
Email	cmdorin@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	No Rezoning
Comment	You sold us on a town center. Now you want to redone it for apartments. No! No apartments.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:32PM EDT

Full Name	**First Name:** Jill **Last Name:** Riolo
Email	jcr0922@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	
Comment	I’m against Neal Developers rezoning the village town center into apartments. We moved here for shops, food, restaurants and community gathering not more apartments or residential living. He sold us on the North River Ranch community and he should not go back on his original plans on homeowners who bought here for a reason.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:30PM EDT

Full Name	**First Name:** Eric **Last Name:** Oetiz
Email	eortizbrooklyn@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Apartments
Comment	Totally against apartments. Lured here in hopes of a downtown area. Otherwise I would not have bought here.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:24PM EDT

Full Name	**First Name:** Adrienne **Last Name:** Baerny
Email	ajbaerny@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	N. River Ranch Town Center
Comment	One of the reasons that I purchased in this neighborhood was because of the fact that we were going to have shopping in the neighborhood and now you're resigning for apartments this is not what I was sold when purchasing in this neighborhood. It's very much bait and switch move to do.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 09:20PM EDT

Full Name	**First Name:** Tiffany **Last Name:** Holden
Email	tiffanyholden07@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Re-zoning town center in NRR to apartments
Comment	We will be moving if this is approved to another COUNTY. The greed is unreal. We already have no infrastructure or school support and those resident HOME OWNERS that bought years ago were sold a town center by the builders and developers. Thats what we want and what the area NEEDS. We do not need more apartments or low income housing. This area has seen an uptick in crime already and it coincides with the recent apartment builds in the area. Disappointed but not even a little surprised. Don't be greedy for once and deny this.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:58PM EDT

Full Name	**First Name:** Katie **Last Name:** Giordan
Email	
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	Apartments
Comment	No more zoning for apartments. No more apartments. Florida is full. We are going to sink. We don't have enough roads or stores for these people and you're killing off the wildlife!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:48PM EDT

Full Name	**First Name:** Anthony **Last Name:** Colaizzi
Email	colaizzi65@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	North River Ranch/amazon
Comment	We are against proposed amendments to the property in North River Ranch for multiple reasons, our roadways cannot keep up with the growth of this area as it is, having apartments so close to a residential area raises concerns of theft, and we already have issues with theft and trespassing. We also feel lied to about future use of this space it was supposed to be one level shopping, restaurants, and senior living, now they want 3 to 4 story apartments/office space that will be in sight of our front door not to mention practically in our neighbors back yard . How many apartment / office buildings does Parrish and Manatee county need and do they really need to place them next to a residential family neighborhood, at least that's how NEAL PROPERTIES has marketed North River Ranch!!!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:48PM EDT

Full Name	**First Name:** Devin **Last Name:** Franklin
Email	devfranklin@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning of town center
Comment	I am a home owner of Riverfield NRR and completely against the rezoning of the town center into apartments! When we decided to build and move in NRR It didn't involve apartments being part of the zoning. Completely unacceptable!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:44PM EDT

Full Name	**First Name:** Deborah **Last Name:** Maddy
Email	debbmaddy@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	NRR rezoning
Comment	I am against Pat Neal rezoning the North River Ranch market area with apartments included. We don't have the infrastructure here to handle the cars that would come off of more apartments when we've already got thousands in the making. It looks like moccasin wallow Road construction is never going to get finished and we need what we were promised when we moved into this place not what Pat Neal wants to change it to. You need to stop letting the developers have everything they want. Your tax money is coming from the residents living here. We should have a say in our community!! thank you.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:43PM EDT

Full Name	**First Name:** Kaylin **Last Name:** Muhr
Email	Kaylin.hewitt@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Town Center in North River Ranch
Comment	Would like to voice my opinion as part of the North River Ranch community. I advocate for the Town Center to be built for residents to provide what was promised to us when buying into North River Ranch. It also benefits the community to have more options than just the Market Walk area. Please consider less or no apartments!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:37PM EDT

Full Name	**First Name:** Amber **Last Name:** Markham
Email	atruhanovitch@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal re-zoning town center
Comment	To whom it may concern we do not agree with the re-zoning of the village center to add additional apartments. That was not what we bought into as home owners for the community. The area is already getting too developed and do we even have enough school capacity for that additional influx etc. we would like to express concerns about allowing this re-zoning as we cannot make it to the meeting. Thank you for your time.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:32PM EDT

Full Name	**First Name:** Sam **Last Name:** Bowling
Email	samcbowling@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning
Comment	No more apartments in Parrish! Do not rezone the village center!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:18PM EDT

Full Name	**First Name:** Melissa **Last Name:** Barron
Email	melissavecchione@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal Rezoning in NRR
Comment	I am against the rezoning of the town center into apartments.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:08PM EDT

Full Name	**First Name:** Alisha **Last Name:** Bernard
Email	alisha_bernard@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	Rezoning Neal village center to apts
Comment	Absolutely not! Sold this neighborhood as new LWR and turning into ghetto. Not enough space at the schools and def traffic is a problem.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 08:03PM EDT

Full Name	**First Name:** Alycia **Last Name:** May
Email	alycia.may18@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	No more apartments
Comment	NO MORE APARTMENTS

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:50PM EDT

Full Name	**First Name:** Darnell **Last Name:** Coles
Email	dcolesjr@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal Town Center Rezoning
Comment	This proposed changes significantly deviate from what was sold to us as coming soon in the town center. And a huge part of why we chose to relocate our family to North River Ranch. Putting in additional housing and apartment complex complexes when all of moccasin wallow Road is underdevelopment with apartment complexes and additional housing would do a great disservice to the community at large and those of us who specifically were promised certain amenities or features in North River Ranch.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:44PM EDT

Full Name	**First Name:** Brian **Last Name:** Meyer
Email	brianmeyer83@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning of North River Ranch for Apartments
Comment	We don't need more apartments here. There's thousands being thrown up all around Parrish and we're already in a severe drought with water restrictions. The shopping and businesses are what we're promised here and that's exactly what vast majority of NRR residents want. No more apartments!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:41PM EDT

Full Name	**First Name:** Hilda **Last Name:** Piller
Email	hldnora@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal community by NRR for change of zoning
Comment	I would like it to stay as it was intended as for the integrity of our neighborhood @ North River Ranch New shopping district with single family homes. Not apartments. it should stay as promised by Neal Community

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:38PM EDT

Full Name	**First Name:** Veronica **Last Name:** Alvarado
Email	valvar49@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal rezoning
Comment	We want shops as promised not apartments

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:36PM EDT

Full Name	**First Name:** Hannah **Last Name:** Barnholt
Email	tombarnholt0861@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal land rezoning north River ranch
Comment	I am against the rezoning to change from single family homes to apartments. Our schools are already over capacity and the developers continue building. Switching from single family homes to many more apartments only worsens this burden. Also the roadways and infrastructure. We are so behind on the roadways and tha should really be addressed first before any rezoning.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:36PM EDT

Full Name	**First Name:** Jennifer **Last Name:** Montijo
Email	montijowedding@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Town center into apartments
Comment	North River Ranch was promised a town center, not apartments. We don't need any more apartments in this area. We need what was promised to the residents of NRR when originally purchasing in this community. We need places to bring our families and to come together as a community. The roads are already congested and the schools are overcrowded enough. The residents deserve what was originally promised.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:30PM EDT

Full Name	**First Name:** Kaylee **Last Name:** Colatorti
Email	kayleearnold14@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Town Center
Comment	We bought up here with the promise of a town center not apartments!!!! If apartments get built that's false advertising getting people to move here! We bought wanting a downtown with small businesses, keep your promise.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:29PM EDT

Full Name	**First Name:** Lisa **Last Name:** Haydon
Email	lisakhaydon@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Town Center/Apartmenrs
Comment	As a homeowner of North River Ranch I am 100% against adding apartments to our neighborhood. We purchased here because there are not apartments in this neighborhood. NO APARTMENTS. NO APARTMENTS. We do not want them here!!!!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:27PM EDT

Full Name	**First Name:** Brian **Last Name:** Duke
Email	dolphin716@msn.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	North River Ranch rezone
Comment	As a homeowner in North River Ranch, the idea of the Village Center was a main attraction to the area. More apartments is not only unnecessary, it will allow for much more traffic, more over crowding in schools and lower quality of life for the area.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:26PM EDT

Full Name	**First Name:** Nathalia **Last Name:** Hubay
Email	nathalia.hubay@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal Land Rezoning NRR
Comment	I am not in agreement with Neal land reasoning the town center to apartments. We do not need any more apartment buildings. There are several under construction on Moccasin Wallow, 301, 41 and more. Just stop with all development already.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:16PM EDT

Full Name	**First Name:** Josie **Last Name:** Osborne
Email	jfig366@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Rezoning town center / apartment build
Comment	To Whom It May Concern, I am writing to express my strong and growing opposition to the proposed rezoning of what was originally designated as our town center. This development was one of the primary reasons many of us chose to move into this community. We were sold a vision carefully marketed as a thoughtfully planned, high-end “next Lakewood Ranch” lifestyle. That promise was a significant factor in our investment, both financially and personally, in making this our home. Now, just a few years later, there is discussion of converting a substantial portion of that very town center into apartment housing. Frankly, this feels like a complete departure from what was promised. The amenities that currently exist are already strained and insufficient for the number of residents who have moved in under these original expectations. There has been no meaningful expansion to match the continued growth, yet the solution being considered is to further increase density in the very core meant to serve the community? This is deeply disappointing. What was marketed as a luxury, thoughtfully designed neighborhood is beginning to feel overcrowded, mismanaged, and misaligned with the original vision that drew so many of us here in the first place. There is a real sense of frustration and loss of trust developing among residents. Many of us feel that the commitments made during the sales and planning phases are not being honored, and that long-term livability is being sacrificed for short-term development gains. I strongly urge you to reconsider this direction and prioritize the integrity of the original community plan before making changes that fundamentally alter what residents were led to expect and invest in. Sincerely, A deeply disappointed resident

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:04PM EDT

Full Name	**First Name:** John **Last Name:** Modica
Email	jmjr_123@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	NRR Village rezoning
Comment	Very unhappy what Parrish turned into

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 07:01PM EDT

Full Name	**First Name:** RoseAnn **Last Name:** Picarelli
Email	newrave1@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	NRR Village rezoning
Comment	Hooked us in and sold us out...

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:59PM EDT

Full Name	**First Name:** Emily **Last Name:** Bradley
Email	emilybradley810@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Parrish town center rezoned for apartments
Comment	I do not support rezoning the Parrish town center for apartments. Neal sold the homes in north river ranch with advertisements for a town center. If this is rezoned for apartments instead of a town center, all of these homes were sold based on false advertising. Please give the community what they want and what was promised. Just look at the success of market walk restaurants. We need more of that in the neighborhood which will attract more residents vs. driving them away.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:58PM EDT

Full Name	**First Name:** Natalie **Last Name:** Modica
Email	jmjr_123@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	North River Ranch Village zone change
Comment	We were told it would be the next Lake wood Ranch, all lies...

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:55PM EDT

Full Name	**First Name:** Ashley **Last Name:** Colaizzi
Email	ashsmith0428@hotmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	North River ranch
Comment	We do not want a rezoning for north river ranch. We bought our house with the town center being the selling point and now Neal is trying to back out to help his own pocketbook instead of providing what was promised.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:53PM EDT

Full Name	**First Name:** Kelly **Last Name:** Parra
Email	kplatko09@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	North River Ranch
Comment	Dear Manatee County Commissioners, I am writing to respectfully request that you reconsider the proposed addition of apartment developments within the North River Ranch area. As a resident and community member, I am concerned about the long-term impact this type of development may have on the character, infrastructure, and quality of life in our area. North River Ranch has been thoughtfully planned as a community that balances residential living with green space, schools, and family-oriented amenities. Introducing higher-density apartment housing could significantly alter that balance. Specifically, I ask that you consider the following concerns: * Traffic and infrastructure strain: The existing roadways and traffic patterns already face increasing demand. Additional high-density housing may exacerbate congestion and safety concerns, particularly for families and school routes. * School capacity: Local schools are already managing growth. Adding apartments could accelerate overcrowding and place further strain on educational resources. * Community character: Many families chose North River Ranch for its planned, low-density feel and emphasis on open space. Apartments may change the overall environment in a way that does not align with the original vision. * Environmental impact: Increased density can affect drainage, green space preservation, and local ecosystems, which are important to maintaining the area’s appeal and sustainability. I understand the need for growth and housing options within Manatee County. However, I urge you to carefully evaluate whether this particular location is appropriate for higher-density development, and to consider alternative solutions that better align with the community’s existing framework and long-term vision. Thank you for your time and for your service to our community. I appreciate your thoughtful consideration of resident feedback on this important matter.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:51PM EDT

Full Name	**First Name:** Michael **Last Name:** Lowery
Email	lowerydesign@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal Properties Rezoning of the Town Center at North River Ranch
Comment	I am completely against the rezoning of the town center at North River Ranch to instead build apartment buildings. Apartments bring far too many people into a specific area and Parrish is booming with growth already!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:51PM EDT

Full Name	**First Name:** Joseph l **Last Name:** Riccardo
Email	jlr34219@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	
Topic/Agenda Item	No apartments
Comment	We don’t need apartments we need less housing

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:51PM EDT

Full Name	**First Name:** Leah **Last Name:** Roethel
Email	leah.roethel@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal rezoning at NRR
Comment	Please vote no on the rezoning at NRR. This will drive current residents away and deter future residents, similar to what realtors have stated about the Seaire community. This will also have a significantly negative impact on the infrastructure and make the area feel less high end. Also, this is not what was promised to owners who bought largely due to the planned village center, not what they are now trying to do. It feels bait and switch and is very upsetting. Thank you for your consideration.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:50PM EDT

Full Name	**First Name:** Katty **Last Name:** Driggers
Email	kgrudzien2@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	Neal rezoning.
Comment	My whole family doea NOT support the rezoning of the proposed town center. We do not need more apartments! We need more family friendly restaurants and businesses!!!

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:48PM EDT

Full Name	**First Name:** Karthik **Last Name:** Gundavarapu
Email	karthikgundavarapu@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	No Rezoning of Town center to Apartments
Comment	We already dealing with too much of traffic n less infrastructure. It already 20 - 30 from fort hammer on moccasin wallow to I-75. We do not want a 4 mile distance to be an hour drive

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:45PM EDT

Full Name	**First Name:** Juston **Last Name:** Flook
Email	
Which meeting is this public comment for? (Please select date of meeting)	May 19, 2026
Topic/Agenda Item	North River ranch village center reasoning
Comment	Neal Land wishes to re-zone a portion of single family homes into massive amount of apartments and add more apartments with new land they have acquired. This will only increase the traffic congestion in the entire surrounding areas and will likely overwhelm the local school system. This area is already being way over developed and adding apartments will only worsen the quality of life for everyone that lives here and nearby. Neal land and development does NOT have my support for this change.

Public Comment

Manatee County Government

Submitted On: Apr 21, 2026, 06:26PM EDT

Full Name	**First Name:** Elaine **Last Name:** Runyon
Email	erunyon2X2@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 23, 2026
Topic/Agenda Item	rezoning NRR town center into apartments.
Comment	I am totally against Neal turning the town center into apartments. I am told the schools can't handle what they already have. I bought a home here last year because of plans for a town center, not apartments. Please do not let this happen.

Public Comment

Manatee County Government

Submitted On: Apr 16, 2026, 08:54AM EDT

Full Name	**First Name:** Lori **Last Name:** Fauquier
Email	lorifauquier@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	May 21, 2026
Topic/Agenda Item	Villages of Amazon South - rezone w/ Amended GDP
Comment	Continued expansion of residential development without corresponding growth in infrastructure, dining, retail, and community spaces risks creating an imbalance that negatively impacts quality of life for current residents. Our area would benefit far more from thoughtful development that enhances livability — such as restaurants, cafes, small businesses, and gathering spaces that foster community connection and support the local economy. Balanced growth is essential. Expanding commercial and mixed-use spaces would not only better serve current residents, but also make the area more attractive and sustainable long-term. Communities thrive when people have places to gather, dine, and support local businesses, not just places to live. I respectfully encourage the county to consider prioritizing zoning that allows ONLY for restaurants, shops, and community-centered businesses rather than additional residential construction at this time. We would benefit more from this that having a section with more housing. We area is already OVERLOADED with housing. Thank you for your consideration and for your continued work serving our community.

Public Comment

Manatee County Government

Submitted On: Apr 15, 2026, 11:02PM EDT

Full Name	**First Name:** Hannah **Last Name:** Barnholt
Email	tombarnholt0861@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	35 acre lot on ft hammer and moccasin wallow rezoning
Comment	Harvey elementary is already extremely over crowded. The new middle school is nearing capacity. There is zero way that apartment/ condos should be allowed to take that space. I'm all for the commercial/ single family homes but we are at capacity with infrastructure and schools. This should not be allowed.

Public Comment

Manatee County Government

Submitted On: Apr 15, 2026, 06:32PM EDT

Full Name	**First Name:** Melissa **Last Name:** Barron
Email	melissavecchione@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	Villages of Amazon south in NRR
Comment	We don’t need more apartments. Harvey k-8 is busting at the seams. There are homes sitting on the market. Apartments make the area look terrible and add to more congestion on the roads. Please go back to the original plan and what sold us to buy in this neighborhood.

Public Comment

Manatee County Government

Submitted On: Apr 15, 2026, 04:34PM EDT

Full Name	**First Name:** Olga **Last Name:** P
Email	Olgak14@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	Villages of Amazon South
Comment	Hello! We would like to express our concern regarding the proposed re-zoning of the villages of Amazon south from 279 single family detached homes to 627 multiple family housing units. All the owners at north river ranch (us included) strongly oppose to this re-zoning, as we purchased here under the impression and the promise that there will be primarily single family homes in the area and this proposal is trying to override this, which is extremely concerning and a very deceptive business practice. This area already has too much traffic due to smaller roads and a large number of new residents moving in. Most of the newer apartments have over 20% of vacant units and it will only get worse as the area doesn't have enough jobs and most employment centers are too far of a commute and this is not going to change with the addition of new multiple family housing and will only get worse. We demand that this proposed re-zoning is rejected. Thanks!

Public Comment

Manatee County Government

Submitted On: Apr 15, 2026, 03:30PM EDT

Full Name	**First Name:** Dean **Last Name:** Kolstad
Email	dean.kolstad@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	PDMU-18-06(Z)(G)(R2)-Rezone With Amended GDP For Villages Of Amazon South/Woolridge Investments LLC; Blackhawk Capital Management LLC;Lasalle Holding Partners LLC; Seneca Real Holdings LLC;WHK Invest LLC;University Park Partners IV LLC (Owners)-PLN2411-0096-Alyssa Grove,Planner I-District 1
Comment	This area doesn't need more houses. We can't sell ours because so many are on the market and there's hundreds that are still being built. We need more amenities. Not residents. I'd love to sell and buy another home in North River Ranch but the market is dead as it is due to over saturation.

Public Comment

Manatee County Government

Submitted On: Apr 15, 2026, 02:16PM EDT

Full Name	**First Name:** Ashley **Last Name:** Kolstad
Email	ashley.kolstad@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	Villages of Amazon
Comment	I am a resident in North River Ranch and am against this rezone. I would like to sell my home soon and buy another in the community that better fits our needs, however the houses are not selling as is. Most homes are on Redfin 100+ days. We don’t need more housing in this area. What we need is to finish what has already been approved.

Public Comment

Manatee County Government

Submitted On: Apr 15, 2026, 10:31AM EDT

Full Name	**First Name:** Rose **Last Name:** Szabo
Email	rszabo65@yahoo.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	Villages of Amazon South - Rezone with Amended GDP
Comment	As a resident of Bella Lago and living in a single family home within the proposed area, I ask that this rezoning be denied. The area is already congested with new housing complexes. Adding multi-family houses would degrade this area, not improve it. Natural resources and wildlife habitats are already being destroyed. Food and water are necessary for human survival. This rezoning would greatly impact both of those very important resources. I realize that being new to the area puts my opinions at a disadvantage, but I am very concerned that the planners are not making the changes to the landscape a priority. Please consider the construction happening outside of this area. There is already a large multi family complex on Moccasin Wallow Road, as well as a "lagoon" community and many other communities being constructed along the same road. There are just too many planned communities near this proposed site to ask that this area be rezoned to ask for more multi family homes to be built. The undeveloped area that is depicted on the map for rezoning is proposed to be for retail/dining and a hospital. Those proposed structures would already take up a large portion of energy and water. Adding multi family homes to that same area would directly strain those resources. I strongly oppose this rezone and ask that the board vote in the interest of the people living in the communities and NOT special interest parties.

Public Comment

Manatee County Government

Submitted On: Apr 12, 2026, 07:35PM EDT

Full Name	**First Name:** Lori **Last Name:** Chong
Email	lorischong@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	2. PDMU-18-06(Z)(G)(R2)–Rezone With Amended GDP For Villages Of Amazon South/Woolridge Investments LLC;Blackhawk Capital Management LLC;Lasalle Holding Partners LLC;Seneca Real Holdings LLC;WHK Invest LLC;University Park Partners IV LLC (Owners)–PLN2411-0096-Alyssa Grove,Planner I-District 1
Comment	I do not want to see the 35.53 acres to be rezoned to PDMU. We need to preserve agricultural land in Manatee County. There is extensive ongoing building of apartments, townhomes and houses already. We do not need another more residential units. I feel the land is being over-developed and residential units are outpacing demand for them. I would love to continue to see cows in fields in this area. However, if that is not possible we still need to preserve open green space.

Public Comment

Manatee County Government

Submitted On: Apr 12, 2026, 04:14PM EDT

Full Name	**First Name:** Julie **Last Name:** Madison
Email	julie.madison@toptierk9.com
Which meeting is this public comment for? (Please select date of meeting)	April 21, 2026
Topic/Agenda Item	Proposed rezoning
Comment	Let’s not forget there is no Commissioner in District 1 All voting on items that impact their district should be postponed until a dully elected official can be elected in November 2026. Plain and simple. Let the people in that District HAVE A VOICE ! I am writing to express my firm opposition to the proposed rezone and amended General Development Plan for the Villages of Amazon South (PDMU-18-06(Z)(G)(R2)). While growth is inevitable, the scale and nature of this specific request represent a step backward for the Parrish community and the county at large. This project, which now seeks to encompass over 1,067 acres with more than 3,100 residential units, is a textbook definition of over-development. Approving this expansion without a commensurate, ironclad commitment to infrastructure and housing diversity is a disservice to the taxpayers. My concerns are centered on the following critical failures: Infrastructure Deficit (Roads & Traffic): The intersection of Moccasin Wallow Road and US 301 is already under immense strain. Adding thousands of additional residential units, along with significant retail and medical office space, will create a gridlock that our current transportation network simply cannot absorb. We cannot continue to approve "density first, infrastructure later." Water and Sewer Capacity: A project of this magnitude—including a hospital and hundreds of ALF beds—places a staggering demand on our utility systems. There has been no clear evidence provided that our current water and sewer infrastructure can sustain this level of intensified use without compromising service to existing residents or damaging our local water cycle. The Workforce Housing Void: It is unacceptable to approve a development of over 3,000 units that fails to meaningfully address attainable housing. We are in the midst of a housing crisis where our teachers, first responders, and service workers are being priced out of the very community they serve. Adding 313 multifamily units through a density exchange is not a solution if those units are not restricted to workforce price points. A "mixed-use" project of this size that ignores the "Missing Middle" is a missed opportunity and a "big NO" for our community’s future. Environmental and Density Concerns: Consolidating and rezoning 35 additional acres of agricultural land (A and A-1) into PDMU further erodes the rural character of northern Manatee County. The constant "amending and restating" of ordinances to squeeze more density into these tracts is a trend that must stop. We need leadership that prioritizes sustainable growth over developer-driven density. This community needs a change in how we approach large-scale developments—one that ensures infrastructure is in the ground before the rooftops go up, and that "attainable housing" is a requirement, not a suggestion. I urge you to vote NO on this rezone and the amended GDP. Let us focus on building a Manatee County that works for everyone, not just those who can afford luxury price points.

Public Comment

Manatee County Government

Submitted On: Apr 12, 2026, 12:56PM EDT

Full Name	**First Name:** Elizabeth **Last Name:** Arnold
Email	arnoldec6@aol.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	Parrish PDMU 18-06
Comment	Commissioners, PDMU-18-06 is not a small adjustment. It is a clear attempt to push more density, more intensity, and more impact into an area that is already beyond what it can handle. Residents are already living the consequences—traffic that doesn't move, infrastructure that is stretched thin, growing concerns about flooding, and serious questions about long-term water capacity. None of that is speculative. It's reality. And yet this request asks you to go further—add acreage, add units, and shift even more toward higher intensity uses. At some point, this stops being planning and starts being disregard for the people who live here. If every request is approved, then there are no limits—only consequences that residents are left to deal with after the fact. This area is already at capacity. Approving this is not responsible growth. It is overdevelopment. This is where you draw the line. Deny this request. Elizabeth Arnold

Public Comment

Manatee County Government

Submitted On: Apr 12, 2026, 12:07PM EDT

Full Name	**First Name:** GLEN **Last Name:** GIBELLINA
Email	Glengibellina@gmail.com
Which meeting is this public comment for? (Please select date of meeting)	April 16, 2026
Topic/Agenda Item	PDMU-18-06(Z)(G)(R2)–Rezone With Amended GDP For Villages Of Amazon South/Woolridge Investments LLC;Blackhawk Capital Management LLC;Lasalle Holding Partners LLC;Seneca Real Holdings LLC;WHK Invest LLC;University Park Partners IV LLC (Owners)–PLN2411-0096-Alyssa Grove,Planner I-District 1
Comment	Lets not forget there is no Commissioner in this District. All voting should be postponed until a dully elected official can be elected in November 2026. What's the rush? I am writing to express my firm opposition to the proposed rezone and amended General Development Plan for the Villages of Amazon South (PDMU-18-06(Z)(G)(R2)). While growth is inevitable, the scale and nature of this specific request represent a step backward for the Parrish community and the county at large. This project, which now seeks to encompass over 1,067 acres with more than 3,100 residential units, is a textbook definition of over-development. Approving this expansion without a commensurate, ironclad commitment to infrastructure and housing diversity is a disservice to the taxpayers. My concerns are centered on the following critical failures: Infrastructure Deficit (Roads & Traffic): The intersection of Moccasin Wallow Road and US 301 is already under immense strain. Adding thousands of additional residential units, along with significant retail and medical office space, will create a gridlock that our current transportation network simply cannot absorb. We cannot continue to approve "density first, infrastructure later." Water and Sewer Capacity: A project of this magnitude—including a hospital and hundreds of ALF beds—places a staggering demand on our utility systems. There has been no clear evidence provided that our current water and sewer infrastructure can sustain this level of intensified use without compromising service to existing residents or damaging our local water cycle. The Workforce Housing Void: It is unacceptable to approve a development of over 3,000 units that fails to meaningfully address attainable housing. We are in the midst of a housing crisis where our teachers, first responders, and service workers are being priced out of the very community they serve. Adding 313 multifamily units through a density exchange is not a solution if those units are not restricted to workforce price points. A "mixed-use" project of this size that ignores the "Missing Middle" is a missed opportunity and a "big NO" for our community's future. Environmental and Density Concerns: Consolidating and rezoning 35 additional acres of agricultural land (A and A-1) into PDMU further erodes the rural character of northern Manatee County. The constant "amending and restating" of ordinances to squeeze more density into these tracts is a trend that must stop. We need leadership that prioritizes sustainable growth over developer-driven density. This community needs a change in how we approach large-scale developments—one that ensures infrastructure is in the ground before the rooftops go up, and that "attainable housing" is a requirement, not a suggestion. I urge you to vote NO on this rezone and the amended GDP. Let us focus on building a Manatee County that works for everyone, not just those who can afford luxury price points. For the Record Glen GADFLY Gibellina https://electglengibellina.com/

From: Michael Underwood <underwood.michael.c@gmail.com>
Sent: Friday, April 10, 2026 12:15 PM
To: Alyssa Grove <Alyssa.Grove@mymanatee.org>
Cc: Bekah Underwood <underwood.rebekah.l@gmail.com>
Subject: Adjacent Property Owner Objection: PDMU-18-06(Z)(G)(R2) – Villages of Amazon South (PLN2411-0096)

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Dear Ms. Grove and Members of the Planning Commission,

As homeowner's residing at 9066 Royal River Circle and an adjacent property owner to the proposed Villages of Amazon South expansion, I am writing to formally express my concerns regarding application PDMU-18-06(Z)(G)(R2).

To be clear, I am generally in favor of the commercial and medical elements of this project. Parrish is in desperate need of additional retail, restaurants, and medical infrastructure to support its current population. However, I strongly oppose the proposed density swap and the addition of 627 multifamily units.

I urge the Commission to reject the residential amendment based on the following points:

1. Abuse of the Land Use Equivalency Matrix (LUEM) The developer is requesting to exchange 279 approved single-family detached units for 627 multifamily units. This is a disproportionate density swap that more than doubles the human footprint on that specific parcel. The LUEM should not be used as a backdoor mechanism to drastically alter the character of the approved development from a suburban neighborhood to a high-density urbanized complex.

2. Un-Forecasted Municipal Infrastructure Strain Given my professional background in municipal engineered systems, I am deeply concerned about the immediate impact this density swap will have on our local infrastructure. Consolidating over 600 dwelling units into a localized multifamily footprint introduces a severe, concentrated load on the area's water and wastewater lift stations that was not accounted for in the original single-family site plan. Approving this swap shifts the burden of long-term utility wear and capacity upgrades onto the county and taxpayers.

3. Traffic Capacity and Safety on Moccasin Wallow & US 301 The original approval already taxes the current road infrastructure. Adding a net increase of over 600 residential units—concentrated in multifamily housing—will push the localized traffic density beyond acceptable levels. As a father raising two young daughters in this immediate area, the exponential increase in daily trips entering and exiting onto Moccasin Wallow Road poses a severe safety and congestion risk to my family and my neighbors.

4. Removal of Stipulation 17 The notice indicates a request to "remove Stipulation 17." Before any vote takes place, I am requesting full transparency on exactly what Stipulation 17 entails

and why the developer is seeking its removal. Eliminating prior conditions of approval without clear public justification undermines the trust between the community and the Commission.

I respectfully request that you provide me with the details regarding Stipulation 17 and a copy of the updated site map showing the proposed location of these multifamily units in relation to the property boundaries.

I urge the Commission to hold the developer to their original residential density agreement while allowing the commercial expansion to proceed.

Respectfully,

Michael & Rebekah Underwood

9066 Royal River Circle Parrish, FL 34219

From: Michael Underwood <underwood.michael.c@gmail.com>

Sent: Friday, April 10, 2026 5:00 PM

To: CarolAnn Felts <carolann.felts@mymanatee.org>; Amanda Ballard <amanda.ballard@mymanatee.org>; Tal Siddique <tal@mymanatee.org>; Mike Rahn <mike.rahn@mymanatee.org>; Robert McCann <drbob.mccann@mymanatee.org>; Jason Bearden <jason.bearden@mymanatee.org>; George Kruse <george.kruse@mymanatee.org>

Cc: Bekah Underwood <underwood.rebekah.l@gmail.com>

Subject: OPPOSITION to PLN2411-0096 / PDMU-18-06(Z)(G)(R2) – Villages of Amazon South

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Dear Manatee County Commissioners,

I am writing to you as a Parrish resident to formally express my strong opposition to the proposed zoning amendments for the Villages of Amazon South (Application PLN2411-0096). I urge you to vote NO on this request.

The developer is asking to remove 279 single-family homes and replace them with roughly 940 additional multi-family apartment units. Our community simply cannot afford to absorb any more high-density housing or apartments.

Our local infrastructure is already failing to keep up with the current pace of development. Moccasin Wallow Road and US 301 are completely overburdened, and our existing grocery stores and retail centers are stretched to their limits. What our specific area desperately needs is more retail stores and restaurants to support the people who already live here, not more residential units that will further choke our roads.

Additionally, our local schools are operating over capacity. With two daughters of my own, I am deeply concerned about the impact of adding nearly a thousand unexpected multi-family units to our already strained school system.

Please hold this developer to their originally approved plan. We need our elected officials to prioritize commercial and retail development over high-density apartments that our current roads, stores, and schools cannot support.

Thank you for your time and for representing the best interests of our community.

Sincerely,

Michael and Rebekah Underwood

9066 Royal River Circle, Parrish, FL 34219

Manatee County Zoning Ordinance

PDMU-18-06(Z)(G)(R2)-Rezone With Amended GDP For Villages Of Amazon South/Woolridge Investments LLC;Blackhawk Capital Management LLC;Lasalle Holding Partners LLC;Seneca Real Holdings LLC;WHK Invest LLC;University Park Partners IV LLC (Owners)-PLN2411-0096

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA, REGARDING LAND DEVELOPMENT, AMENDING THE OFFICIAL ZONING ATLAS (ORDINANCE 15-17, AS AMENDED, THE MANATEE COUNTY LAND DEVELOPMENT CODE) RELATING TO ZONING WITHIN THE UNINCORPORATED AREA; TOGETHER WITH AMENDING AND RESTATING ORDINANCE PDMU-18-06(G)(R) TO (1) ADD 35.53 ACRES TO A 1,032.23 ACRE-SITE ZONED PLANNED DEVELOPMENT MIXED USE (PDMU); (2) PROVIDE FOR THE REZONING OF THE ADDED PORTION OF 35.53 ACRES FROM GENERAL AGRICULTURE (A) AND SUBURBAN AGRICULTURE (A-1) TO PLANNED DEVELOPMENT MIXED USE (PDMU), CONSOLIDATING THE PLANNED DEVELOPMENT MIXED USE (PDMU) ZONING DISTRICT FOR THE ENTIRE SITE TOTALING 1,067.76 ACRES; (3) REVISE APPROVED ENTITLEMENTS ADDING 313 MULTIFAMILY UNITS, 18,000 SQUARE FEET TO RETAIL/COMMERCIAL USE AND 30,000 SQUARE FEET TO OFFICE USE; (4) APPROVE A REVISED GENERAL DEVELOPMENT PLAN FOR THE ENTIRE 1,067.76 ACRE SITE FOR A MIXED USE PROJECT CONSISTING OF 3,158 RESIDENTIAL UNITS, INCLUDING 627 MULTIFAMILY UNITS RESULTING FROM THE EXCHANGE OF 279 SINGLE-FAMILY DETACHED UNITS BASED ON THE LUEM; 247,000 SQUARE FEET OF MEDICAL OFFICES, 50,000 SQUARE FEET OF OFFICE, 220,000 SQUARE FEET OF RETAIL/COMMERCIAL USES, 150 HOSPITAL BEDS AND 326 ASSISTED LIVING FACILITY (ALF) BEDS, INCLUSIVE OF THE PREVIOUSLY APPROVED DEVELOPMENT; AND (5) REMOVE CONDITION 17; NO CHANGES TO THE APPROVED SCHEDULE OF USES, ATTACHED AS EXHIBIT B ARE PROPOSED; SITE IS LOCATED NORTHWEST OF THE INTERSECTION OF MOCCASIN WALLOW ROAD AND US 301 NORTH, AT 12420 US 301 NORTH, PARRISH (MANATEE COUNTY); SUBJECT TO AMENDED CONDITIONS OF APPROVAL (FKA STIPULATIONS); SETTING FORTH FINDINGS; PROVIDING A LEGAL DESCRIPTION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Woolridge Investments LLC; Blackhawk Capital Management LLC; Lasalle Holding Partners LLS; Seneca Real Holdings LLC; WHK Invest LLC; University Park Partners IV LLC (the "Applicant") filed an application amending and restating Ordinance PDMU-18-06(G)(R) to add 35.53 acres to a 1,032.23 acre site zoned Planned Development Mixed Use (PDMU) providing for the rezone of the added potion of approximately 35.53 acres described in Exhibit "A", attached hereto, (the "Property") from General Agriculture (A) and Suburban Agriculture (A-1) to Planned Development Mixed Use (PDMU) Zoning District; and

WHEREAS, the applicant also filed a revised General Development Plan to revise approved entitlements adding 313 multifamily units, 18,000 square feet to retail/commercial use and 30,000 square feet to office use for the entire 1,067.76 acre site consisting of: 3,158 residential

units, including 627 multifamily units resulting from the exchange of 279 single-family detached units based on the LUEM; 247,000 square feet of medical offices, 50,000 square feet of office, 220,000 square feet of retail/commercial uses, 150 hospital beds and 326 assisted living facility (ALF) beds, inclusive of the previously approved development; and remove Condition 17 (the "project") on the property; and

WHEREAS, the applicant filed a Schedule of Permitted and Prohibited Uses with no changes from the previous approval, attached hereto as Exhibit "B"; and

WHEREAS, the applicant also filed a request for Specific Approval for alternatives to Land Development Code Sections: 1) 701.3.A.7, relocating the vegetation required for the vehicle use area in another area of the site, and 2) 701.4.B.3, relocating the vegetation required for the screening buffers between the Village Center and Residential Neighborhood in another area of the site 701.3.A.7 and 701.4.B.3, and

WHEREAS, the Manatee County Planning Commission, after due public notice, held a public hearing on April 16, 2026, to consider the rezone, General Development Plan and Specific Approval applications and considered the criteria for approval in the Manatee County Comprehensive Plan and the Land Development Code; and

WHEREAS, the Manatee County Planning Commission, as the County's Local Planning Agency, found the applications not consistent with the Manatee County Comprehensive Plan and to satisfy the criteria for approval in the Manatee County Land Development Code and recommended Denial of the applications.

NOW, THEREFORE BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MANATEE COUNTY, FLORIDA;

Section 1. FINDINGS OF FACT. The recitals set forth above are true and correct and are hereby adopted as findings by the Board of County Commissioners.

The Board of County Commissioners, after considering the testimony, evidence, documentation, application for amendment of the Official Zoning Atlas, the recommendation and findings of the Planning Commission, as well as all other matters presented to the Board at the public hearing hereinafter referenced, hereby makes the following findings of fact:

A. The Board of County Commissioners has received and considered the report of the Manatee County Planning Commission concerning the application for Official Zoning Atlas Amendment as it relates to the real property described in Exhibit "A" of this Ordinance to add 35.53 acres to a 1,032.23 acre site rezoning the added 35.53 acres from General Agriculture (A) and Suburban Agriculture (A-1) to Planned Development Mixed Use (PDMU) Zoning District.

B. The Board of County Commissioners, after due public notice, held a public hearing on May 21, 2026, regarding the proposed Official Zoning Atlas Amendment described herein in accordance with the requirements of the Manatee County Land Development Code and has further considered the information received at said public hearing.

C. The proposed amendment to the Official Zoning Atlas regarding the property described in Exhibit "A" herein is found to be consistent with the requirements of the Manatee County Comprehensive Plan and to satisfy the criteria for approval in the Land Development Code.

D. Notwithstanding the failure of this plan to comply with the requirements of Land Development Code Section 701.3.C, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree by the proposed design. The required vehicle use area buffer plantings, internal to the limits of Phase II, will be provided within Phase II. This alternative could allow the site design to be more cohesive, functional, walkable, and aesthetically pleasing. Other buffering (roadway, screening, or VUA) required at the perimeter of Phase II or adjacent to the hospital will still be provided in accordance with the LDC as noted on the GDP.

E. Notwithstanding the failure of this plan to comply with the requirements of Land Development Code Section 701.4.B.3, Figure 7-4, the Board finds that the purpose of the LDC regulation is satisfied to an equivalent degree by the proposed design. The required screening buffer plantings, internal to the limits of Phase II, will be provided within Phase II. This alternative could allow the site design to be more cohesive, functional, walkable, and aesthetically pleasing. Other buffering (roadway, screening, or VUA) required at the perimeter of Phase II or adjacent to the hospital will still be provided in accordance with the LDC as noted on the GDP.

Section 2. GENERAL DEVELOPMENT PLAN. The General Development Plan is hereby approved to revise approved entitlements adding 313 multifamily units, 18,000 square feet to retail/commercial use and 30,000 square feet to office use for the entire 1,067.76 acre site consisting of: 3,158 residential units, including 627 multifamily units resulting from the exchange of 279 single-family detached units based on the LUEM; 247,000 square feet of medical offices, 50,000 square feet of office, 220,000 square feet of retail/commercial uses, 150 hospital beds and 326 assisted living facility (ALF) beds, inclusive of the previously approved development; and remove Condition 17; upon the property subject to the following Conditions:

A. Design and Land Use:

1. The Notice to Buyers shall be included in the Declaration of Covenants and Restrictions, and in a separate addendum to the Sales Contract, and in the Final Plat, and shall include language to inform prospective homeowners of:

    a. The presence of neighboring agricultural uses, which may possibly include pesticides and herbicides and may have odors and noises associated with such uses.

    b. There are planned thoroughfares within the project area [i.e. Fort Hamer Road (4-lane arterial and adjacent to the project [i.e. US 301 and Moccasin Wallow Road (6-lane arterials)], and potential noise associated with these planned roadways.

    c. The internal streets within this subdivision may be privately owned and maintained by the Homeowner's Association or other appropriate legal entity.

    d. The Hospital use in Phase II may include a Helistop.

2. All roof mounted mechanical equipment (e.g., HVAC) shall be screened with a solid parapet wall or other visual and noise deflecting materials. The materials shall be consistent with the construction of the principal building(s). Compliance shall be verified with review of the building permit.

3. Any significant historical or archeological resources discovered during development activities shall be immediately reported to the Florida Department of State's Division of

Historical Resources, and treatment of such resources shall be determined in cooperation with the Division of Historical Resources and the County. The final determination of significance shall be made in conjunction with the Florida Department of State's Division of Historical Resources and the County. The appropriate treatment of such resources (potentially including excavation of the site in accordance with the guidelines established by the Florida Department of State's Division of Historical Resources) must be completed before resource disturbing activities are allowed to continue. If human remains are encountered, the provisions contained in Chapter 872, Florida Statutes (Offenses Concerning Dead Bodies and Graves) shall be followed.

4. Final Site Plan review and approval is required for any recreational area/amenity center. Required number of parking spaces will be determined at Final Site Plan based on the type and square footage of the recreational uses. Any recreation or amenity structure shall have a minimum 20-foot setback from all property lines.

5. The uses approved for this project shall be limited to those voluntarily proffered by the applicant in the Schedule of Uses attached to the Zoning Ordinance PDMU-18-06(G)(R) as Exhibit "B".

6. A 2-foot separation from the internal edge of the sidewalk to the property line shall be provided for all proposed front-loaded garage units to ensure a 25-foot separation from the sidewalk to the garage.

7. In the event that gates will be proposed within internal private roads, any gates shall be accessible to emergency providers in accordance with the requirements of applicable County ordinances and regulations.

8. All other applicable state or federal permits shall be obtained before commencement of the development.

9. All lots adjacent to active agricultural operations shall have an additional 35-foot setback, unless separated by a street or other designated open space at least 35 feet in width. If an adjoining agricultural operation is no longer in effect at the time of submittal of the Final Plat, then the requirements of Section 702.6.7 shall no longer apply, and the additional 35-foot setback may be eliminated from the plat.

10. That portion of the hospital in excess of 4 stories shall be set back a minimum of 100 feet from US 301 N.

11. In accordance with LDC Section 1001.6.A.1.a, the applicant shall construct a 5-foot sidewalk along local streets, and the frontage of all new or existing major thoroughfares (i.e. US 301 N, Fort Hamer Road, and Moccasin Wallow Road).

12. All dumpsters, compactors, and other utility equipment shall be screened with a 6-foot-high wall constructed with building materials consistent with the principal building(s). Compliance shall be verified with review of the building permit.

13. Proposed multi-family buildings shall be in conformance with the elevations entered into the record (attached as Exhibit C). Building elevations shall be provided with the Final Site Plan for review and approval. Multi-family buildings that are constructed as

individual buildings shall be permitted to meet minimum setback requirements for single-family detached units.

14. This community is zoned Planned Development Mixed Use (PDMU), with a portion of the site lying in the Mixed Use Future Land Use Category. Therefore, a minimum of three general categories of land uses (measured in gross acres district-wide) shall be provided at buildout. These uses may include residential (10%), retail/commercial/office (5%), hospital (4%), recreation/open space (3%), or public/semi-public (3%). To confirm mixed-use development, a tracking chart will be provided with each Preliminary Site Plan and Final Site Plan submittal to show the gross percentage of land area that is dedicated to each land use type noted above.

15. All structures over 3-stories that are adjacent to/directly across the street from single-family residential zoning districts shall meet the requirements of Section 401.5, requiring an additional 20-foot setback per floor over three floors.

16. The total number of required parking spaces will be determined at the time of Preliminary Site Plan and Final Site Plan submittal. However, prior to Preliminary Site Plan and Final Site Plan approvals, a parking analysis shall be provided by the applicant to justify the reduction in required parking.

17. Prior to Preliminary and Final Site Plan approvals, compliance with Section 531.24.A. shall be demonstrated. All applicable state or federal permits shall be obtained before commencement of the development of the private helistop.

18. Prior to Preliminary and Final Site Plan approvals, the applicant shall provide a roadway network, other than those shown on the Major Map Series of the Comprehensive Plan between the different proposed uses, or alternative vehicular and pedestrian access methods acceptable to the County.

19. The Final Site Plans for Phases I and III of the Project are compliant with the development standards of the North Central Overlay District. The approval of the amended General Development Plan by the adoption of this ordinance shall not constitute a modification of the North Central Overlay District standards, as approved for Phases I and III of the project.

20. At the time of Preliminary and Final Site Plan submittal, the hospital building shall be limited to a maximum of 6-stories. Renderings shall be provided to demonstrate substantial compliance with, or a superior alternative to Exhibit “D” of this Ordinance.

21. All applicable state or federal permits shall be obtained prior to commencement of development

B. Environmental:

1. There are 24.79 acres of jurisdictional wetland impacts being approved by the adoption of this ordinance.

2. A Conservation Easement for the areas defined as post-development jurisdictional wetlands, wetland buffers and upland preservation areas that will serve as wetland

mitigation areas shall be dedicated to the County prior to or concurrent with Final Plat approval or Certificate of Occupancy or Certificate of Completion issuance.

3. For landscape buffers adjacent to residential units, canopy trees shall be planted midway from the edge of the buffer (i.e. 10 feet in a 20-foot buffer or 25 feet in a 50-foot' buffer). Understory or columnar form trees may be planted within 15 feet of an accessory structure if, at time of Final Site Plan, it is determined that the species utilized are likely to minimize conflicts with accessory structures.

4. No lots shall be platted through post-development wetlands, wetland buffers, or upland preservation areas.

5. A Construction Water Quality Monitoring Program and proposed sampling locations are required to be included in the ESCP information on the Final Site Plan in accordance with Section 355 of the LDC.

6. A Well Management Plan for the proper protection and abandonment of existing wells shall be submitted to the County for review and approval prior to Final Site Plan approval. The Well Management Plan shall include the following information:

   - Digital photographs of the well along with nearby reference structures (if existing),
   - GPS coordinates (latitude/longitude) of the well,
   - The methodology used to secure the well during construction (e.g. fence, tape), and
   - The final disposition of the well - used, capped, or plugged.

7. Irrigation for landscaping shall use the lowest water quality source available, which shall be identified on the Final Site Plan. Use of Manatee County public potable water supply shall be prohibited.

8. The Final Site Plan(s) shall clearly delineate a minimum of 20.62 acres of Upland Preservation. The exact location and configuration of the required Upland Preservation areas shall be consistent with those areas identified on the Native Upland Habitat Preservation Exhibit of the General Development Plan set, and shall be approved with the Final Site Plan(s). Upland Preservation areas may be reconfigured with the Final Site Plan provided that the overall acreage, general location, and quality of preserved habitat remain consistent to those shown on the Native Upland Habitat Preservation Exhibit, contained in the General Development Plan.

9. The developer shall provide an updated study consistent with Policy 3.3.2.1 of the Comprehensive Plan for threatened and endangered plant and animal species prior to Final Site Plan approval. A Management Plan, approved by the appropriate State or Federal agency, shall be provided to the County for any listed species found on-site prior to Final Site Plan approval.

10. Roadway buffers in Phase II, and adjacent to non-residential uses shall be planted as follows:
    - Three Canopy Trees per 100 linear feet
    - Three-inch caliper as measured 6 inches from the base of the tree, 12 feet in height, 5-foot spread.
    - Thirty-three shrubs per 100 linear feet

- Thirty inches at time of planting.
- Buffers shall be planted in an informal, staggered arrangement.
- Buffers shall be entirely planted prior to Certificate of Occupancy

11. To support the mixed-use form of development in Phase 2, if alternative locations for vehicle use area buffer and/or perimeter screening buffer are proposed with a specific Final Site Plan, a tracking mechanism that is found to be acceptable to staff will be used to demonstrate compliance with the LDC.

C. Stormwater Engineering:

1. Pursuant to Section 801 and 802 of the Land Development Code and Code of Federal Regulations (CFR), Title 44, Section 60.3, the subsequent Final Site Plan and Construction Plan submittal(s) and associated Drainage Modeling shall demonstrate that no adverse impacts will be created to neighboring properties surrounding the site with respect to proposed impacts to the County FEMA 1% annual chance flood hazard area delineation pursuant to the Buffalo Canal/Frog Creek, Gamble Creek Watershed, and Little Manatee River Watershed Management Plan, and post-development discharge of runoff.

2. Pursuant to Section 801 Land Development Code, Manatee County Floodplain Ordinance (Chapter 2-10 – Drainage and Flood Control, or as amended), and Code of Federal Regulations (CFR), Title 44, Section 60.3, the Construction Plan and associated Drainage Modeling shall demonstrate that no adverse impacts will be created to neighboring properties surrounding the site with respect post-development discharge of runoff. The following storm frequency events, corresponding cumulative rainfall, and rainfall distribution shall be provided as a comparison of the existing pre-development condition versus the proposed post-development development conditions:

   NOAA Atlas rainfall data shall be used for stormwater modeling (This applies to PDR /PDC projects).

Storm Frequency	Cumulative Rainfall	Rainfall Distribution
2.33-year/24-hour	4.5 inches	FLMOD
10-year/24-hour	NOAA Atlas 14	FLMOD
25-year/24-hour	NOAA Atlas 14	FLMOD
50-year/24-hour	NOAA Atlas 14	FLMOD
100-year/24-hour	NOAA Atlas 14	FLMOD
/100-year/72-hour	18 inches	FDOT-72

   50-year storm event modeling applies to throughfare drainage systems only.

   The comparison of existing pre-development condition versus the proposed post-development development condition shall include results in terms of runoff and staging. Drainage Modeling (utilizing best available information from Buffalo Creek/Frog Creek, Gamble Creek Watershed, and Little Manatee River Watershed Management Plan) shall be submitted to demonstrate compliance prior to commencement of construction.

3. Any fill within the FEMA 1% annual chance flood hazard area as delineated by the Buffalo Cana/Frog Creek, Gamble Creek Watershed, and Little Manatee River Watershed Management Plan (WMP) shall be compensated by the creation of an equal or greater storage volume above seasonal high-water table. FEMA 1% annual chance flood hazard area compensation shall be compensated in sole use compensation areas, not dual use facilities (i.e., stormwater attenuation and floodplain compensation). Alternatively, the applicant can submit drainage modeling utilizing the Buffalo Canal/Frog Creek, Gamble Creek Watershed, and Little Manatee River Watershed Management Plan (submitted for review to the Public Works Department with the Construction Plan submittal) to demonstrate no adverse drainage impacts for the mean annual, 10-year, 25-year, and 100-year design storm events to a no-rise condition.

   NOAA Atlas 14 rainfall data shall be used for stormwater modeling. (This applies to PDR/PDC projects).

Storm Frequency	Cumulative Rainfall	Rainfall Distribution
2.33-year/24-hour	4.5 inches	FLMOD
10-year/24-hour	NOAA Atlas 14	FLMOD
25-year/24-hour	NOAA Atlas 14	FLMOD
50-year/24 hour	NOAA Atlas 14	FLMOD
100-year/24-hour	NOAA Atlas 14	FLMOD
100-year/72-hour	18 inches	FDOT-72

4. This project shall be required to reduce the calculated pre-development flow rate by a full fifty percent (50%) for all stormwater outfall flow directly or indirectly into Buffalo Canal/Frog Creek, Gamble Creek Watershed, and Little Manatee River Watershed. Modeling shall be used to determine pre- and post- development flows.

5. The Engineer of Record (EOR) shall submit drainage modeling to demonstrate the allowable pre-development rate of discharge has been reduced by 50% for Gamble Creek and Buffalo Canal Watersheds.

6. The project shall be required to provide 150% water quality treatment for Evers Reservoir.

7. Any fill within the FEMA 1% annual chance flood hazard area derived from the FEMA FIRM shall be compensated by the creation of an equal or greater storage volume above seasonal high-water table. The FEMA 1% annual chance flood hazard area shall be compensated in sole use compensation areas, not dual use facilities (i.e., stormwater attenuation and floodplain compensation). Alternatively, the applicant can utilize drainage modeling (submitted for review to the Public Works Department with the Construction Plan submittal) to demonstrate no adverse drainage impacts to a no-rise condition.

8. A Drainage Easement shall be dedicated to Manatee County and be shown on the Final Site Plan for the existing ditch along the southern and eastern property line within the project boundaries. In addition, a Drainage-Maintenance Access Easement shall be provided along the top-of-bank of the system. Manatee County is only responsible for maintaining the free flow of drainage through these systems.

D. Development Review:

1. Connection to the County wastewater system is required pursuant to the Manatee County Comprehensive Plan. The cost of connection, including the design, permitting, and construction of off-site extensions of lines, shall be the responsibility of the Applicant. Such off-site extension shall be designed and constructed in accordance with the County's Wastewater System Master Plan. The connection shall be designed, engineered, and permitted by the Applicant consistent with Manatee County Public Works Standards and approved by the County Engineer through the construction plans review process for the project.

E. Park and Natural Resources:

1. This project is within the "Villages of Amazon South Large Project". A Surface and Ground Water monitoring plan for this development is required to address sections 321.1(C)6-9 of the Manatee County Land Development Code prior to groundbreaking activities.

F. Concurrency:

1. The Land Use Equivalency Matrix below allows the developer variations in the quantity of approved land uses without the requirement to analyze such modifications through a modification to the General Development Plan. The conversion formulas presented below are based on gross p.m. peak hour trip generation factors.

2. In seeking approval of a specific Land Use Exchange, any changes in the number and/or type of dwelling units that cause an increase in the projected number of students shall be subject to review and approval of a School concurrency Analysis and issuance of a CLOS. The Developer shall also prepare a request that demonstrates that the impacts generated by the revised land use mix will not exceed the impacts for transportation, potable water, sanitary sewer, solid waste disposal, mass transit, drainage, school facilities, and parks and recreation, which have been approved and authorized in the Certificate of Level of Service Compliance (CLOS). The Planning Director shall administratively review and approve all land use exchanges utilizing the LUEM.

3. An application for a Land Use Exchange must include a tracking chart. Staff shall be provided a revised Land Use and Phasing Schedule and a reallocation of square footage or residential units. Each proposal for a land use exchange and revised General Development Plan shall be reviewed for compliance with the provisions of this Development Order, the Manatee County Land Development Code, and the Manatee County Comprehensive Plan.

4. Upon application of LUEM, an updated land use tracking table indicating the exchange of units or square footage and corresponding increase or decrease of total unit counts and/or square footage by land use type shall be provided. For mixed-use developments, traffic assignments at project driveways need to be re-evaluated in detail.

    i. Upon application of Land Use Equivalence Matrix (LUEM), an updated land use tracking table indicating the exchange of units or square footage and corresponding increase or decrease of total unit counts and/or square footage by

land use type shall be provided. For mixed-use developments, traffic assignment at project driveways shall be re-evaluated in detail.

5. The applicant must apply for a modification to the CLOS and if the proposed Land Use Exchange results in impacts more than those previously approved, the applicant may be granted approval for that excess on if, and when, capacity is available. However, reapplication shall not cause the applicant to lose the capacity already approved for the Project.

6. If the request for a Land Use Exchange is approved, a modified CLOS shall be issued to replace the previously approved CLOS. Any modification to the CLOS shall not extend the time for which such capacity is reserved, pursuant to the CLOS. At the time of Final Site Plan approval, potable water, wastewater treatment and schools shall be also analyzed, and a CLOS will be issued for those concurrency components.

Section 3. SPECIFIC APPROVAL. Specific Approval is hereby granted for alternatives to Land Development Code Sections: 1) 701.3.A.7, relocating the vegetation required for the vehicle use area in another area of the site, and 2) 701.4.B.3, relocating the vegetation required for the screening buffers between the Village Center and Residential Neighborhood in another area of the site.

Section 4. AMENDMENT OF THE OFFICIAL ZONING ATLAS. The Official Zoning Atlas of Manatee County (Ordinance No. 15-17, the Manatee County Land Development Code) is hereby amended by changing the zoning district classification of the property described in Exhibit “A”, incorporated by reference herein, to add 35.53 acres to a 1,032.23 acre site zoned Planned Development Mixed Use (PDMU) providing for the rezone of the added potion of approximately 35.53 acres from General Agriculture (A) and Suburban Agriculture (A-1) to Planned Development Mixed Use (PDMU) Zoning District, and the Clerk of the Circuit Court, as Clerk to the Board of County Commissioners, as well as the Development Services Department, are hereby instructed to cause such amendment to the Official Zoning Atlas.

Section 5. SEVERABILITY. If any section, sentence, clause, or other provision of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such section, sentence, clause, or provision shall be deemed severable, and such invalidity or unconstitutionality shall not be construed as to render invalid or unconstitutional the remaining sections, sentences, clauses, or provisions of this Ordinance.

Section 6. CODIFICATION. Pursuant to § 125.68(1), Florida Statutes, this ordinance is not required to be codified. Therefore, the Clerk shall not transmit the ordinance for codification.

Section 7. STATE AND FEDERAL PERMITTING. The issuance of the local development permit by the County shall not create any liability on the part of the County in the event the applicant fails to obtain the required state or federal agency approvals or permits or fails to fulfill the obligations imposed by any state or federal agency or undertakes actions that result in a violation of state or federal law.

Section 8. EFFECTIVE DATE. This ordinance shall take effect immediately upon filing with the Office of the Secretary of State, Florida Department of State.

PASSED AND DULY ADOPTED, by the Board of County Commissioners of Manatee County, Florida on the 21st day of May 2026.

BOARD OF COUNTY COMMISISONERS OF MANATEE COUNTY, FLORIDA.

BY: _____
Chairperson

ATTEST: ANGELINA COLONNESO
Clerk of the Circuit Court

BY: _____

Deputy Clerk

Exhibit "A"

LEGAL DESCRIPTION

PARCELS A3 AND A4

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 16, 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, SAME BEING THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID WEST LINE, NORTH 00°08'15" EAST A DISTANCE OF 1,244.00 FEET; THENCE SOUTH 87°03'06" EAST, A DISTANCE OF 3,097.80 FEET; THENCE NORTH 00°49'44" EAST, A DISTANCE OF 470.00 FEET; THENCE SOUTH 89°49'04" EAST, A DISTANCE OF 2,293.32 FEET; THENCE NORTH 00°35'38" EAST, A DISTANCE OF 2,383.98 FEET; THENCE SOUTH 89°43'15" EAST, A DISTANCE OF 889.63 FEET; THENCE SOUTH 00°11'16" WEST, A DISTANCE OF 383.27 FEET; THENCE SOUTH 68°30'43" EAST, A DISTANCE OF 1,332.96 FEET; THENCE NORTH 27°47'24" EAST, A DISTANCE OF 1,049.93 FEET; THENCE SOUTH 89°59'54" EAST, A DISTANCE OF 4,022.59 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE SOUTH 36°06'04" WEST, ALONG SAID NORTHWEST RIGHT-OF-WAY, A DISTANCE OF 4,285.76 FEET TO THE POINT OF INTERSECTION WITH A NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG NORTHERLY AND WESTERLY LINES OF SAID CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 2207, PAGE 6256 THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 08°36'03" WEST, A DISTANCE OF 47.56 FEET; (2) NORTH 20°23'31" WEST, A DISTANCE OF 18.86 FEET; (3) NORTH 46°10'58" WEST, A DISTANCE OF 39.52 FEET; (4) NORTH 75°36'36" WEST, A DISTANCE OF 14.84 FEET; (5) NORTH 54°56'49" WEST, A DISTANCE OF 23.51 FEET; (6) SOUTH 88°03'46" WEST, A DISTANCE OF 11.96 FEET; (7) NORTH 82°06'14" WEST, A DISTANCE OF 29.71 FEET; (8) NORTH 69°38'08" WEST, A DISTANCE OF 48.16 FEET; (9) NORTH 73°32'48" WEST, A DISTANCE OF 65.00 FEET; (10) SOUTH 36°06'04" WEST, A DISTANCE OF 670.70 FEET; (11) SOUTH 00°02'24" WEST, A DISTANCE OF 211.48 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE SOUTH 89°52'24" WEST, ALONG SAID NORTH LINE, A

DISTANCE OF 87.31 FEET TO THE POINT OF INTERSECTION WITH THE EAST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE EAST, NORTH AND WEST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) NORTH 00°16'21" EAST, A DISTANCE OF 35.18 FEET; (2) NORTH 89°43'39" WEST, A DISTANCE OF 60.00 FEET; (3) SOUTH 00°16'21" WEST, A DISTANCE OF 35.72 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 808.88 FEET; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 1,041.18 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 89°38'03" WEST, A DISTANCE OF 559.61 FEET; (2) NORTH 89°53'47" WEST, A DISTANCE OF 1,363.90 FEET; (3) NORTH 89°10'24" WEST, A DISTANCE OF 187.95 FEET; (4) NORTH 89°39'17" WEST, A DISTANCE OF 1,729.20 FEET; THENCE NORTH 00°51'43" EAST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°32'06" WEST, A DISTANCE OF 674.93 FEET; (2) NORTH 89°30'19" WEST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°39'04" WEST, A DISTANCE OF 2.97 FEET TO THE POINT OF BEGINNING.

CONTAINING 623.25 ACRES.

<u>PARCELS A1 AND A2 (NORTH)</u>

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 17 AND 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE NORTH 00°08'15" EAST, ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.75 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 225 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING THREE (3) COURSES: (1) NORTH 89°39'04" EAST, A DISTANCE OF 2.97 FEET; (2) SOUTH 89°30'19" EAST, A DISTANCE OF 2,402.18 FEET; (3) SOUTH 89°32'06" EAST, A DISTANCE OF 674.93 FEET; THENCE SOUTH 00°51'43" WEST, A DISTANCE OF 54.26 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A GAS LINE EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 1681, PAGE 230 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING FOUR (4)

COURSES: (1) SOUTH 89°39'17" EAST, A DISTANCE OF 1,729.20 FEET; (2) SOUTH 89°10'24" EAST, A DISTANCE OF 187.95 FEET; (3) SOUTH 89°53'47" EAST, A DISTANCE OF 1,363.90 FEET; (4) SOUTH 89°38'03" EAST, A DISTANCE OF 559.61 FEET TO THE POINT OF INTERSECTION WITH THE NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 650, PAGE 592 AND OFFICIAL RECORDS BOOK 669, PAGE 745, BOTH OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 1,041.18 FEET; (2) NORTH 89°51'05" EAST, A DISTANCE OF 808.88 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG THE WEST, SOUTH AND EAST LINES OF SAID CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 1767, PAGE 4886 THE FOLLOWING THREE (3) COURSES: (1) SOUTH 00°16'21" WEST, A DISTANCE OF 99.28 FEET; (2) SOUTH 89°43'39" EAST, A DISTANCE OF 60.00 FEET; (3) NORTH 00°16'21" EAST, A DISTANCE OF 99.82 FEET TO THE POINT OF INTERSECTION WITH SAID NORTH LINE OF A FLORIDA POWER & LIGHT COMPANY EASEMENT; THENCE NORTH 89°52'24" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 266.21 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°06'04" WEST, A DISTANCE OF 472.47 FEET; (2) SOUTH 36°04'54" WEST, A DISTANCE OF 345.85 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST; THENCE ALONG SAID SOUTH LINE OF SECTION 17 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 89°51'05" WEST, A DISTANCE OF 648.05 FEET TO THE SOUTH 1/4 CORNER OF SAID SECTION 17; (2) SOUTH 89°17'06" WEST, A DISTANCE OF 2,668.97 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 18; THENCE NORTH 89°08'38" WEST, ALONG THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 5,299.33 FEET TO THE POINT OF BEGINNING.

CONTAINING 138.95 ACRES.

PARCELS A1 AND A2 (SOUTH)

(PREPARED BY KING ENGINEERING ASSOCIATES, INC.)

A PARCEL OF LAND LYING IN SECTIONS 19 AND 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 19, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY FLORIDA; THENCE SOUTH 89°08'38" EAST, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 5,299.33 FEET TO THE NORTHEAST CORNER OF SAID SECTION 19; THENCE ALONG THE NORTH LINE OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST THE FOLLOWING TWO (2) COURSES: (1) NORTH 89°17'06" EAST, A DISTANCE OF 2,668.97 FEET TO THE NORTH

1/4 CORNER OF SAID SECTION 20; (2) NORTH 89°51'05" EAST, A DISTANCE OF 648.05 FEET TO THE POINT OF INTERSECTION WITH THE NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) ACCORDING TO FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 1302-203; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY OF STATE ROAD 43 (US 301) THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°04'54" WEST, A DISTANCE OF 570.18 FEET TO THE POINT ON A NON-TANGENT CURVE TO THE LEFT; (2) SOUTHERLY 971.94 FEET ALONG THE ARC OF SAID CURVE, HAVING A RADIUS OF 1,977.86 FEET, A CENTRAL ANGLE OF 28°09'21", AND A CHORD BEARING AND DISTANCE OF SOUTH 22°01'42" WEST 962.19 FEET; THENCE NORTH 89°26'34" WEST, A DISTANCE OF 1,282.99 FEET; THENCE SOUTH 00°06'08" EAST, A DISTANCE OF 1,300.10 FEET TO THE POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY OF MOCCASIN WALLOW ROAD ACCORDING TO ROAD PLAT BOOK 4, PAGE 153 OF THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY THE FOLLOWING FIVE (5) COURSES: (1) NORTH 88°54'18" WEST, A DISTANCE OF 1,334.91 FEET; (2) NORTH 89°08'58" WEST, A DISTANCE OF 2,271.84 FEET; (3) NORTH 89°07'49" WEST, A DISTANCE OF 328.34 FEET; (4) NORTH 89°07'50" WEST, A DISTANCE OF 2,693.55 FEET; (5) NORTH 88°01'42" WEST, A DISTANCE OF 16.92 FEET TO THE POINT OF INTERSECTION WITH THE WEST LINE OF SAID SECTION 19; THENCE NORTH 00°08'36" EAST, ALONG SAID WEST LINE OF SECTION 19, A DISTANCE OF 2,578.91 FEET TO THE POINT OF BEGINNING.

CONTAINING 441.63 ACRES.

LESS AND EXCEPT:

<u>PORTION OF A3 AND A4</u>

DESCRIPTION (PREPARED BY STANTEC CONSULTING SERVICES INC.):

A TRACT OF LAND BEING PORTIONS OF BLOCKS 2 AND 3, SECTION 17, TOWNSHIP 33 SOUTH, RANGE 19 EAST, AND BLOCKS 1, 3 AND 4, SECTION 18, TOWNSHIP 33 SOUTH, RANGE 19 EAST, ALL IN MANATEE RIVER FARMS, UNIT 1 AS RECORDED IN PLAT BOOK 6, PAGE 45, PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA, AND DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 18; THENCE N.00°07'49"E., ALONG THE WEST LINE OF SAID SECTION 18, A DISTANCE OF 700.71 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N.00°07'49"E., ALONG SAID WEST LINE OF SECTION 18, A DISTANCE OF 1,243.64 FEET; THENCE S.87°03'06"E., A DISTANCE OF 3,098.24 FEET; THENCE N.00°51'23"E., A DISTANCE OF 470.30 FEET; THENCE S.89°49'13"E., A DISTANCE OF 2,293.19 FEET; THENCE N.00°35'38"E., A DISTANCE OF 2,383.96 FEET; THENCE S.89°43'15"E., A DISTANCE OF 170.00 FEET TO THE NORTHWEST CORNER OF BROOKSTONE COMMUNITY DEVELOPMENT DISTRICT, RECORDED IN OFFICIAL RECORD BOOK 2607, PAGE 861 OF SAID PUBLIC RECORDS; THE FOLLOWING FOUR (4) CALLS ARE ALONG THE WESTERLY LINE OF SAID BROOKSTONE COMMUNITY DEVELOPMENT DISTRICT; (1) THENCE S.00°35'38"W., A

DISTANCE OF 2,551.98 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 795.00 FEET AND A CENTRAL ANGLE OF 48°08'26"; (2) THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 667.97 FEET TO THE POINT OF TANGENCY OF SAID CURVE; (3) THENCE S.48°44'04"W., A DISTANCE OF 213.94 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT HAVING A RADIUS OF 1,355.00 FEET AND A CENTRAL ANGLE OF 36°48'01"; (4) THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 870.29 FEET TO A POINT ON THE NORTHERLY LINE OF FIELD STONE COMMUNITY DEVELOPMENT DISTRICT, RECORDED IN OFFICIAL RECORD BOOK 2564, PAGE 6898 OF SAID PUBLIC RECORDS; THE FOLLOWING FIVE (5) CALLS ARE ALONG SAID NORTHERLY LINE; (1) THENCE N.89°39'17"W., A DISTANCE OF 1,622.48 FEET; (2) THENCE N.00°51'43"E., A DISTANCE OF 54.26 FEET; (3) THENCE N.89°32'06"W., A DISTANCE OF 674.93 FEET; (4) THENCE N.89°30'19"W., A DISTANCE OF 2,402.18 FEET; (5) THENCE S.89°39'04"W., A DISTANCE OF 3.35 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 7,474,870 SQUARE FEET OR 171.5994 ACRES, MORE OR LESS.

SE CORNER OF U.S 301 AND MOCASIN WALLOW RD. PARCEL

DESCRIPTION FROM TITLE COMMITMENT:

THAT PORTION OF THE REAL PROPERTY DESCRIBED BELOW LOCATED WEST OF U.S.301 AND NORTH OF MOCCASIN WALLOW ROAD, LESS ROAD RIGHT OF WAY:

THE S 1/2 OF NE 1/4 & SE 1/4 OF NW 1/4; LESS R/W FOR U S HWY 301; ALSO LESS RR R/W; ALSO LESS INST#202141163832 FOR R/W BEING DESC AS FOLLOWS: A TRACT OF LAND LYING IN SEC 20, TWN 33S, RNG 19E, MANATEE COUNTY, FL BEING A PORTION OF PREMISES DESC IN OR BK 1320 PG 57 PRMCF AND BEING MORE PARTICULARLY DESC AS FOLLOWS: COM AT THE NW CORN OF SECT 20; TH N 89 DEG 17 MIN 06 SEC E, ALG THE N LN OF THE NW 1/4 OF SD SEC 20, A DIST OF 2668.97 FT TP TJE ME CPR PF SD MW 1/4 OF SD SEC 20; TH N 89 DEG 51 MIN 05 SEC E ALG TH N LN OF THE NE 1/4 OF SD SEC 20, A DIST OF 648.05 FT TO THE NW R/W LN OF SR 43 (TAMIAMI TRL)(VARIABLE WIDTH PUBLIC R/W, FDOT SEC 1302-203, LOCALLY KNOWN AS US 301), TH FOLLOWING FOUR (4) CALLS ARE ALG SD NW R/W OF SR 43: (1) TH S 36 DEG 04 MIN 54 SEC W, A DIST OF 570.18 FT TO THE PC OF A CURVE TO THE LEFT, HAVING A RAD OF 1977.86 FT AND A C/A OF 36 DEG 07 MIN 21 SEC; (2) TH SLY ALG THE ARC OF SD CURVE, A DIST OF 1246.96 FT TO THE P.T. OF SD CURVE; (3) TH S 00 CEG 01 MIN 32 SEC E, A DIST OF 885.03 FT TO THE POB; (4) TH CONT S 00 DEG 01 MIN 32 SEC E, A DIST OF 133.56 FT, THE FOLLOWING NINE (9) CALLS ARE ALG THE N MAINTAINED R/W LN OF MOCCASIN WALLOW RD (PUBLIC R/W) REC IN RD PB 4 PG 153 PRMCF: (1) TH S 77 DEG 43 MIN 48 SEC W, A DIST OF 20.38 FT; (2) TH N 87 DEG 35 MIN 09 SEC W, A DIST OF 99.22 FT; (3) TH N 89 DEG 37 MIN 52 SEC W, A DIST OF 99.13 FEET; (4) TH N 89 DEG 14 MIN 49 SEC W, A DIST OF 413.65 FT; (5) TH N 88 DEG 52 MIN 31 SEC W, A DIST OF 89.43 FT; (6) TH N 89 DEG 25 MI 51 SEC W, A DIST OF 97.32 FT; (7) TH N 88 DEG 09 MIN 53 SEC W, A DIST OF 99.66 FT; (8) TH N 89 DEG 34 MIN 52 SEC W, A DIST OF 116.07 FEET; (9) TH N 89 DEG 17 MIN 06 SEC W, A DIST OF 227.21 FT TO THE WLY LN OF THE

SE 1/4 OF THE NW 1/4 OF SD SEC 20; TH N 00 DEG 09 MIN 24 SEC E., ALG SD WLY LN, A DIST OF 70.82 FT; TH S 88 DEG 57 MIN 09 SEC E., A DISTANCE OF 1190.94 FT TO THE PC OF A CURVE TO THE LEFT HAVING A RED OF 50 FT AND A C/A OF 45 DEG 17 MIN 58 SEC; TH ELY ALG THE ARC OF SD CURVE, A DIST OF 39.53 FT TO THE P.T. OF SD CURVE; TH N 45 DEG 44 MIN 53 SEC E, A DIST OF 27.20 FT TO THE PC OF A CURVE TO THE LEFT HAVING A RAD OF 50 FT AND A C/A OF 45 DEG 46 MIN 25 SEC; TH NELY ALG THE ARC OF SD CURVE, A DIST OF 39.94 FT TO THE POB.

ALSO DESCRIBED AS (AS PREPARED BY THE CERTIFYING SURVEYOR AND MAPPER):

A TRACT OF LAND LYING IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 20, TOWNSHIP 33 SOUTH, RANGE 19 EAST, MANATEE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID SECTION 20; THENCE N.89°17'06"E., ALONG THE NORTH LINE OF THE NORTHWEST 1/4 OF SAID SECTION 20, A DISTANCE OF 2,668.97 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 20; THENCE N.89°51'05"E., ALONG THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 20, A DISTANCE OF 648.05 FEET TO THE INTERSECTION OF THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 20 AND THE WESTERLY RIGHT-OF-WAY LINE OF U.S.301 (STATE ROAD 43, SECTION 1302-203, 200 FOOT WIDE PUBLIC RIGHT-OF-WAY); THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE FOR THE FOLLOWING TWO (2) CALLS: (1) THENCE S.36°04'54"W., A DISTANCE OF 571.88 FEET TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1,977.86 FEET AND A CENTRAL ANGLE OF 28°06'24"; (2) THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 970.25 FEET, SAID CURVE HAVING A CHORD BEARING AND DISTANCE OF S.22°00'13"W., 960.55 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE INTERSECTION OF THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 20 AND THE WEST RIGHT-OF-WAY LINE OF SAID STATE ROAD 43 (TAMIAMI TRAIL, ALSO BEING THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 1,977.86 FEET AND A CENTRAL ANGLE OF 07°58'33"; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE FOR THE FOLLOWING TWO (2) CALLS: (1) THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 275.33 FEET, SAID CURVE HAVING A CHORD BEARING AND DISTANCE OF S.03°57'45"W., 275.11 FEET; (2) THENCE S.00°00'32"W., A DISTANCE OF 885.97 FEET TO THE POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 45°46'25", SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF MOCCASIN WALLOW ROAD (VARIABLE WIDTH PUBLIC RIGHT-OF-WAY) AS RECORDED IN OFFICIAL RECORDS INSTRUMENT NUMBER 202141163832 IN THE PUBLIC RECORDS OF MANATEE COUNTY, FLORIDA; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE FOR THE FOLLOWING FOUR (4) CALLS: (1) THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 39.94 FEET, SAID CURVE HAVING A CHORD BEARING AND DISTANCE OF S.22°51'40"W. 38.89 FEET TO THE POINT OF TANGENCY OF SAID CURVE; (2) THENCE S.45°44'53"W., A DISTANCE OF 27.20 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 45°17'58"; (3) THENCE WESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 39.53 FEET TO THE

POINT OF TANGENCY OF SAID CURVE; (4) THENCE N.88°57'09"W., A DISTANCE OF 1,191.41 FEET TO A POINT ON THE WEST LINE OF THE ABOVEMENTIONED SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 20; THENCE N.00°06'08"W., ALONG SAID WEST LINE, A DISTANCE OF 1,220.12 FEET TO THE NORTHWEST CORNER OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4; THENCE S.89°26'34"E., ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHWEST 1/4, A DISTANCE OF 1,282.99 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS 1,547,916 SQUARE FEET OR 35.5353 ACRES, MORE OR LESS.

TOTAL DESCRIBED PROPERTY CONTAINS 1,067.76 ACRES, MORE OR LESS.

EXHIBIT B

PDMU-18-06(G)(R2)

Land Use		PDR	PDO	PDC	PDRP	PDI	PDPI	PDW	PDMU	PDRV	PDMH	PDGC	PDA	PDEZ
AGRICULTURAL USES														
~~Agricultural Research Facilities~~	—	X	X	P	P	X	P	X	~~P~~	X	X	X	P	P
~~Agricultural Uses~~	531.1	~~P~~	P	~~P~~	P	P	P	P	~~P~~	P	P	X	P	P
~~Agricultural Products Processing Plants~~	531.1	X	X	X	X	P	X	X	~~P~~	X	X	X	P	P
~~Animal Products Processing Facility~~	531.1	X	X	X	X	P	X	X	~~SP~~	X	X	X	P	P
~~Short Term Agricultural Uses~~	531.1	P	X	P	X	X	X	X	~~P~~	X	X	X	P	P
~~Stables or Equestrian Centers: Private~~	531.1	P	X	X	X	X	X	X	~~P~~	P	P	X	P	X
~~Stables or Equestrian Centers: Public~~	531.1	X	X	~~P~~	X	X	P	X	~~P~~	X	X	X	P	X
~~Tree Farm~~	531.1	X	X	X	X	X	P	X	~~P~~	X	X	X	P	X
~~Animal Services (Wild and Exotic)~~	531.5	~~P~~	P	~~P~~	P	P	P	P	~~P~~	P	P	P	P	P
~~Breeding Facility (Non-Wild & Exotic)~~	531.8	X	X	P	P	P	P	X	~~P~~	X	X	X	P	X
~~Farming Service Establishments~~	531.18	X	X	P	X	X	X	X	~~P~~	X	X	X	P	P
Farm Worker Housing	531.19	X	X	X	X	X	X	X	X	X	X	X	X	X
Pet Service (Kennel) Establishments	531.38	X	X	P	P	X	X	X	P	X	X	X	P	X
Sawmills	531.1	X	X	X	X	P	X	X	P	X	X	X	X	P

~~Slaughterhouses~~	531.1	X	X	X	X	P	X	X	~~P~~	X	X	X	X	X
~~Stockyards and Feedlots~~[4]	531.1	X	X	X	X	P	P	X	~~P~~	X	X	X	X	X
Veterinary Hospitals	531.58	X	X	P	X	P	P	X	P	X	X	X	X	X
COMMERCIAL - RETAIL														
Alcoholic Beverage Establishment	531.4	X	X	SP	X	SP	X	SP	SP	X	X	X	X	X
Alcoholic Beverage Establishment - 2 COP License	531.4	X	X	P	X	X	X	X	P	X	X	X	X	X
Auction Houses, Enclosed	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Auction Houses, Open	531.6	X	X	P	X	P	X	X	P	X	X	X	X	X
Building Materials Sales Establishment	531.9	X	X	P	X	X	X	X	P	X	X	X	X	X
Lumberyard	531.9	X	X	X	X	P	X	X	P	X	X	X	X	P
Drive-Through Establishments	531.16	X	X	P	P	P	X	X	P	X	X	X	X	P
Gas Pumps	531.51	X	X	P	P	P	P	P	P	P	X	X	X	P
~~Recreational Vehicle/Mobile Home Sales, Rental & Leasing~~	531.43	X	X	P	X	X	X	X	~~P~~	P	X	X	X	X
Restaurant	531.48	X	P	P	P	P	X	P	P	X	X	X	X	P
Retail Sales, Neighborhood Convenience	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X

Medical Marijuana Treatment Center Dispensing Facility	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X
Retail Sales, General	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X
Service Station	531.51	X	X	P	X	P	X	X	P	X	X	X	X	P
~~Vehicle Sales, Rental, Leasing~~	531.57	X	X	P	X	P	X	X	~~P~~	X	X	X	X	X
COMMERCIAL - SERVICES														
Bed and Breakfast	531.7	P	X	P	X	X	X	P	P	X	X	X	P	X
Business Services	—	X	P	P	P	P	P	X	P	X	X	X	X	X
Printing, Medium	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Printing, Small	—	X	P	P	X	P	X	X	P	X	X	X	X	X
Car Wash: Full Service	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Car Wash: Incidental	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Car Wash: Self-Service	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Clinics	—	X	P	P	X	X	P	X	P	X	X	X	X	X
Equipment sales, rental, leasing, storing and repair - heavy	531.18	X	X	P	X	P	X	X	P	X	X	X	X	P
Construction equipment	531.18	X	X	P	X	P	P	X	P	X	X	X	X	X
Equipment sales, rental, leasing, storing and repair - light	—	X	X	P	X	P	X	X	P	X	X	X	X	

Food Catering Service Establishment	531.21	X	X	P	X	P	X	X	P	X	X	X	X	X
Free Standing Emergency Department (FSED)[5]	531.62	X	X	~~P~~	X	X	X	X	P	X	X	X	X	X
Funeral Chapel	531.22	P	P	P	X	X	X	X	P	X	X	X	P	X
Funeral Home	531.22	X	P	P	X	X	X	X	P	X	X	X	X	X
Hospital[1]		X	X	X	X	X	P	X	P	X	X	X	X	X
Intensive Services: Exterminating and Pest Control	531.26	X	X	X	X	X	X	X	P	P	X	P	X	P
Intensive Services: Printing, Heavy	—	X	X	X	X	P	X	X	X	X	X	X	X	P
Intensive Services: Industrial Service Establishment	531.26	X	X	P	P	P	X	X	P	X	X	X	X	P
Intensive Services: Sign Painting Service	531.26	X	X	P	X	P	P	X	P	X	X	X	X	X
Intensive Services: Taxi-Cab, Limousine Service	531.26	X	X	P	X	P	X	X	P	X	X	X	X	X
Intensive Services: All others	531.26	X	X	P	X	P	P	X	P	X	X	X	X	P
Laboratories, Medical and Dental	—	X	P	P	P	P	P	X	P	X	X	X	X	X
Lodging Places: Boarding House	531.28	P	X	X	X	X	X	X	P	X	X	X	X	X
Lodging Places: Boatel	531.28	X	X	X	X	X	X	P	P	X	X	X	X	X

Lodging Places: Dormitories	531.28	P	X	X	X	X	P	X	P	X	X	X	X	X
Lodging Places: Hospital Guest House	531.28	X	X	P	X	X	P	X	P	X	X	X	X	X
Lodging Places: Hotel/motel	531.28	X	X	P	P	P[2]	P	P	P	X	X	X	X	P
Office, Medical or Professional	531.61	P	P	P	P	P	P	P	P	P	X	X	X	X
Miscellaneous Services: Office	—	X	P	P	P	P	P	P	P	X	X	X	P	X
Banking: Bank	—	X	P	P	P	P	X	X	P	X	X	X	X	X
Banking: Bank/Drive-through	531.16	X	P	P	P	P	X	X	P	X	X	X	X	P
Personal Service Establishment	—	P	P	P	P	P	P	X	P	P	P	X	P	X
Dry Cleaners: General	—	X	P[3]	P	P[3]	P	P	X	P	X	X	X	X	X
Dry Cleaners: Pick-up	—	X	P	P	P	P	P	X	P	X	X	X	P	P
Rental Service Establishment	—	X	X	P	P	P	X	X	P	X	X	X	X	
Repair Service Establishment	—	X	X	P	P	X	P	X	P	X	X	X	X	X
~~Recreational Vehicle Parks and Subdivisions~~	531.42	X	X	~~P~~	X	X	X	X	~~P~~	P	X	X	X	X
Rehabilitation Center	531.44	P	P	P	P	P	P	P	P	P	P	X	P	X
Vehicle Repair: Major	531.56	X	X	P	X	P	X	X	P	X	X	X	X	P

Vehicle Repair: Community Serving	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Vehicle Repair: Neighborhood Serving	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Veterinary Clinic	531.58	X	P	P	P	X	X	X	P	X	X	X	P	X
Wholesale Trade Establishment		X	X	P	P	P	X	X	P	X	X	X	X	X
INDUSTRIAL														
Asphalt/Concrete Processing, Manufacturing, or Recycling Plants[4]	—	X	X	X	X	P	X	X	X	X	X	X	X	X
~~Industrial, Heavy~~	531.25	X	X	X	X	P	X	X	~~P~~	X	X	X	X	P
Firework/Sparkler Manufacture	531.25	X	X	X	X	P	X	X	X	X	X	X	X	X
Industrial, Light	531.25	X	X	X	P	P	P	X	P	X	X	X	X	P
Research and Development Activities	—	X	X	X	P	P	P	X	P	X	X	X	X	P
COMMUNITY SERVICE USES														
Civic, Social, and Fraternal Organizations/Clubs	531.14	P/SP	P	X	X	X	X	P	P	P	P	X	P	X
~~Correctional Facilities: Community~~	—	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Correctional Facilities: Major~~	—	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
Cultural Facilities	531.15	P	P	P	P	P	P	P	P	X	X	X	P	P

Emergency Shelters	531.44	P	P	P	X	X	X	P	P	X	P	X	P	X
Emergency Shelter Home	531.44	P	P	P	X	X	X	P	P	X	P	X	P	X
Personal Wireless Service Facilities	531.37	See Section 531.37												
Public Community Uses	531.39	P	P	P	P	P	P	P	P	P	P	X	P	P
Public Use Facilities	531.4	P	P	P	P	P	P	P	P	P	P	X	P	P
Post Offices	—	P	P	P	P	P	P	P	P	P	P	X	P	P
Radio, TV, Communications, Microwave Facilities	—	X	X	P	P	P	P	X	P	X	X	X	X	P
Utility Use	531.54	P	P	P	P	P	P	P	P	P	P	P	P	P
Alternative Energy Generation Facility	531.54	X	X	X	X	P	P	X	X	X	X	X	X	P
Utility Use, Heavy	531.54	X	X	X	X	P	X	X	P	X	X	X	X	X
MISCELLANEOUS USES														
Flea Markets: Enclosed	531.2	X	X	P	X	X	X	X	P	X	X	X	X	X
Flea Markets: Open	531.2	X	X	P	X	X	X	X	P	X	X	X	X	X
Intensive Services: Towing Service and Storage Establishment	531.26	X	X	P	X	P	X	X	P	X	X	X	X	P
Outdoor Advertising Signs	—	X	X	P	X	P	X	X	X	P	X	X	X	P
Outdoor Storage (Principal Use)	531.36	X	X	P	X	P	X	X	P	X	X	X	X	P

Parking, Commercial (Principal Use)	—	X	P	P	P	P	P	P	P	X	X	X	X	X
~~Sexually Oriented Businesses~~	531.52	See Section 531.52												
Water Dependent Uses	531.6	X	X	X	X	X	X	P	P	X	X	X	X	X
OPEN USE OF LAND - LIGHT														
~~Cemetery: Human and Pet~~	~~531.11~~	~~X~~	~~X~~	~~P~~	~~X~~	~~X~~	~~P~~	~~X~~	~~P~~	X	X	X	X	X
Earthmoving, Minor	702	P	P	P	P	P	P	P	P	P	P	X	P	P
~~Game Preserve~~	—	X	X	~~P~~	X	X	P	X	~~P~~	X	X	X	X	X
OPEN USE OF LAND - HEAVY														
Earthmoving, Major	702	X	X	X	X	X	X	X	X	X	X	X	X	P
~~Junkyards~~	531.27	X	X	X	X	X	X	X	~~P~~	X	X	X	X	X
Mining	531.3	X	X	X	X	X	P	X	X	X	X	X	X	X
~~Solid Waste Management Facilities~~	531.53	X	X	~~P~~	X	P	P	X	~~P~~	X	X	X	X	X
Landfills	531.53	X	X	X	X	X	P	X	X	X	X	X	X	X
RECREATION USES														
Environmental Land Preserves, Public and Private	531.17	P	P	P	P	P	P	P	P	P	X	X	P	X
Recreation, High Intensity	531.41	X	X	P	X	X	P	P	P	X	X	X	X	X

Recreation, Low Intensity	531.41	P	P	P	P	P	P	P	P	P	P	P	P	X
Recreation, Medium Intensity	531.41	X	X	P	X	X	P	P	P	X	X	X	X	X
Recreation, Passive	531.41	P	P	P	P	P	P	P	P	P	P	P	P	P
Recreation, Rural	531.41	X	X	X	X	P	P	X	X	X	X	X	X	X
RESIDENTIAL USES														
Assisted Living Facility, Large[1]	531.45	P	P	P	X	X	P	X	P	X	X	X	P	X
Assisted Living Facility, Small[1]	531.45	P	P	P	X	X	P	X	P	X	X	X	P	X
~~Community Residential Homes~~	531.44	~~P~~	X	X	X	X	P	X	~~P~~	P	P	X	P	X
Group Housing	531.23	X	X	X	X	X	P	X	P	X	X	X	X	X
Mobile Homes, Individual	531.32	X	X	X	X	X	X	X	X	X	P	X	X	X
~~Mobile Home Parks~~	—	X	X	X	X	X	X	X	~~P~~	X	P	X	X	X
~~Mobile Home Subdivisions~~	—	X	X	X	X	X	X	X	~~P~~	X	P	X	X	X
Nursing Homes[1]	531.35	X	P	P	X	X	P	X	P	X	X	X	X	X
Recovery Home, Large	531.45	X	P	P	X	X	P	X	P	X	X	X	X	X
Recovery Home, Small	531.45	P	P	P	X	X	P	X	P	P	P	X	P	X
Residential Treatment Facilities	531.46	P	X	X	X	X	P	X	P	X	X	X	P	X
Residential Use: Duplexes	531.47	~~P~~	X	X	X	X	P	X	P	X	X	X	X	X
Residential Use: Multiple Family Dwellings	531.47	P	X	X	X	X	P	P	P	X	X	X	X	X

Residential Use: Single Family, Attached Dwellings (3 to 9 units)	531.47	~~P~~	X	X	X	X	P	P	P	X	X	X	X	X
Residential Use: Single Family, Detached Dwellings	531.47	~~P~~	X	X	X	X	P	P	P	X	X	X	P	X
Residential Use: Single Family, Semi-Detached Dwellings	531.47	~~P~~	X	X	X	X	P	X	P	X	X	X	X	X
Residential Use: Triplex and Quadruplex Dwellings (Multifamily, four (4) units maximum)	531.47	~~P~~	X	X	X	X	X	P	P	X	X	X	X	X
Residential Use: Waterfront Structures (Residential)	531.47	~~P~~	X	X	X	X	X	P	P	P	P	X	P	X
Residential Use: Waterfront Structures, Multi-Family	531.47	P	X	X	X	X	X	P	P	X	X	X	P	X
RESIDENTIAL SUPPORT USES														
Adult Day Care Center	—	P	P	P	X	X	X	P	P	X	P	X	P	X
Child Care Center, Accessory	531.12	P	P	P	P	P	P	P	P	P	P	X	P	P
Child Care Center, Large	531.12	P	P	P	P	P	P	X	P	X	X	X	P	X
Child Care Center, Small	531.12	P	P	P	X	P	P	X	P	P	P	X	P	X

Churches/Places of Worship	531.13	P	P	P	X	X	X	X	P	P	P	X	P	X
Environmental Education Facilities	—	P	X	X	X	X	P	X	P	X	X	X	P	X
Family Day Care Home	—	P	X	X	X	X	P	X	P	P	P	X	P	X
Schools, College/Universities	531.5	X	X	X	X	X	P	X	P	X	X	X	X	X
Schools, Elementary	531.5	P	P	X	P	X	P	X	P	X	X	X	P	X
Schools, High and Middle	531.5	P	P	X	P	X	P	X	P	X	X	X	P	X
Schools of Special Education	531.5	P	P	P	P	X	P	X	P	X	X	X	P	X
Schools, Public	531.5	P	P	P	P	P	P	P	P	P	P	P	P	P
TRANSPORTATION USES														
~~Aircraft Landing Field~~	531.2	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Airport, Commercial~~	531.3	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Airport, Private or Public~~	531.3	X	X	X	X	P	P	X	~~P~~	X	X	X	X	P
Bus and Train Passenger Station	—	P	X	P	P	P	P	X	P	X	X	X	P	P
~~Hazardous Waste Transfer Facility~~	—	X	X	X	X	P	P	X	~~P~~	X	X	X	X	X
Heliport	531.24	X	X	P	X	P	P	X	P	X	X	X	X	P
Helistop	531.24	P	P	P	P	P	P	P	P	X	X	X	P	P
Intensive Services: Motor Pool Facilities	531.26	X	X	X	X	P	P	X	P	X	X	X	X	P

Intermodal Terminal	—	X	X	X	X	P	P	X	P	X	X	X	X	P
Motor Freight Terminal/Maintenance	531.34	X	X	X	X	P	X	X	P	X	X	X	X	P
Bus RR/Maintenance Facility	531.34	X	X	X	X	P	P	X	P	X	X	X	X	X
Railroad Switching/Classification Yard	—	X	X	X	X	P	P	X	X	X	X	X	X	P
WAREHOUSING														
Mini Warehouses, Self-storage	531.31	X	X	P	X	P	X	X	P	X	X	X	X	X
Warehouses	531.59	X	X	X	P	P	P	X	P	X	X	X	P	P

P = Permitted (see Section 315); SP = Special Permit (see Section 316), P = Permitted, X = Not Permitted; P/SP = Administrative Permit required as specified in Chapter 3 or elsewhere in this Code.

[1] Acute medical facilities are not allowed within the Coastal Evacuation Area, as defined in the Comprehensive Plan.

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NOTES:

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- Uses may be further restricted or modified by the overlay district regulations.

EXHIBIT B

PDMU-18-06(G)(R2)

Land Use		PDR	PDO	PDC	PDRP	PDI	PDPI	PDW	PDMU	PDRV	PDMH	PDGC	PDA	PDEZ
AGRICULTURAL USES														
~~Agricultural Research Facilities~~	—	X	X	P	P	X	P	X	~~P~~	X	X	X	P	P
~~Agricultural Uses~~	531.1	~~P~~	P	~~P~~	P	P	P	P	~~P~~	P	P	X	P	P
~~Agricultural Products Processing Plants~~	531.1	X	X	X	X	P	X	X	~~P~~	X	X	X	P	P
~~Animal Products Processing Facility~~	531.1	X	X	X	X	P	X	X	~~SP~~	X	X	X	P	P
~~Short Term Agricultural Uses~~	531.1	P	X	P	X	X	X	X	~~P~~	X	X	X	P	P
~~Stables or Equestrian Centers: Private~~	531.1	P	X	X	X	X	X	X	~~P~~	P	P	X	P	X
~~Stables or Equestrian Centers: Public~~	531.1	X	X	~~P~~	X	X	P	X	~~P~~	X	X	X	P	X
~~Tree Farm~~	531.1	X	X	X	X	X	P	X	~~P~~	X	X	X	P	X
~~Animal Services (Wild and Exotic)~~	531.5	~~P~~	P	~~P~~	P	P	P	P	~~P~~	P	P	P	P	P
~~Breeding Facility (Non-Wild & Exotic)~~	531.8	X	X	P	P	P	P	X	~~P~~	X	X	X	P	X
~~Farming Service Establishments~~	531.18	X	X	P	X	X	X	X	~~P~~	X	X	X	P	P
Farm Worker Housing	531.19	X	X	X	X	X	X	X	X	X	X	X	X	X
Pet Service (Kennel) Establishments	531.38	X	X	P	P	X	X	X	P	X	X	X	P	X
Sawmills	531.1	X	X	X	X	P	X	X	P	X	X	X	X	P

~~Slaughterhouses~~	531.1	X	X	X	X	P	X	X	~~P~~	X	X	X	X	X
~~Stockyards and Feedlots~~[4]	531.1	X	X	X	X	P	P	X	~~P~~	X	X	X	X	X
Veterinary Hospitals	531.58	X	X	P	X	P	P	X	P	X	X	X	X	X
COMMERCIAL - RETAIL														
Alcoholic Beverage Establishment	531.4	X	X	SP	X	SP	X	SP	SP	X	X	X	X	X
Alcoholic Beverage Establishment - 2 COP License	531.4	X	X	P	X	X	X	X	P	X	X	X	X	X
Auction Houses, Enclosed	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Auction Houses, Open	531.6	X	X	P	X	P	X	X	P	X	X	X	X	X
Building Materials Sales Establishment	531.9	X	X	P	X	X	X	X	P	X	X	X	X	X
Lumberyard	531.9	X	X	X	X	P	X	X	P	X	X	X	X	P
Drive-Through Establishments	531.16	X	X	P	P	P	X	X	P	X	X	X	X	P
Gas Pumps	531.51	X	X	P	P	P	P	P	P	P	X	X	X	P
~~Recreational Vehicle/Mobile Home Sales, Rental & Leasing~~	531.43	X	X	P	X	X	X	X	~~P~~	P	X	X	X	X
Restaurant	531.48	X	P	P	P	P	X	P	P	X	X	X	X	P
Retail Sales, Neighborhood Convenience	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X

Medical Marijuana Treatment Center Dispensing Facility	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X
Retail Sales, General	531.49	X	P	P	P	P	X	P	P	P	P	X	P	X
Service Station	531.51	X	X	P	X	P	X	X	P	X	X	X	X	P
~~Vehicle Sales, Rental, Leasing~~	531.57	X	X	P	X	P	X	X	~~P~~	X	X	X	X	X
COMMERCIAL - SERVICES														
Bed and Breakfast	531.7	P	X	P	X	X	X	P	P	X	X	X	P	X
Business Services	—	X	P	P	P	P	P	X	P	X	X	X	X	X
Printing, Medium	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Printing, Small	—	X	P	P	X	P	X	X	P	X	X	X	X	X
Car Wash: Full Service	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Car Wash: Incidental	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Car Wash: Self-Service	531.1	X	X	P	X	P	P	X	P	X	X	X	X	X
Clinics	—	X	P	P	X	X	P	X	P	X	X	X	X	X
Equipment sales, rental, leasing, storing and repair - heavy	531.18	X	X	P	X	P	X	X	P	X	X	X	X	P
Construction equipment	531.18	X	X	P	X	P	P	X	P	X	X	X	X	X
Equipment sales, rental, leasing, storing and repair - light	—	X	X	P	X	P	X	X	P	X	X	X	X	

Food Catering Service Establishment	531.21	X	X	P	X	P	X	X	P	X	X	X	X	X
Free Standing Emergency Department (FSED)[5]	531.62	X	X	~~P~~	X	X	X	X	P	X	X	X	X	X
Funeral Chapel	531.22	P	P	P	X	X	X	X	P	X	X	X	P	X
Funeral Home	531.22	X	P	P	X	X	X	X	P	X	X	X	X	X
Hospital[1]		X	X	X	X	X	P	X	P	X	X	X	X	X
Intensive Services: Exterminating and Pest Control	531.26	X	X	X	X	X	X	X	P	P	X	P	X	P
Intensive Services: Printing, Heavy	—	X	X	X	X	P	X	X	X	X	X	X	X	P
Intensive Services: Industrial Service Establishment	531.26	X	X	P	P	P	X	X	P	X	X	X	X	P
Intensive Services: Sign Painting Service	531.26	X	X	P	X	P	P	X	P	X	X	X	X	X
Intensive Services: Taxi-Cab, Limousine Service	531.26	X	X	P	X	P	X	X	P	X	X	X	X	X
Intensive Services: All others	531.26	X	X	P	X	P	P	X	P	X	X	X	X	P
Laboratories, Medical and Dental	—	X	P	P	P	P	P	X	P	X	X	X	X	X
Lodging Places: Boarding House	531.28	P	X	X	X	X	X	X	P	X	X	X	X	X
Lodging Places: Boatel	531.28	X	X	X	X	X	X	P	P	X	X	X	X	X

Lodging Places: Dormitories	531.28	P	X	X	X	X	P	X	P	X	X	X	X	X
Lodging Places: Hospital Guest House	531.28	X	X	P	X	X	P	X	P	X	X	X	X	X
Lodging Places: Hotel/motel	531.28	X	X	P	P	P[2]	P	P	P	X	X	X	X	P
Office, Medical or Professional	531.61	P	P	P	P	P	P	P	P	P	X	X	X	X
Miscellaneous Services: Office	—	X	P	P	P	P	P	P	P	X	X	X	P	X
Banking: Bank	—	X	P	P	P	P	X	X	P	X	X	X	X	X
Banking: Bank/Drive-through	531.16	X	P	P	P	P	X	X	P	X	X	X	X	P
Personal Service Establishment	—	P	P	P	P	P	P	X	P	P	P	X	P	X
Dry Cleaners: General	—	X	P[3]	P	P[3]	P	P	X	P	X	X	X	X	X
Dry Cleaners: Pick-up	—	X	P	P	P	P	P	X	P	X	X	X	P	P
Rental Service Establishment	—	X	X	P	P	P	X	X	P	X	X	X	X	
Repair Service Establishment	—	X	X	P	P	X	P	X	P	X	X	X	X	X
~~Recreational Vehicle Parks and Subdivisions~~	531.42	X	X	~~P~~	X	X	X	X	~~P~~	P	X	X	X	X
Rehabilitation Center	531.44	P	P	P	P	P	P	P	P	P	P	X	P	X
Vehicle Repair: Major	531.56	X	X	P	X	P	X	X	P	X	X	X	X	P

Vehicle Repair: Community Serving	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Vehicle Repair: Neighborhood Serving	—	X	X	P	X	P	X	X	P	X	X	X	X	X
Veterinary Clinic	531.58	X	P	P	P	X	X	X	P	X	X	X	P	X
Wholesale Trade Establishment		X	X	P	P	P	X	X	P	X	X	X	X	X
INDUSTRIAL														
Asphalt/Concrete Processing, Manufacturing, or Recycling Plants[4]	—	X	X	X	X	P	X	X	X	X	X	X	X	X
~~Industrial, Heavy~~	531.25	X	X	X	X	P	X	X	~~P~~	X	X	X	X	P
Firework/Sparkler Manufacture	531.25	X	X	X	X	P	X	X	X	X	X	X	X	X
Industrial, Light	531.25	X	X	X	P	P	P	X	P	X	X	X	X	P
Research and Development Activities	—	X	X	X	P	P	P	X	P	X	X	X	X	P
COMMUNITY SERVICE USES														
Civic, Social, and Fraternal Organizations/Clubs	531.14	P/SP	P	X	X	X	X	P	P	P	P	X	P	X
~~Correctional Facilities: Community~~	—	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Correctional Facilities: Major~~	—	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
Cultural Facilities	531.15	P	P	P	P	P	P	P	P	X	X	X	P	P

Emergency Shelters	531.44	P	P	P	X	X	X	P	P	X	P	X	P	X
Emergency Shelter Home	531.44	P	P	P	X	X	X	P	P	X	P	X	P	X
Personal Wireless Service Facilities	531.37	See Section 531.37												
Public Community Uses	531.39	P	P	P	P	P	P	P	P	P	P	X	P	P
Public Use Facilities	531.4	P	P	P	P	P	P	P	P	P	P	X	P	P
Post Offices	—	P	P	P	P	P	P	P	P	P	P	X	P	P
Radio, TV, Communications, Microwave Facilities	—	X	X	P	P	P	P	X	P	X	X	X	X	P
Utility Use	531.54	P	P	P	P	P	P	P	P	P	P	P	P	P
Alternative Energy Generation Facility	531.54	X	X	X	X	P	P	X	X	X	X	X	X	P
Utility Use, Heavy	531.54	X	X	X	X	P	X	X	P	X	X	X	X	X
MISCELLANEOUS USES														
Flea Markets: Enclosed	531.2	X	X	P	X	X	X	X	P	X	X	X	X	X
Flea Markets: Open	531.2	X	X	P	X	X	X	X	P	X	X	X	X	X
Intensive Services: Towing Service and Storage Establishment	531.26	X	X	P	X	P	X	X	P	X	X	X	X	P
Outdoor Advertising Signs	—	X	X	P	X	P	X	X	X	P	X	X	X	P
Outdoor Storage (Principal Use)	531.36	X	X	P	X	P	X	X	P	X	X	X	X	P

Parking, Commercial (Principal Use)	—	X	P	P	P	P	P	P	P	X	X	X	X	X
~~Sexually Oriented Businesses~~	531.52	See Section 531.52												
Water Dependent Uses	531.6	X	X	X	X	X	X	P	P	X	X	X	X	X
OPEN USE OF LAND - LIGHT														
~~Cemetery: Human and Pet~~	~~531.11~~	~~X~~	~~X~~	~~P~~	~~X~~	~~X~~	~~P~~	~~X~~	~~P~~	X	X	X	X	X
Earthmoving, Minor	702	P	P	P	P	P	P	P	P	P	P	X	P	P
~~Game Preserve~~	—	X	X	~~P~~	X	X	P	X	~~P~~	X	X	X	X	X
OPEN USE OF LAND - HEAVY														
Earthmoving, Major	702	X	X	X	X	X	X	X	X	X	X	X	X	P
~~Junkyards~~	531.27	X	X	X	X	X	X	X	~~P~~	X	X	X	X	X
Mining	531.3	X	X	X	X	X	P	X	X	X	X	X	X	X
~~Solid Waste Management Facilities~~	531.53	X	X	~~P~~	X	P	P	X	~~P~~	X	X	X	X	X
Landfills	531.53	X	X	X	X	X	P	X	X	X	X	X	X	X
RECREATION USES														
Environmental Land Preserves, Public and Private	531.17	P	P	P	P	P	P	P	P	P	X	X	P	X
Recreation, High Intensity	531.41	X	X	P	X	X	P	P	P	X	X	X	X	X

Recreation, Low Intensity	531.41	P	P	P	P	P	P	P	P	P	P	P	P	X
Recreation, Medium Intensity	531.41	X	X	P	X	X	P	P	P	X	X	X	X	X
Recreation, Passive	531.41	P	P	P	P	P	P	P	P	P	P	P	P	P
Recreation, Rural	531.41	X	X	X	X	P	P	X	X	X	X	X	X	X
RESIDENTIAL USES														
Assisted Living Facility, Large[1]	531.45	P	P	P	X	X	P	X	P	X	X	X	P	X
Assisted Living Facility, Small[1]	531.45	P	P	P	X	X	P	X	P	X	X	X	P	X
~~Community Residential Homes~~	531.44	~~P~~	X	X	X	X	P	X	~~P~~	P	P	X	P	X
Group Housing	531.23	X	X	X	X	X	P	X	P	X	X	X	X	X
Mobile Homes, Individual	531.32	X	X	X	X	X	X	X	X	X	P	X	X	X
~~Mobile Home Parks~~	—	X	X	X	X	X	X	X	~~P~~	X	P	X	X	X
~~Mobile Home Subdivisions~~	—	X	X	X	X	X	X	X	~~P~~	X	P	X	X	X
Nursing Homes[1]	531.35	X	P	P	X	X	P	X	P	X	X	X	X	X
Recovery Home, Large	531.45	X	P	P	X	X	P	X	P	X	X	X	X	X
Recovery Home, Small	531.45	P	P	P	X	X	P	X	P	P	P	X	P	X
Residential Treatment Facilities	531.46	P	X	X	X	X	P	X	P	X	X	X	P	X
Residential Use: Duplexes	531.47	~~P~~	X	X	X	X	P	X	P	X	X	X	X	X
Residential Use: Multiple Family Dwellings	531.47	P	X	X	X	X	P	P	P	X	X	X	X	X

Residential Use: Single Family, Attached Dwellings (3 to 9 units)	531.47	~~P~~	X	X	X	X	P	P	P	X	X	X	X	X
Residential Use: Single Family, Detached Dwellings	531.47	~~P~~	X	X	X	X	P	P	P	X	X	X	P	X
Residential Use: Single Family, Semi-Detached Dwellings	531.47	~~P~~	X	X	X	X	P	X	P	X	X	X	X	X
Residential Use: Triplex and Quadruplex Dwellings (Multifamily, four (4) units maximum)	531.47	~~P~~	X	X	X	X	X	P	P	X	X	X	X	X
Residential Use: Waterfront Structures (Residential)	531.47	~~P~~	X	X	X	X	X	P	P	P	P	X	P	X
Residential Use: Waterfront Structures, Multi-Family	531.47	P	X	X	X	X	X	P	P	X	X	X	P	X
RESIDENTIAL SUPPORT USES														
Adult Day Care Center	—	P	P	P	X	X	X	P	P	X	P	X	P	X
Child Care Center, Accessory	531.12	P	P	P	P	P	P	P	P	P	P	X	P	P
Child Care Center, Large	531.12	P	P	P	P	P	P	X	P	X	X	X	P	X
Child Care Center, Small	531.12	P	P	P	X	P	P	X	P	P	P	X	P	X

Churches/Places of Worship	531.13	P	P	P	X	X	X	X	P	P	P	X	P	X
Environmental Education Facilities	—	P	X	X	X	X	P	X	P	X	X	X	P	X
Family Day Care Home	—	P	X	X	X	X	P	X	P	P	P	X	P	X
Schools, College/Universities	531.5	X	X	X	X	X	P	X	P	X	X	X	X	X
Schools, Elementary	531.5	P	P	X	P	X	P	X	P	X	X	X	P	X
Schools, High and Middle	531.5	P	P	X	P	X	P	X	P	X	X	X	P	X
Schools of Special Education	531.5	P	P	P	P	X	P	X	P	X	X	X	P	X
Schools, Public	531.5	P	P	P	P	P	P	P	P	P	P	P	P	P
TRANSPORTATION USES														
~~Aircraft Landing Field~~	531.2	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Airport, Commercial~~	531.3	X	X	X	X	X	P	X	~~P~~	X	X	X	X	X
~~Airport, Private or Public~~	531.3	X	X	X	X	P	P	X	~~P~~	X	X	X	X	P
Bus and Train Passenger Station	—	P	X	P	P	P	P	X	P	X	X	X	P	P
~~Hazardous Waste Transfer Facility~~	—	X	X	X	X	P	P	X	~~P~~	X	X	X	X	X
Heliport	531.24	X	X	P	X	P	P	X	P	X	X	X	X	P
Helistop	531.24	P	P	P	P	P	P	P	P	X	X	X	P	P
Intensive Services: Motor Pool Facilities	531.26	X	X	X	X	P	P	X	P	X	X	X	X	P

Intermodal Terminal	—	X	X	X	X	P	P	X	P	X	X	X	X	P
Motor Freight Terminal/Maintenance	531.34	X	X	X	X	P	X	X	P	X	X	X	X	P
Bus RR/Maintenance Facility	531.34	X	X	X	X	P	P	X	P	X	X	X	X	X
Railroad Switching/Classification Yard	—	X	X	X	X	P	P	X	X	X	X	X	X	P
WAREHOUSING														
Mini Warehouses, Self-storage	531.31	X	X	P	X	P	X	X	P	X	X	X	X	X
Warehouses	531.59	X	X	X	P	P	P	X	P	X	X	X	P	P

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- Uses may be further restricted or modified by the overlay district regulations.

Public Comment

Manatee County Government

Submitted On: May 17, 2026, 04:15PM EDT

Full Name	**First Name:** claudia **Last Name:** zorovich
Email	tkcz@bellsouth.net
Which meeting is this public comment for? (Please select date of meeting)	June 02, 2026
Topic/Agenda Item	Ivy Run
Comment	We do not have infrastructure to support what has been developed recently in this area, including all the irresponsible commercial locations sprouting up. Safety on the 2 lane roads of these projects has been severely compromised. Water and other commodities is at a premium, most likely not enough in our reserves for these additional homes. This county has failed in many ways to plan appropriately from Parrish to Fruitville. Stop this over development in small areas