



AGENDA
MINNEOLA CITY COUNCIL MEETING
Minneola City Hall, Council Chambers
June 16, 2026 at 6:30 P.M.

I. CALL TO ORDER

II. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE

III. AGENDA REVIEW

IV. PUBLIC COMMENTS

The Minneola City Council will hear questions, comments, and concerns from the public. Action may not be taken by the city council at this meeting; however, questions may be answered by staff or issues may be referred for appropriate staff action.

Note: Pursuant to F.S. 286.0114 and the City of Minneola's Public Participation Policy adopted by Resolution 2013-19, members of the public shall be given a reasonable opportunity to be heard on propositions before the city council. Accordingly, comments, questions, and concerns regarding items listed on this agenda shall be received at the time the city council addresses such items during this meeting.

Pursuant to Resolution 2013-19, public comments are generally limited to three minutes.

V. PROJECT UPDATES

An Update on City Infrastructure Projects.

VI. CITY MANAGER'S CONSENT AGENDA

- | | | |
|---------|---|--|
| Item 1. | City Council Meeting Minutes - June 2, 2026 | Consider a Request to Approve the Minutes from the June 2, 2026 City Council Meeting. |
| Item 2. | Purchase Request - AC Unit at City Hall - Apple Air - \$7,650 | Consider a Request to Approve the Purchase of a Carrier Air Conditioning Unit from Apple Air for a Portion of City Hall. |

- Item 3. Purchase Request - (3) Class VII Vehicles - *Grant Funded* Consider a Request to Approve the Purchase of Three Class VII Vehicles for Use in the Public Works Department with Funds to be Reimbursed by the State of Florida as a Part of the Florida Department of Environmental Protection's Clean Diesel Grant Program.
- Item 4. Purchase Request - Screw Press - ESMIL Corp. - \$595,642 Consider a Request to Approve the Purchase of a Screw Press from ESMIL Corp. for Use at the Wastewater Treatment Plant.
- Item 5. Purchase Request - AC Unit at Ferndale Fire Station - Sunshine Cooling - \$9,949 Consider a Request to Approve the Purchase a Replacement AC Unit from Sunshine Cooling for the Ferndale Fire Station
- Item 6. Agreement - Construction Manager at Risk (CMAR) - Vogel Bros Building, Co. Consider a Request to Approve an Agreement with Vogel Bros Building, Co. for Construction Manager at Risk Professional Services for the First Phase of the Expansion of the Wastewater Treatment Plant.
- Item 7. Agreement - Splash Pad Access and Operations - Crooked Can Consider a Request to Approve an Agreement with Crooked Can Brewing Company, LLC and Minneola Land LLC for the Development, Public Access, and Operation of a Splash Pad Facility at 1600 Crooked Can Loop.

VII. DISCUSSION AND ACTION ITEMS

- Item 8. Ordinance 2026-11 Sale of City Property - *Second Reading* An Ordinance of the City Council of the City of Minneola, Florida, Acting as the Governing Body of the Minneola Community Redevelopment Agency, Approving the Sale of Certain Real Property Located East of Citrus Grove Road and South of Turkey Farm Road Within the Minneola, Mountain Community Redevelopment Area Pursuant to Section 163.380, Florida Statutes; Accepting the Purchase Offer Submitted by Citrus Ridge Retail, LLC; Authorizing the Execution of a Purchase and Sale Agreement and

Related Closing Documents; Authorizing the City Manager to Take All Actions Necessary to Effectuate the Sale; Providing for Conflicts, Severability, and an Effective Date.

- Item 9. Ordinance 2026-02 Citrus Ridge Commercial PUD Annexation & Rezoning - *Second Reading* Consider a Request to Approve the Annexation and Rezoning of Two Parcels Generally Located West of North Hancock Road and North and South of Citrus Grove Road to PUD.
- Item 10. Ordinance 2026-03 Citrus Ridge Commercial PUD Comprehensive Plan Amendment - *Second Reading* Consider a Request to Approve a Comprehensive Plan Amendment for 17.878 ± Generally Located West of North Hancock Road and North and South of Citrus Grove Road to General Commercial.
- Item 11. Resolution 2026-01 Citrus Ridge Commercial PUD Development Agreement - *Second Public Hearing* A Resolution of the City Council of the City of Minneola, Florida, Approving the Citrus Ridge Commercial Planned Unit Development Agreement; Providing for Severability; and Providing for an Effective Date.
- Item 12. Ordinance 2026-12 Charter Amendments - Term Limits - *First Reading* An Ordinance of the City Council of the City of Minneola, Florida, Proposing an Amendment to Section 4.2 of the City Charter Relating to City Council Term Limits; Providing Requisite Ballot Language for Submittal to Electors; Providing for Inclusion in the Charter; Providing for Severability; Providing for Conflict; and Providing for an Effective Date.

VIII. FINAL PUBLIC COMMENTS

Note: Pursuant to F.S. 286.0114 and the City of Minneola’s Public Participation Policy adopted by Resolution 2013-19, members of the public shall be given a reasonable opportunity to be heard on propositions before the city council. Accordingly, comments, questions, and concerns regarding items listed on this agenda shall be received at the time the city council addresses such items during this meeting. Pursuant to Resolution 2013-19, public comments are generally limited to three minutes.

IX. REPORTS

Mark Johnson City Manager
 Scott Gerken City Attorney

David Yeager	Councilor
Debbie Flinn	Councilor
Pam Serviss	Mayor
Erick Hernandez	Vice Mayor
Joseph Saunders	Councilor



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 1.

Subject Title: City Council Meeting Minutes - June 2, 2026

Objective:

Consider a Request to Approve the Minutes from the June 2, 2026 City Council Meeting.

Summary:

Exhibits:

None

Options:

Fiscal Impact:

P & Z Recommendation:

Staff Recommendation:



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 2.

Subject Title: Purchase Request - AC Unit at City Hall - Apple Air - \$7,650

Objective:

Consider a Request to Approve the Purchase of a Carrier Air Conditioning Unit from Apple Air for a Portion of City Hall.

Summary:

The existing air conditioning unit serving a portion of City Hall reached the end of its normal useful life and experienced damage due to typical wear and tear. This resulted in water leakage, which compromised the unit's performance and posed a risk of further property damage. Replacement is necessary to maintain a safe and comfortable environment for staff and visitors.

Selection of Replacement Unit:

A Carrier brand 5-ton air conditioning system was chosen for installation. This decision ensures uniformity with other AC units currently in use throughout the city's facilities, simplifying maintenance and supporting operational consistency.

Vendor Selection and Cost Comparison:

Apple Air Conditioning & Heating, Inc. provided a comprehensive bid to supply and install the new Carrier system at a total cost of \$7,650. Their proposal includes all major components, installation, and a warranty (1 year labor, 1 year parts, 5 years compressor). Notably, Apple Air's bid was significantly lower than two other quotes received for the same scope of work, offering the best value to the city while meeting all technical and operational requirements.

Recommendation:

Based on the need to replace the worn-out unit, the desire for equipment uniformity, and the cost savings offered by Apple Air, it is recommended that the City Council approve the purchase and installation of the new Carrier AC system from Apple Air Conditioning & Heating, Inc.

Exhibits:

1. Exhibit A - Quote - Apple Air - \$7,650
2. Exhibit B - Quote - Kalos Services - \$13,166
3. Exhibit C - Quote - Del Air - \$11,948

Options:

1. Approve the request as presented.
2. Request additional quotes.
3. Deny the request.

Fiscal Impact:

\$7,650

P & Z Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends approval of the request as presented.



APPLE

Air Conditioning & Heating, Inc.

We take a slice out of your energy costs!

13511 Granville Ave
Clermont, FL 34711
407-654-3777
www.appleac.com

BID

PROJECT INFORMATION:

CITY OF MINNEOLA/CITY HALL
800 N HWY 27
MINNEOLA, FL 34715
EMOLINA@MINNEOLA.US
[352-638-1067](tel:352-638-1067)

5/8/2026

SCOPE

PROVIDE AND INSTALL A NEW CARRIER 5.0 TON 14.3 AIR CONDITIONING SYSTEM.

SUPPLIED:

1. GA5SAN560 CARRIER 5 TON STRAIGHT COOL CONDENSER
2. FJ5ANXD60 CARRIER 5 TON AIR HANDLER
3. HONEYWELL T6 THERMOSTAT
4. 5 KW HEATER
5. PLYWOOD PLATFORM TOP
6. CONDENSER PAD
7. HURRICANE STRAPS
8. FILTER RACK
- SAFETY FLOAT SWITCH
10. PERMIT

NOT SUPPLIED:

DISCONNECTS
AIR BALANCE
PAINTING
PATCHING
ELECTRICAL

WARRANTY:

1 YEAR LABOR
1 YEAR PARTS
5 YEARS COMPRESSOR

CONDITIONS OF BID:

Our bid is based on the above qualifications and the scope of work.
If any items are changed, we must re-evaluate our bid.
This bid is good for 30 days after which time we reserve the right to review and modify our pricing, if necessary.
Payment is due in full upon completion.

Heating, Venting and Air Conditioning

BID PRICE: \$7,650.00

SIGNATURE _____

DATE _____

We wish to thank you for the opportunity to bid and look forward to servicing your HVAC needs on this project.
Sincerely,
Apple Air Conditioning & Heating, Inc.
Terry Loesch



Job Number #: 251305

Date: May 15, 2026

Kalos Services, Inc.

236 Hatteras Ave.
Clermont, FL 34711

Phone: (352) 243-7099

Fax: (352) 404-6907

Email: office@kalosflorida.com

Web: www.kalosflorida.com

Client Information

Mark Johnson

City of Minneola
accountspayable@minneola.us
Site Address: 800 N US Hwy 27,
34715 Minneola

Prepared By

Kyle Fancher

office@kalosflorida.com
(352) 243-7099

Services

Description	Qty	Unit Price	Total
Quote to remove and replace 5 ton Carrier split system. Condenser model # 38YCC060 serial # 5100E1490 - Air handler model # FC4BNB070 serial # 4100A56956. Quote includes new Carrier 5 ton heat pump model # 27SCA560 condenser and model # FJ5ANXD60 air handler, 8kw heat kit, installation materials, labor and permitting/ inspections	1	\$13166.00	\$13166.00
Subtotal			\$13166.00
Grand Total			\$13166.00

Agreement Terms

Agreement Duration:

31 days (ending on June 10, 2026)

Quote Validity:

31 days from proposal date

Signatures

Proposed by:

Kyle Fancher
Kalos Services, Inc.

Accepted by:

Mark Johnson
City of Minneola

Signature

Date: May 15, 2026

Kalos Services, Inc. | Job Number #: 251305 | Phone: (352) 243-7099 | www.kalosflorida.com

This document is legally binding upon signature by both parties.

©2025 Kalos Services, Inc. All rights reserved.

TERMS AND CONDITIONS

Kalos Services, Inc. ("Kalos") warrants to the Purchaser that all services provided will be in conformance with this Agreement. Kalos agrees to furnish and install the equipment and materials as described above on the terms and conditions provided herein and Purchaser hereby accepts the equipment and services described above and agrees to pay Kalos the price shown above upon completion of the installation. Materials and work in addition to that described herein will be furnished only on Purchaser's authorization and will be paid by Purchaser as an extra charge.

Failure to pay any sums due hereunder, Purchaser agrees to pay Kalos interest at the rate of one and one-half percent (1 1/2%) per month or the maximum permitted by law (whichever is less) on all outstanding balances. In the event that there is any controversy or claim arising out of or relating to this Agreement, or to the interpretation, breach, or enforcement thereof, and any action or proceeding is commenced to enforce the provisions of this Agreement, Kalos shall be entitled to reasonable attorney's fee, costs, and expenses. Any reversal or dispute of charges with a bank, credit card, or financing company will be considered a breach of this agreement, and all warranty obligations will be null and void and payment will be sent to collections and a lien placed on the property according to Florida law.

FLORIDA HOMEOWNERS' CONSTRUCTION RECOVERY FUND

PAYMENT, UP TO A LIMITED AMOUNT, MAY BE AVAILABLE FROM THE FLORIDA HOMEOWNERS' CONSTRUCTION RECOVERY FUND IF YOU LOSE MONEY ON A PROJECT PERFORMED UNDER CONTRACT, WHERE THE LOSS RESULTS FROM SPECIFIED VIOLATIONS OF FLORIDA LAW BY A LICENSED CONTRACTOR. FOR INFORMATION ABOUT THE RECOVERY FUND AND FILING A CLAIM, CONTACT THE FLORIDA CONSTRUCTION INDUSTRY LICENSING BOARD AT THE FOLLOWING TELEPHONE NUMBER AND ADDRESS: 850-487-1395, 1940 NORTH MONROE ST., TALLAHASSEE, FLORIDA 32399

ACCORDING TO FLORIDA'S CONSTRUCTION LIEN LAW (SECTIONS 713.001-713.37, FLORIDA STATUTES), THOSE WHO WORK ON YOUR PROPERTY OR PROVIDE MATERIALS AND SERVICES AND ARE NOT PAID IN FULL HAVE A RIGHT TO ENFORCE THEIR CLAIM FOR PAYMENT AGAINST YOUR PROPERTY. THIS CLAIM IS KNOWN AS A CONSTRUCTION LIEN. IF YOUR CONTRACTOR OR A SUBCONTRACTOR FAILS TO PAY SUBCONTRACTORS, SUB-SUBCONTRACTORS, OR MATERIAL SUPPLIERS, THOSE PEOPLE WHO ARE OWED MONEY MAY LOOK TO YOUR PROPERTY FOR PAYMENT, EVEN IF YOU HAVE ALREADY PAID YOUR CONTRACTOR IN FULL. IF YOU FAIL TO PAY YOUR CONTRACTOR, YOUR CONTRACTOR MAY ALSO HAVE A LIEN ON YOUR PROPERTY. THIS MEANS IF A LIEN IS FILED YOUR PROPERTY COULD BE SOLD AGAINST YOUR WILL TO PAY FOR LABOR, MATERIALS, OR OTHER SERVICES THAT YOUR CONTRACTOR OR A SUBCONTRACTOR MAY HAVE FAILED TO PAY. TO PROTECT YOURSELF, YOU SHOULD STIPULATE IN THIS CONTRACT THAT BEFORE ANY PAYMENT IS MADE, YOUR CONTRACTOR IS REQUIRED TO PROVIDE YOU WITH A WRITTEN RELEASE OF LIEN FROM ANY PERSON OR COMPANY THAT HAS PROVIDED TO YOU A "NOTICE TO OWNER." FLORIDA'S CONSTRUCTION LIEN LAW IS COMPLEX, AND IT IS RECOMMENDED THAT YOU CONSULT AN ATTORNEY.

"ANY CLAIMS FOR CONSTRUCTION DEFECTS ARE SUBJECT TO THE NOTICE AND CURE PROVISIONS OF CHAPTER 558, FLORIDA STATUTES."

Purchaser shall permit Kalos reasonable access to the property on which equipment is to be installed. Title to all provided equipment remains with Kalos until all amounts due thereon are paid in full, whether such equipment is affixed to the realty or not, and shall remain personal property and be deemed severable without injury to the freehold.

Purchaser shall indemnify and hold harmless Kalos from and against all claims, damages, losses, and expenses arising out of or resulting from acts or omissions of Kalos, Kalos representatives and subcontractors, or otherwise arising out of the performance of services by Kalos. Further, Purchaser agrees to hold harmless Kalos, its employees, managers, and leadership of all claims related to viruses, bacteria, and fungus past, present, and future.

If performance of this Agreement or any obligation under this Agreement is prevented, restricted, or interfered with by causes beyond Kalos' reasonable control ("Force Majeure"), and if Kalos is unable to carry out its obligations, then the obligations of the party invoking this provision shall be suspended to the extent necessary by such event. The term Force Majeure shall include, without limitation, acts of God, plague, epidemic, pandemic, outbreaks of infectious disease or any other public health crisis, including quarantine or other employee restrictions, fire, explosion, vandalism, storm, or other similar occurrence, orders or acts of military or civil authority, or by national emergencies, insurrections, riots, or wars, or strikes, lock-outs, work stoppages.

Once the equipment is connected at Purchaser's property, Purchaser assumes all risk of loss or damage to such equipment and shall ensure the same fully to protect all interests of Kalos Services cost of insurance to be paid by Purchaser.

There are no warranties, expressed or implied, for existing equipment, ductwork, or other materials not installed by Kalos. Except as provided herein Kalos Services makes no other representations or warranties, either express or implied, including, but not limited to, any implied warranties of merchantability or fitness for a particular purpose Kalos expressly disclaims all other warranties. Kalos' maximum liability hereunder shall consist of refunding all monies paid to it by Purchaser hereunder subject to removal and return to Kalos of all equipment provided hereunder. Under no circumstances will Kalos be liable to Purchaser or any other person for any damages, including, without limitation, any indirect, incidental, special, or consequential damages, expenses, cost, profits, lost savings or earnings, lost or corrupted data, or other liability arising out of or related to this agreement, or the services or equipment provided hereunder.

This agreement is the complete and exclusive statement of the agreement between Purchaser and Kalos and it supersedes all prior oral and written proposals and any prior or subsequent communications pertaining to the subject matter hereof. Kalos Services Inc. reserves the right to terminate this Agreement in whole or in part, at any time.

This proposal is good for thirty (30) days from the date hereof but may be accepted at any later date at the sole discretion of Kalos Services Inc.

LICENSE # EC0001523, CBC057190, CAC1814620

From: [Eduardo Molina](#)
To: [Kristine Thompson](#)
Subject: Fw: Del Air AC estimate
Date: Friday, May 22, 2026 9:21:06 AM

Get [Outlook for iOS](#)

From: Andrea Ramseur <ARamseur@delair.com>
Sent: Monday, 11 May 2026 14:51:33
To: Eduardo Molina <emolina@Minneola.US>
Subject: Del Air AC estimate

CAUTION: This email originated from outside the organization. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Install a new 5 Ton Air handler and heat pump system

Includes new thermostat

Remove and dispose of the existing equipment.

Install new refrigeration and condensate piping from the air handler to the outside unit.

Run new communication wire to the heat pump system.

Replace platform liner below air handler with 1.5” antimicrobial insulation and install a new 3/4” plywood new top.

Replace existing Air handler and heat pump breakers in electrical panel.

Install a new in-line safety float switch.

Set the outdoor unit on a hurricane rated pad.

Warranty: This system includes 10 years parts, 1 year labor and 1 year Del Air preventive maintenance (one visit)

All permits included within pricing

Install Date: following day after the agreement has been signed

Cost: \$11,948

If I can help you, please let me know.

Andrea

407-449-6838

Get [Outlook for iOS](#)

Andrea Ramseur

Residential Sales Consultant



2171 Ray Goodgame Pkwy

Suite 130

Clermont, FL 34711

Direct:

Cell: 321-466-2697



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 3.

Subject Title: Purchase Request - (3) Class VII Vehicles - *Grant Funded*

Objective:

Consider a Request to Approve the Purchase of Three Class VII Vehicles for Use in the Public Works Department with Funds to be Reimbursed by the State of Florida as a Part of the Florida Department of Environmental Protection's Clean Diesel Grant Program.

Summary:

The City was awarded a State grant to replace 3 older class VII diesel vehicles with 3 new clean diesel vehicles. The attached documents show the cost of a dump truck and grapple truck, the FDEP project cost analysis form, Sourcewell contract and the diesel truck eligibility form. We will be purchasing 1 dump truck and 2 grapple trucks and disposing of 3 older vehicles which will have to be rendered inoperable prior to being reimbursed by the State for this grant.

Exhibits:

1. Exhibit A - 2. Minneola, City of (FL) thru PI Direct TL3 Levers 2030HDX Mack MD7 05212026
2. Exhibit B - 3. Minneola, City of (FL) thru PI Direct Dump Body Only 2030HDX Mack MD7 05262026
3. Exhibit C - 5. Sourcewell 2026 Contract
4. Exhibit D - Worksheet 1 - Diesel Truck Eligibility Certification - City of Minneola
5. Exhibit E - 1. Budget Cost of Equipment

Options:

1. Approve the request as presented.
2. Approve the request with modifications.
3. Deny the request.

Fiscal Impact:

\$617,584.46, to be reimbursed by the State.

P & Z Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends approval of the request as presented.



Quote

Quote Number: 12769

Petersen Industries, Inc.
 4000 State Road 60 W
 Lake Wales FL 33859
 United States

Date Quoted 5/21/2026

Phone: 863-676-1493

Sourcewell 010825-PII

Page: 1 of 2

Quote To: 7280
 MINNEOLA, CITY OF (FL)
 800 N. US HWY 27 South
 Minneola FL 34715
 United States

Phone:
Fax:
Email:

Quote Date: 5/21/2026
Expiration Date: 6/20/2026
Delivery Date: 5/22/2026
Lead Time: 90 - 120 Days After Chassis Receipt

Reference:
Terms: Due on Receipt
Sales Rep: Daniel Andrews
Email:

End User Customer: (7280) - MINNEOLA, CITY OF (FL)
 800 N. US HWY 27 South
 Minneola FL 34715
 United States

Line	Part Number / Description	Rev	Expected Qty	Unit Price	Discount %	Ext. Price
1	TL3.TRUCK	0	1.00 EA	0.00	0.00%	\$0.00
<div style="border: 1px solid black; padding: 5px;"> 2026 TL3 Lightning Loader in PI Orange with a 2026 2030 HDX Body in PI Black with a Single Door on a 2026 Mack Trucks MD7 </div>						
2	0.TL3		1.00 EA	69,996.00	2.00%	\$68,596.08
<div style="border: 1px solid black; padding: 5px;"> \$68773 Loader Model: 2026 TL3 Lightning Loader in PI Orange \$0 Controls Type: Standard Lever Controls \$0 Operator Station Type: Dual Walk Thru Operator Station Options: \$493 Platform Grating Heat Shield Pedestal Options: \$730 Swing Lock \$0 Bucket: Standard Bucket 60" </div>						
						<i>Discount Applied -1,399.92</i>
3	0.2030		1.00 EA	46,460.00	2.00%	\$45,530.80
<div style="border: 1px solid black; padding: 5px;"> \$43353 Body: 2026 MY 2030 HDX Body in PI Black \$1753 Door: Single Door \$1354 Tarp: PI Self-Winding Tarp \$0 Bumper: Fixed ICC Bumper Body Options: </div>						
						<i>Discount Applied -929.20</i>



Quote

Quote Number: 12769

Petersen Industries, Inc.
4000 State Road 60 W
Lake Wales FL 33859
United States

Date Quoted 5/21/2026

Phone: 863-676-1493

Sourcewell 010825-PII

Page: 2 of 2

4	0.GENOPTS	1.00 EA	8,550.00	2.00%	\$8,379.00
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Discount Applied -171.00

General Options:	
\$73	PTO Hr Meter
\$899	18x18x48 Tool Box, Mounted Under Body
Safety/Work Lights:	
\$2480	360 Deg Provision Camera System
\$795	Outrigger Not Fully Stowed Warning Light with Audible Alarm
\$439	Hose Guards (Head and/or Valve Bank)
Safety Equipment:	
\$915	Grille Mount Strobes - Amber
\$683	LED Outrigger Strobes
\$515	Amber LED Flashers (Upper Rear Corner Post)
\$515	Amber LED Flashers (Lower Rear Corner Post)
\$412	Head Work Lights - (Set of 2)
\$412	Work Lights Curb Side- (Set of 2)
\$412	Work Lights Street Side - (Set of 2)

5	0.CHASSIS	1.00 EA	105,391.75	2.00%	\$103,283.91
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Discount Applied -2,107.84

\$105391.75	Chassis supplied by Petersen: 2026 Mack Trucks MD7
	Engine: Cummins
	Transmission: Allison 2000/2500 RDS
	Fuel Type: DIESEL
	Front Axle: 0
	Rear Axle Rating: Single x 0
	GVWR: 0

Misc Charge Breakdown

Freight	627.50
Second Stage MSO & Weight Slip	150.00
Total	777.50

Lines Total	225,789.79
Total Misc Charges	777.50
Total Taxes	0.00

Quote Total	226,567.29
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THE QUOTE TOTAL MAY NOT REFLECT MISCELLANEOUS CHARGES, FREIGHT OR SALES TAX



Quote

Quote Number: 12770

Petersen Industries, Inc.
4000 State Road 60 W
Lake Wales FL 33859
United States

Date Quoted 5/21/2026

Phone: 863-676-1493

Sourcewell 010825-PII

Page: 1 of 2

Quote To: 7280
MINNEOLA, CITY OF (FL)
800 N. US HWY 27 South
Minneola FL 34715
United States

Phone:
Fax:
Email:

Quote Date: 5/21/2026
Expiration Date: 6/20/2026
Delivery Date: 5/22/2026
Lead Time: 60 - 90 Days After Chassis Receipt

Reference:
Terms: Due on Receipt

Sales Rep: Daniel Andrews
Email:

End User Customer: (7280) - MINNEOLA, CITY OF (FL)
800 N. US HWY 27 South
Minneola FL 34715
United States

Line	Part Number / Description	Rev	Expected Qty	Unit Price	Discount %	Ext. Price
1	DUMP.TRUCK with a 2026 2445 Hardox Dump Body in PI Black with a Single Door on a 2026 Mack Trucks MD7	0	1.00 EA	0.00	0.00%	\$0.00
2	0.BDY Loader Not Applicable		1.00 EA	0.00	0.00%	\$0.00
3	0.2445 \$71897 Body: 2026 MY 2445 Hardox Dump Body in PI Black \$1753 Door: Single Door \$2700 Tarp: Electric Goal Post Tarp \$0 Bumper:Fixed ICC Bumper Body Options: Body Special Option 1: body to be 2030HDX 72" Side Wall Height 20' Long Body \$0 32 Yard Capacity \$975 Body Special Option 2: Top Rail Protection		1.00 EA	57,531.00	2.00%	\$56,380.38 <i>Discount Applied -1,150.62</i>
4	0.GENOPTS Safety/Work Lights: \$2070 RV-550 Camera in Tail Light \$720 Body Not Stowed Alarm Safety Equipment: \$915 Grille Mount Strobes - Amber \$515 Amber LED Flashers (Upper Rear Corner Post)		1.00 EA	4,220.00	2.00%	\$4,135.60 <i>Discount Applied -84.40</i>



Quote

Quote Number: 12770

Petersen Industries, Inc.
4000 State Road 60 W
Lake Wales FL 33859
United States

Date Quoted 5/21/2026

Phone: 863-676-1493

Sourcewell 010825-PII

Page: 2 of 2

5	0.CHASSIS	1.00 EA	105,391.75	2.00%	\$103,283.91
	\$105391.75 Chassis supplied by Petersen: 2026 Mack Trucks MD7 Engine: Cummins Transmission: Allison 3000/3500 RDS Fuel Type: DIESEL Front Axle: 0 Rear Axle Rating: Single x 0 GVWR: 0				<i>Discount Applied -2,107.84</i>

Misc Charge Breakdown

Freight	499.99
Second Stage MSO & Weight Slip	150.00
Total	649.99

Lines Total	163,799.89
Total Misc Charges	649.99
Total Taxes	0.00
Quote Total	164,449.88

THE QUOTE TOTAL MAY NOT REFLECT MISCELLANEOUS CHARGES, FREIGHT OR SALES TAX



MASTER AGREEMENT # 010825
CATEGORY: Bulk Solid Waste and Recycling Equipment
SUPPLIER: Petersen Industries, Inc.

This Master Agreement (Agreement) is between Sourcewell, a Minnesota service cooperative located at 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Petersen Industries, Inc., 4000 S.R. 60 W., Lake Wales, FL 33859 (Supplier).

Sourcewell is a local government and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) offering a Cooperative Purchasing Program to eligible participating government entities.

Under this Master Agreement entered with Sourcewell, Supplier will provide Included Solutions to Participating Entities through Sourcewell's Cooperative Purchasing Program.

Article 1:
General Terms

The General Terms in this Article 1 control the operation of this Master Agreement between Sourcewell and Supplier and apply to all transactions entered by Supplier and Participating Entities. Subsequent Articles to this Master Agreement control the rights and obligations directly between Sourcewell and Supplier (Article 2), and between Supplier and Participating Entity (Article 3), respectively. These Article 1 General Terms control over any conflicting terms. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.

- 1) **Purpose.** Pursuant to Minnesota law, the Sourcewell Board of Directors has authorized a Cooperative Purchasing Program designed to provide Participating Entities with access to competitively awarded cooperative purchasing agreements. To facilitate the Program, Sourcewell has awarded Supplier this cooperative purchasing Master Agreement following a competitive procurement process intended to meet compliance standards in accordance with Minnesota law and the requirements contained herein.
- 2) **Intent.** The intent of this Master Agreement is to define the roles of Sourcewell, Supplier, and Participating Entity as it relates to Sourcewell's Cooperative Purchasing Program.
- 3) **Participating Entity Access.** Sourcewell's Cooperative Purchasing Program Master Agreements are available to eligible public agencies (Participating Entities). A Participating Entity's authority to access Sourcewell's Cooperative Purchasing Program is determined through the laws of its respective jurisdiction.
- 4) **Supplier Access.** The Included Solutions offered under this Agreement may be made available to any Participating Entity. Supplier understands that a Participating Entity's use of this Agreement is at the Participating Entity's sole convenience. Supplier will educate its sales and service forces about

Sourcewell eligibility requirements and required documentation. Supplier will be responsible for ensuring sales are with Participating Entities.

- 5) **Term.** This Agreement is effective upon the date of the final signature below. The term of this Agreement is four (4) years from the effective date. The Agreement expires at 11:59 P.M. Central Time on May 19, 2029, unless it is cancelled or extended as defined in this Agreement.
 - a) **Extensions.** Sourcewell and Supplier may agree to up to three (3) additional one-year extensions beyond the original four-year term. The total possible length of this Agreement will be seven (7) years from the effective date.
 - b) **Exceptional Circumstances.** Sourcewell retains the right to consider additional extensions as required under exceptional circumstances.
- 6) **Survival of Terms.** Notwithstanding the termination of this Agreement, the obligations of this Agreement will continue through the performance period of any transaction entered between Supplier and any Participating Entity before the termination date.
- 7) **Scope.** Supplier is awarded a Master Agreement to provide the solutions identified in (RFP #010825) to Participating Entities. In Scope solutions include:
 - a. Commercial and institutional-sized refuse and recycling containers roll-off containers, collection bins, and dumpsters of metal construction;
 - b. Knuckleboom and grapple loaders;
 - c. Hook and hoist dumpster loaders;
 - d. Roll-off trucks; and
 - e. Refuse and recyclable material balers and compactors.

Proposers may include related equipment, accessories, and services to the extent that these solutions are complementary and directly related to the equipment, products, or services being proposed in 1. a. - e. above.

- 8) **Included Solutions.** Supplier's Proposal to the above referenced RFP is incorporated into this Master Agreement. Only those Solutions included within Supplier's Proposal and within Scope (Included Solutions) are included within the Agreement and may be offered to Participating Entities.
- 9) **Indefinite Quantity.** This Master Agreement defines an indefinite quantity of sales to eligible Participating Entities.
- 10) **Pricing.** Pricing information (including Pricing and Delivery and Pricing Offered tables) for all Included Solutions within Supplier's Proposal is incorporated into this Master Agreement.
- 11) **Not to Exceed Pricing.** Suppliers may not exceed the prices listed in the current Pricing List on file with Sourcewell when offering Included Solutions to Participating Entities. Participating Entities may request adjustments to pricing directly from Supplier during the negotiation and execution of any transaction.
- 12) **Open Market.** Supplier's open market pricing process is included within its Proposal.

13) Supplier Representations:

- i) **Compliance.** Supplier represents and warrants it will provide all Included Solutions under this Agreement in full compliance with applicable federal, state, and local laws and regulations.
- ii) **Licenses.** As applicable, Supplier will maintain a valid status on all required federal, state, and local licenses, bonds, and permits required for the operation of Supplier's business with Participating Entities. Participating Entities may request all relevant documentation directly from Supplier.
- iii) **Supplier Warrants.** Supplier warrants that all Included Solutions furnished under this Agreement are free from liens and encumbrances, and are free from defects in design, materials, and workmanship. In addition, Supplier warrants the Solutions are suitable for and will perform in accordance with the ordinary use for which they are intended.

14) **Bankruptcy Notices.** Supplier certifies and warrants it is not currently in a bankruptcy proceeding. Supplier has disclosed all current and completed bankruptcy proceedings within the past seven years within its Proposal. Supplier must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the term of this Agreement.

15) **Debarment and Suspension.** Supplier certifies and warrants that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota, the United States federal government, or any Participating Entity. Supplier certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this Agreement. Supplier further warrants that it will provide immediate written notice to Sourcewell if this certification changes at any time during the term of this Agreement.

16) **Provisions for non-United States federal entity procurements under United States federal awards or other awards (Appendix II to 2 C.F.R § 200).** Participating Entities that use United States federal grant or other federal funding to purchase solutions from this Agreement may be subject to additional requirements including the procurement standards of the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, 2 C.F.R. § 200. Participating Entities may have additional requirements based on specific funding source terms or conditions. Within this Section, all references to "federal" should be interpreted to mean the United States federal government. The following list applies when a Participating Entity accesses Supplier's Included Solutions with United States federal funds.

- i) **EQUAL EMPLOYMENT OPPORTUNITY.** Except as otherwise provided under 41 C.F.R. § 60, all agreements that meet the definition of "federally assisted construction contract" in 41 C.F.R. § 60-1.3 must include the equal opportunity clause provided under 41 C.F.R. § 60-1.4(b), in accordance with Executive Order 11246, "Equal Employment Opportunity" (30 FR 12319, 12935, 3 C.F.R. §, 1964-1965 Comp., p. 339), as amended by Executive Order 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," and implementing regulations at 41 C.F.R. § 60, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor." The equal opportunity clause is incorporated herein by reference.

ii) **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. § 3141-3148).** When required by federal program legislation, all prime construction contracts in excess of \$2,000 awarded by non-federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. § 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 C.F.R. § 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-federal entity must report all suspected or reported violations to the federal awarding agency. The contracts must also include a provision for compliance with the Copeland “Anti-Kickback” Act (40 U.S.C. § 3145), as supplemented by Department of Labor regulations (29 C.F.R. § 3, “Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States”). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-federal entity must report all suspected or reported violations to the federal awarding agency. Supplier must comply with all applicable Davis-Bacon Act provisions.

iii) **CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. § 3701-3708).** Where applicable, all contracts awarded by the non-federal entity in excess of \$100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704, as supplemented by Department of Labor regulations (29 C.F.R. § 5). Under 40 U.S.C. § 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. § 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies, materials, or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. This provision is hereby incorporated by reference into this Agreement. Supplier certifies that during the term of an award for all Agreements by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

iv) **RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT.** If the federal award meets the definition of “funding agreement” under 37 C.F.R. § 401.2(a) and the recipient or subrecipient wishes to enter into a contract with a small business firm or nonprofit organization regarding the substitution of parties, assignment or performance of experimental, developmental, or research work under that “funding agreement,” the recipient or subrecipient must comply with the requirements of 37 C.F.R. § 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency. Supplier

certifies that during the term of an award for all Agreements by Sourcewell resulting from this procurement process, Supplier must comply with applicable requirements as referenced above.

v) **CLEAN AIR ACT (42 U.S.C. § 7401-7671Q.) AND THE FEDERAL WATER POLLUTION CONTROL ACT (33 U.S.C. § 1251-1387).** Contracts and subgrants of amounts in excess of \$150,000 require the non-federal award to agree to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. § 7401- 7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251- 1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Supplier certifies that during the term of this Agreement it will comply with applicable requirements as referenced above.

vi) **DEBARMENT AND SUSPENSION (EXECUTIVE ORDERS 12549 AND 12689).** A contract award (see 2 C.F.R. § 180.220) must not be made to parties listed on the government wide exclusions in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. § 180 that implement Executive Orders 12549 (3 C.F.R. § 1986 Comp., p. 189) and 12689 (3 C.F.R. § 1989 Comp., p. 235), "Debarment and Suspension." SAM Exclusions contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. Supplier certifies that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation by any federal department or agency.

vii) **BYRD ANTI-LOBBYING AMENDMENT, AS AMENDED (31 U.S.C. § 1352).** Suppliers must file any required certifications. Suppliers must not have used federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Suppliers must disclose any lobbying with non-federal funds that takes place in connection with obtaining any federal award. Such disclosures are forwarded from tier to tier up to the non-federal award. Suppliers must file all certifications and disclosures required by, and otherwise comply with, the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352).

viii) **RECORD RETENTION REQUIREMENTS.** To the extent applicable, Supplier must comply with the record retention requirements detailed in 2 C.F.R. § 200.333. The Supplier further certifies that it will retain all records as required by 2 C.F.R. § 200.333 for a period of 3 years after grantees or subgrantees submit final expenditure reports or quarterly or annual financial reports, as applicable, and all other pending matters are closed.

ix) **ENERGY POLICY AND CONSERVATION ACT COMPLIANCE.** To the extent applicable, Supplier must comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

x) **BUY AMERICAN PROVISIONS COMPLIANCE.** To the extent applicable, Supplier must comply with all applicable provisions of the Buy American Act. Purchases made in accordance with the Buy American Act must follow the applicable procurement rules calling for free and open competition.

- xi) **ACCESS TO RECORDS (2 C.F.R. § 200.336).** Supplier agrees that duly authorized representatives of a federal agency must have access to any books, documents, papers and records of Supplier that are directly pertinent to Supplier's discharge of its obligations under this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions. The right also includes timely and reasonable access to Supplier's personnel for the purpose of interview and discussion relating to such documents.
- xii) **PROCUREMENT OF RECOVERED MATERIALS (2 C.F.R. § 200.322).** A non-federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. § 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.
- xiii) **FEDERAL SEAL(S), LOGOS, AND FLAGS.** The Supplier cannot use the seal(s), logos, crests, or reproductions of flags or likenesses of Federal agency officials without specific pre-approval.
- xiv) **NO OBLIGATION BY FEDERAL GOVERNMENT.** The U.S. federal government is not a party to this Agreement or any purchase by a Participating Entity and is not subject to any obligations or liabilities to the Participating Entity, Supplier, or any other party pertaining to any matter resulting from the Agreement or any purchase by an authorized user.
- xv) **PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS OR RELATED ACTS.** The Contractor acknowledges that 31 U.S.C. § 38 (Administrative Remedies for False Claims and Statements) applies to the Supplier's actions pertaining to this Agreement or any purchase by a Participating Entity.
- xvi) **FEDERAL DEBT.** The Supplier certifies that it is non-delinquent in its repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowance, and benefit overpayments.
- xvii) **CONFLICTS OF INTEREST.** The Supplier must notify the U.S. Office of General Services, Sourcewell, and Participating Entity as soon as possible if this Agreement or any aspect related to the anticipated work under this Agreement raises an actual or potential conflict of interest (as described in 2 C.F.R. Part 200). The Supplier must explain the actual or potential conflict in writing in sufficient detail so that the U.S. Office of General Services, Sourcewell, and Participating Entity are able to assess the actual or potential conflict; and provide any additional information as necessary or requested.
- xviii) **U.S. EXECUTIVE ORDER 13224.** The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

xix) **PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT.** To the extent applicable, Supplier certifies that during the term of this Agreement it will comply with applicable requirements of 2 C.F.R. § 200.216.

xx) **DOMESTIC PREFERENCES FOR PROCUREMENTS.** To the extent applicable, Supplier certifies that during the term of this Agreement, Supplier will comply with applicable requirements of 2 C.F.R. § 200.322.

Article 2: Sourcwell and Supplier Obligations

The Terms in this Article 2 relate specifically to Sourcwell and its administration of this Master Agreement with Supplier and Supplier's obligations thereunder.

- 1) **Authorized Sellers.** Supplier must provide Sourcwell a current means to validate or authenticate Supplier's authorized dealers, distributors, or resellers which may complete transactions of Included Solutions offered under this Agreement. Sourcwell may request updated information in its discretion, and Supplier agrees to provide requested information within a reasonable time.
- 2) **Product and Price Changes Requirements.** Supplier may request Included Solutions changes, additions, or deletions at any time. All requests must be made in writing by submitting a Sourcwell Price and Product Change Request Form to Sourcwell. At a minimum, the request must:
 - Identify the applicable Sourcwell Agreement number;
 - Clearly specify the requested change;
 - Provide sufficient detail to justify the requested change;
 - Individually list all Included Solutions affected by the requested change, along with the requested change (e.g., addition, deletion, price change); and
 - Include a complete restatement of Pricing List with the effective date of the modified pricing, or product addition or deletion. The new pricing restatement must include all Included Solutions offered, even for those items where pricing remains unchanged.

A fully executed Sourcwell Price and Product Change Request Form will become an amendment to this Agreement and will be incorporated by reference.

- 3) **Authorized Representative.** Supplier will assign an Authorized Representative to Sourcwell for this Agreement and must provide prompt notice to Sourcwell if that person is changed. The Authorized Representative will be responsible for:
 - Maintenance and management of this Agreement;
 - Timely response to all Sourcwell and Participating Entity inquiries; and
 - Participation in reviews with Sourcwell.

Sourcwell's Authorized Representative is its Chief Procurement Officer.

- 4) **Performance Reviews.** Supplier will perform a minimum of one review with Sourcewell per agreement year. The review will cover transactions to Participating Entities, pricing and terms, administrative fees, sales data reports, performance issues, supply chain issues, customer issues, and any other necessary information.
- 5) **Sales Reporting Required.** Supplier is required as a material element to this Master Agreement to report all completed transactions with Participating Entities utilizing this Agreement. Failure to provide complete and accurate reports as defined herein will be a material breach of the Agreement and Sourcewell reserves the right to pursue all remedies available at law including cancellation of this Agreement.
- 6) **Reporting Requirements.** Supplier must provide Sourcewell an activity report of all transactions completed utilizing this Agreement. Reports are due at least once each calendar quarter (Reporting Period). Reports must be received no later than 45 calendar days after the end of each calendar quarter. Supplier may report on a more frequent basis in its discretion. Reports must be provided regardless of the amount of completed transactions during that quarter (i.e., if there are no sales, Supplier must submit a report indicating no sales were made).

The Report must contain the following fields:

- Participating Entity Name (e.g., City of Staples Highway Department);
- Participating Entity Physical Street Address;
- Participating Entity City;
- Participating Entity State/Province;
- Participating Entity Zip/Postal Code;
- Sourcewell Participating Entity Account Number;
- Transaction Description;
- Transaction Purchased Price;
- Sourcewell Administrative Fee Applied; and
- Date Transaction was invoiced/sale was recognized as revenue by Supplier.

If collected by Supplier, the Report may include the following fields as available:

- Participating Entity Contact Name;
 - Participating Entity Contact Email Address;
 - Participating Entity Contact Telephone Number;
- 7) **Administrative Fee.** In consideration for the support and services provided by Sourcewell, Supplier will pay an Administrative Fee to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. Supplier will include its Administrative Fee within its proposed pricing. Supplier may not directly charge Participating Entities to offset the Administrative Fee.
 - 8) **Fee Calculation.** Supplier's Administrative Fee payable to Sourcewell will be calculated as a stated percentage (listed in Supplier's Proposal) of all completed transactions utilizing this Master Agreement within the preceding Reporting Period. For certain categories, a flat fee may be proposed. The Administrative Fee will be stated in Supplier's Proposal.
 - 9) **Fee Remittance.** Supplier will remit fee to Sourcewell no later than 45 calendar days after the close of the preceding calendar quarter in conjunction with Supplier's Reporting Period obligations

defined herein. Payments should note the Supplier's name and Sourcewell-assigned Agreement number in the memo; and must be either mailed to Sourcewell above "Attn: Accounts Receivable" or remitted electronically to Sourcewell's banking institution per Sourcewell's Finance department instructions.

- 10) **Noncompliance.** Sourcewell reserves the right to seek all remedies available at law for unpaid or underpaid Administrative Fees due under this Agreement. Failure to remit payment, delinquent payments, underpayments, or other deviations from the requirements of this Agreement may be deemed a material breach and may result in cancellation of this Agreement and disbarment from future Agreements.
- 11) **Audit Requirements.** Pursuant to Minn. Stat. § 16C.05, subdivision 5, the books, records, documents, and accounting procedures and practices relevant to this Agreement are subject to examination by Sourcewell and the Minnesota State Auditor for a minimum of six years from the end of this Agreement. Supplier agrees to fully cooperate with Sourcewell in auditing transactions under this Agreement to ensure compliance with pricing terms, correct calculation and remittance of Administrative Fees, and verification of transactions as may be requested by a Participating Entity or Sourcewell.
- 12) **Assignment, Transfer, and Administrative Changes.** Supplier may not assign or otherwise transfer its rights or obligations under this Agreement without the prior written consent of Sourcewell. Such consent will not be unreasonably withheld. Sourcewell reserves the right to unilaterally assign all or portions of this Agreement within its sole discretion to address corporate restructurings, mergers, acquisitions, or other changes to the Responsible Party and named in the Agreement. Any prohibited assignment is invalid. Upon request Sourcewell may make administrative changes to agreement documentation such as name changes, address changes, and other non-material updates as determined within its sole discretion.
- 13) **Amendments.** Any material change to this Agreement must be executed in writing through an amendment and will not be effective until it has been duly executed by the parties.
- 14) **Waiver.** Failure by Sourcewell to enforce any right under this Agreement will not be deemed a waiver of such right in the event of the continuation or repetition of the circumstances giving rise to such right.
- 15) **Complete Agreement.** This Agreement represents the complete agreement between the parties for the scope as defined herein. Supplier and Sourcewell may enter into separate written agreements relating specifically to transactions outside of the scope of this Agreement.
- 16) **Relationship of Sourcewell and Supplier.** This Agreement does not create a partnership, joint venture, or any other relationship such as employee, independent contractor, master-servant, or principal-agent.
- 17) **Indemnification.** Supplier must indemnify, defend, save, and hold Sourcewell, including their agents and employees, harmless from any claims or causes of action, including attorneys' fees incurred by Sourcewell, arising out of any act or omission in the performance of this Agreement by the Supplier or its agents or employees; this indemnification includes injury or death to person(s) or property alleged to have been caused by some defect in design, condition, or performance of Included

Solutions under this Agreement. Sourcewell's responsibility will be governed by the State of Minnesota's Tort Liability Act (Minnesota Statutes Chapter 466) and other applicable law.

18) **Data Practices.** Supplier and Sourcewell acknowledge Sourcewell is subject to the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13. As it applies to all data created and maintained in performance of this Agreement, Supplier may be subject to the requirements of this chapter.

19) **Grant of License.**

a) **During the term of this Agreement:**

i) **Supplier Promotion.** Sourcewell grants to Supplier a royalty-free, worldwide, non-exclusive right and license to use the trademark(s) provided to Supplier by Sourcewell in advertising, promotional materials, and informational sites for the purpose of marketing Sourcewell's Agreement with Supplier.

ii) **Sourcewell Promotion.** Supplier grants to Sourcewell a royalty-free, worldwide, non-exclusive right and license to use Supplier's trademarks in advertising, promotional materials, and informational sites for the purpose of marketing Supplier's Agreement with Sourcewell.

b) **Limited Right of Sublicense.** The right and license granted herein includes a limited right of each party to grant sublicenses to their respective subsidiaries, distributors, dealers, resellers, marketing representatives, partners, or agents (collectively "Permitted Sublicensees") in advertising, promotional, or informational materials for the purpose of marketing the Parties' relationship. Any sublicense granted will be subject to the terms and conditions of this Article. Each party will be responsible for any breach of this section by any of their respective sublicensees.

c) **Use; Quality Control.**

i) Neither party may alter the other party's trademarks from the form provided and must comply with removal requests as to specific uses of its trademarks or logos.

ii) Each party agrees to use, and to cause its Permitted Sublicensees to use, the other party's trademarks only in good faith and in a dignified manner consistent with such party's use of the trademarks. Each party may make written notice to the other regarding misuse under this section. The offending party will have 30 days of the date of the written notice to cure the issue or the license/sublicense will be terminated.

d) **Termination.** Upon the termination of this Agreement for any reason, each party, including Permitted Sublicensees, will have 30 days to remove all Trademarks from signage, websites, and the like bearing the other party's name or logo (excepting Sourcewell's pre-printed catalog of suppliers which may be used until the next printing). Supplier must return all marketing and promotional materials, including signage, provided by Sourcewell, or dispose of it according to Sourcewell's written directions.

- 20) **Venue and Governing law between Sourcewell and Supplier Only.** The substantive and procedural laws of the State of Minnesota will govern this Agreement between Sourcewell and Supplier. Venue for all legal proceedings arising out of this Agreement between Sourcewell and Supplier will be in court of competent jurisdiction within the State of Minnesota. This section does not apply to any dispute between Supplier and Participating Entity. This Agreement reserves the right for Supplier and Participating Entity to negotiate this term to within any transaction documents.
- 21) **Severability.** If any provision of this Agreement is found by a court of competent jurisdiction to be illegal, unenforceable, or void then both parties will be relieved from all obligations arising from that provision. If the remainder of this Agreement is capable of being performed, it will not be affected by such determination or finding and must be fully performed.
- 22) **Insurance Coverage.** At its own expense, Supplier must maintain valid insurance policy(ies) during the performance of this Agreement with insurance company(ies) licensed or authorized to do business in the State of Minnesota having an "AM BEST" rating of A- or better, with coverage and limits of insurance not less than the following:
- a) **Commercial General Liability Insurance.** Supplier will maintain insurance covering its operations, with coverage on an occurrence basis, and must be subject to terms no less broad than the Insurance Services Office ("ISO") Commercial General Liability Form CG0001 (2001 or newer edition), or equivalent. At a minimum, coverage must include liability arising from premises, operations, bodily injury and property damage, independent contractors, products-completed operations including construction defect, contractual liability, blanket contractual liability, and personal injury and advertising injury. All required limits, terms and conditions of coverage must be maintained during the term of this Agreement.
 - \$1,500,000 each occurrence Bodily Injury and Property Damage
 - \$1,500,000 Personal and Advertising Injury
 - \$2,000,000 aggregate for products liability-completed operations
 - \$2,000,000 general aggregate
 - b) **Certificates of Insurance.** Prior to execution of this Agreement, Supplier must furnish to Sourcewell a certificate of insurance, as evidence of the insurance required under this Agreement. Prior to expiration of the policy(ies), renewal certificates must be mailed to Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 or provided to in an alternative manner as directed by Sourcewell. The certificates must be signed by a person authorized by the insurer(s) to bind coverage on their behalf. Failure of Supplier to maintain the required insurance and documentation may constitute a material breach.
 - c) **Additional Insured Endorsement and Primary and Non-contributory Insurance Clause.** Supplier agrees to list Sourcewell, including its officers, agents, and employees, as an additional insured under the Supplier's commercial general liability insurance policy with respect to liability arising out of activities, "operations," or "work" performed by or on behalf of Supplier, and products and completed operations of Supplier. The policy provision(s) or endorsement(s) must further provide that coverage is primary and not excess over or contributory with any other valid, applicable, and collectible insurance or self-insurance in force for the additional insureds.
 - d) **Waiver of Subrogation.** Supplier waives and must require (by endorsement or otherwise) all its insurers to waive subrogation rights against Sourcewell and other additional insureds for losses paid under the insurance policies required by this Agreement or other insurance applicable to

the Supplier or its subcontractors. The waiver must apply to all deductibles and/or self-insured retentions applicable to the required or any other insurance maintained by the Supplier or its subcontractors. Where permitted by law, Supplier must require similar written express waivers of subrogation and insurance clauses from each of its subcontractors.

- e) **Umbrella/Excess Liability/SELF-INSURED RETENTION.** The limits required by this Agreement can be met by either providing a primary policy or in combination with umbrella/excess liability policy(ies), or self-insured retention.

- 23) **Termination for Convenience.** Sourcewell or Supplier may terminate this Agreement upon 60 calendar days' written notice to the other Party. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.
- 24) **Termination for Cause.** Sourcewell may terminate this Agreement upon providing written notice of material breach to Supplier. Notice must describe the breach in reasonable detail and state the intent to terminate the Agreement. Upon receipt of Notice, the Supplier will have 30 calendar days in which it must cure the breach. Termination pursuant to this section will not relieve the Supplier's obligations under this Agreement for any transactions entered with Participating Entities through the date of termination, including reporting and payment of applicable Administrative Fees.

Article 3: Supplier Obligations to Participating Entities

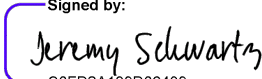
The Terms in this Article 3 relate specifically to Supplier and a Participating Entity when entering transactions utilizing the General Terms established in this Master Agreement. Article 1 General Terms control over any conflict with this Article 3. Where this Master Agreement is silent on any subject, Participating Entity and Supplier retain the ability to negotiate mutually acceptable terms.


- 1) **Quotes to Participating Entities.** Suppliers are encouraged to provide all pricing information regarding the total cost of acquisition when quoting to a Participating Entity. Suppliers and Participating Entities are encouraged to include all cost specifically associated with or included within the Suppliers proposal and Included Solutions within transaction documents.
- 2) **Shipping, Delivery, Acceptance, Rejection, and Warranty.** Supplier's proposal may include proposed terms relating to shipping, delivery, inspection, and acceptance/rejection and other relevant terms of tendered Solutions. Supplier and Participating Entity may negotiate final terms appropriate for the specific transaction relating to non-appropriation, shipping, delivery, inspection, acceptance/rejection of tendered Solutions, and warranty coverage for Included Solutions. Such terms may include, but are not limited to, costs, risk of loss, proper packaging, inspection rights and timelines, acceptance or rejection procedures, and remedies as mutually agreed include notice requirements, replacement, return or exchange procedures, and associated costs.
- 3) **Applicable Taxes.** Participating Entity is responsible for notifying supplier of its tax-exempt status and for providing Supplier with any valid tax-exemption certification(s) or related documentation.

- 4) **Ordering Process and Payment.** Supplier’s ordering process and acceptable forms of payment are included within its Proposal. Participating Entities will be solely responsible for payment to Supplier and Sourcewell will have no liability for any unpaid invoice of any Participating Entity.
- 5) **Transaction Documents.** Participating Entity may require the use of its own forms to complete transactions directly with Supplier utilizing the terms established in this Agreement. Supplier’s standard form agreements may be offered as part of its Proposal. Supplier and Participating Entity may complete and document transactions utilizing any type of transaction documents as mutually agreed. In any transaction document entered utilizing this Agreement, Supplier and Participating Entity must include specific reference to this Master Agreement by number and to Participating Entity’s unique Sourcewell account number.
- 6) **Additional Terms and Conditions Permitted.** Participating Entity and Supplier may negotiate and include additional terms and conditions within transaction documentation as mutually agreed. Such terms may supplant or supersede this Master Agreement when necessary and as solely determined by Participating Entity. Sourcewell has expressly reserved the right for Supplier and Participating Entity to address any necessary provisions within transaction documents not expressly included within this Master Agreement, including but not limited to transaction cancellation, dispute resolution, governing law and venue, non-appropriation, insurance, defense and indemnity, force majeure, and other material terms as mutually agreed.
- 7) **Subsequent Agreements and Survival.** Supplier and Participating Entity may enter into a separate agreement to facilitate long-term performance obligations utilizing the terms of this Master Agreement as mutually agreed. Such agreements may provide for a performance period extending beyond the full term of this Master Agreement as determined in the discretion of Participating Entity.
- 8) **Participating Addendums.** Supplier and Participating Entity may enter a Participating Addendum or similar document extending and supplementing the terms of this Master Agreement to facilitate adoption as may be required by a Participating Entity.

Sourcewell

Petersen Industries, Inc.

Signed by:

 C0FD2A139D06489...
 By: _____
 Jeremy Schwartz
 Title: Chief Procurement Officer
 Date: 5/16/2025 | 1:07 PM CDT

Signed by:

 EAAEE7181D214E0...
 By: _____
 Nicholas Filer
 Title: Municipal Sales Director
 Date: 5/16/2025 | 8:12 AM PDT

RFP 010825 - Bulk Solid Waste and Recycling Equipment

Vendor Details

Company Name: Petersen Industries, Inc.
Does your company conduct business under any other name? If yes, please state: Florida
Address: 4000 State Road 60 W
Lake Wales, Florida 33859-8201
Contact: Nicholas Filer
Email: Nfiler@petersenind.com
Phone: 210-288-6170
Fax: 863-676-6844
HST#: 59-2979951

Submission Details

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Submitted By: Nicholas Filer
Email: Nfiler@petersenind.com
Transaction #: f467edd5-b7c2-4b0a-86df-6bfc872cd11f
Submitter's IP Address: 12,34,110,36

Specifications

Table 1: Proposer Identity & Authorized Representatives (Not Scored)

General Instructions (applies to all Tables) Sourcewell prefers a brief but thorough response to each question. Do not merely attach additional documents to your response without also providing a substantive response. Do not leave answers blank; respond “N/A” if the question does not apply to you (preferably with an explanation).

Table 1 Specific Instructions. Sourcewell requires identification of all parties responsible for providing Solutions under a resulting master agreement(s) (Responsible Supplier). Proposers are strongly encouraged to include all potential Responsible Suppliers including any corporate affiliates, subsidiaries, D.B.A., and any other authorized entities within a singular proposal. All information required under this RFP must be included for each Responsible Supplier as instructed. Proposers with multiple Responsible Supplier options may choose to respond individually as distinct entities, however each response will be evaluated individually and only those proposals recommended for award may result in a master agreement award. Unawarded entities will not be permitted to later be added to an existing master agreement through operation of Proposer’s corporate organization affiliation.

Line Item	Question	Response *
1	Provide the legal name of the Proposer authorized to submit this Proposal.	Petersen Industries, Inc.
2	In the event of award, is this entity the Responsible Supplier that will execute the master agreement with Sourcewell? Y or N.	Y
3	Identify all subsidiaries, D.B.A., authorized affiliates, and any other entity that will be responsible for offering and performing delivery of Solutions within this Proposal (i.e. Responsible Supplier(s) that will execute a master agreement with Sourcewell).	N/A
4	Provide your CAGE code or Unique Entity Identifier (SAM):	G44MX3Y8S8A1
5	Provide your NAICS code applicable to Solutions proposed.	336211
6	Proposer Physical Address:	4000 S.R. 60 W. Lake Wales, FL 33859
7	Proposer website address (or addresses):	www.PetersenInd.com
8	Proposer’s Authorized Representative (name, title, address, email address & phone) (The representative must have authority to sign the “Proposer’s Assurance of Compliance” on behalf of the Proposer):	Nicholas Filer - Municipal Sales Director 4000 S.R. 60 West Lake Wales, FL 33859 NFiler@PetersenInd.com 863-676-1493
9	Proposer’s primary contact for this proposal (name, title, address, email address & phone):	Nicholas Filer - Municipal Sales Director 4000 S.R. 60 West Lake Wales, FL 33859 NFiler@PetersenInd.com 863-676-1493
10	Proposer’s other contacts for this proposal, if any (name, title, address, email address & phone):	Danielle Brown - Sales Admin 4000 S.R. 60 West Lake Wales, FL 33859 DBrown@PetersenInd.com 863-676-1493

Table 2A: Financial Viability and Marketplace Success (50 Points, applies to Table 2A and 2B)

Line Item	Question	Response *
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11	Provide a brief history of your company, including your company's core values, business philosophy, and industry longevity related to the requested Solutions.	<p>Petersen Industries was founded over 65 years ago with the production of a knuckle boom loader designed for harvesting Florida citrus. Our journey began when a local municipality, Lakeland, FL, requested that we mount one of our loaders on a truck chassis for collecting bulky waste items. This innovation marked the creation of the first purpose-built grapple truck for bulky municipal solid waste. Since then, our model "Lightning Loader" has become synonymous with grapple trucks across the United States.</p> <p>At Petersen Industries, our mission is to help cities and counties maintain clean and hazard-free environments by providing top-quality equipment for the safe and efficient collection and disposal of bulky waste—defined as any item that does not fit into a standard automated rollout container.</p> <p>What sets Petersen Industries apart is our unwavering focus on the intended use of our products. Over 90% of our components—apart from a few purchased items—are designed, machined, and manufactured in-house. This includes most hydraulic cylinders, pins, bushings, and everything in between, allowing us to maintain control over both quality and delivery. We are not reliant on external manufacturers, including those overseas, for components needed by our customers.</p> <p>In addition to offering parts for our new products, we ensure that the right parts are readily available for customers in the field. Our commitment to providing exceptional service after the sale is the primary reason our customers consistently choose Petersen Lightning Loaders.</p>
12	What are your company's expectations in the event of an award?	<p>Petersen Industries has maintained a contract with Sourcewell for over 14 years, establishing it as our preferred strategy for selling equipment to both new and existing customers. The contract's simplicity and growing acceptance within the industry make it our first choice for conducting business. We remain committed to promoting the Sourcewell contract as our primary method for delivering products to customers, ensuring a seamless and effortless procurement process.</p>
13	Demonstrate your financial strength and stability with meaningful data. This could include such items as financial statements, SEC filings, credit and bond ratings, letters of credit, and detailed reference letters. Upload supporting documents (as applicable) in the document upload section of your response. DO NOT PROVIDE ANY TAX INFORMATION OR PERSONALLY IDENTIFIABLE INFORMATION.	<p>Petersen Industries has experienced consistent and successful growth over the past 14 years, averaging over 20% year-over-year. This growth has been profitable as well, with EBITDA ranging from 16% to 22% each year. To meet rising demand, we have invested more than \$5 million in advanced plant equipment, including high-precision CNC machines, brake presses, robotic arm welders, and automated saws.</p> <p>In addition to our equipment innovations, Petersen Industries has allocated \$1.2 million towards a state-of-the-art body fabrication facility and is currently undertaking a \$5.6 million expansion project. This expansion will provide dedicated facilities for our Engineering and Parts and Service departments while also increasing the capacity of our Installation shop. Notably, we have accomplished all of this without incurring any debt, funding our capital expenditures entirely with cash on hand. Financial reports will be provided as an attachment.</p>
14	What is your US market share for the Solutions that you are proposing?	<p>While there is no independent reporting agency that collects market share data specifically for grapple trucks, we believe that Petersen Industries holds more than 65% of the municipal bulk waste grapple market in the United States.</p>
15	What is your Canadian market share for the Solutions that you are proposing?	<p>Our market share is slightly less in Canada, as is the demand for our product also.</p>
16	Disclose all current and completed bankruptcy proceedings for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcewell if it enters a bankruptcy proceeding at any time during the pendency of this RFP evaluation.	<p>No bankruptcy's to disclose</p>
17	<p>How is your organization best described: is it a manufacturer, a distributor/dealer/reseller, or a service provider? Answer the question that best applies to your organization, either a) or b).</p> <p>a) If your company is best described as a distributor/dealer/reseller (or similar entity), provide your written authorization to act as a distributor/dealer/reseller for the manufacturer of the products proposed in this RFP. If applicable, is your dealer network independent or company owned?</p> <p>b) If your company is best described as a manufacturer or service provider, describe your relationship with your sales and service force and with your dealer network in delivering the products and services proposed in this RFP. Are these individuals your employees, or the employees of a third party?</p>	<p>Petersen Industries is best describes as a Manufacture. Although, in certain states, we sell our products directly to municipal and governmental agencies through our own employed sales force. Additionally, we have 26 contractual distributors operating in various states across the country, whose sales teams are not directly employed by Petersen Industries. As the original equipment manufacturer (OEM), Petersen Industries fully equips the chassis with our products and delivers them to our dealers in a "ready-to-use" condition. Our dealers are trained to utilize the contract as our agents. Petersen Industries will always serve as the single point of responsibility for any item sold through the contract.</p>

18	If applicable, provide a detailed explanation outlining the licenses and certifications that are both required to be held, and actually held, by your organization (including third parties and subcontractors that you use) in pursuit of the business contemplated by this RFP.	We are required to hold a Florida business license, Polk County Occupation License, and a Florida Motor Vehicle Dealer License.	*
19	Disclose all current and past debarments or suspensions for Proposer and any included possible Responsible Party within the past seven years. Proposer must provide notice in writing to Sourcwell if it enters a debarment or suspension status any time during the pendency of this RFP evaluation.	None to disclose	*
20	Describe any relevant industry awards or recognition that your company has received in the past five years.	N/A	*
21	What percentage of your sales are to the governmental sector in the past three years?	76%	*
22	What percentage of your sales are to the education sector in the past three years?	1%	*
23	List all state, cooperative purchasing agreements that you hold. What is the annual sales volume for each of these agreement over the past three years?	Florida Sheriffs Association (FSA)- \$4-\$5 million per year	*
24	List any GSA contracts or Standing Offers and Supply Arrangements (SOSA) that you hold. What is the annual sales volume for each of these contracts over the past three years?	N/A	*

Table 2B: References/Testimonials

Line Item 25. Supply reference information from three customers who are eligible to be Sourcwell participating entities.

Entity Name *	Contact Name *	Phone Number *	
Birmingham, City of (AL)	Josh Yates	205-335-8082	*
Miami Dade, County of (FL)	Rey Llerena	305-487-3666	*
Hildalgo, County of (TX)	Bert Gonzalez	956-968-8733	*

Table 3: Ability to Sell and Deliver Solutions (150 Points)

Describe your company’s capability to meet the needs of Sourcwell participating entities across the US and Canada, as applicable. Your response should address in detail at least the following areas: locations of your network of sales and service providers, the number of workers (full-time equivalents) involved in each sector, whether these workers are your direct employees (or employees of a third party), and any overlap between the sales and service functions.

Line Item	Question	Response *	
26	Sales force.	Petersen Industries, Inc. employs a dedicated team that includes 1 Municipal Sales Director, 4 full-time Regional Sales Managers (RSMs), 1 Director of National Accounts, 4 Inside Sales Managers, and 1 Inside Sales Coordinator. Each Outside RSM is responsible for direct sales to municipal entities and managing the sales efforts of a select group of independently owned contractual dealers and their sales teams.	*
27	Describe the network of Authorized Sellers who will deliver Solutions, including dealers, distributors, resellers, and other distribution methods.	Our dealer network consists of 28 independently owned distributor dealers, each with at least one physical location within their assigned Area of Primary Sales Responsibility (APSR), along with multiple outside sales professionals and inside sales support staff. Our dealers maintain a minimum of one location in the following states: Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New Mexico, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Washington, and Wisconsin.	*

28	Service force.	<p>Petersen Industries operates a mobile service truck that can be deployed anywhere in Florida within 24 hours. Additionally, we have a fully equipped in-house service team capable of handling any repairs, including warranty work, utilizing our extensive parts inventory valued at over \$3 million, which is dedicated exclusively to replacement parts.</p> <p>Moreover, each of our dealers employs mobile service technicians, in-house service technicians, and maintains a minimum stock level of Petersen parts. If a specific part is not in stock, most items can be shipped within 24 hours of a request. Exceptional service after the sale is the primary reason we hear from customers as to why they continue to choose Petersen for their grapple truck needs.</p>	*
29	Describe the ordering process. If orders will be handled by distributors, dealers or others, explain the respective roles of the Proposer and others.	<p>As a long-time holder of the Sourcewell contract, we have streamlined our order entry and reporting processes to operate efficiently with minimal effort. While our dealers can utilize our Sourcewell contract for their orders, we manage all funds required for distribution back to Sourcewell for the associated fees.</p> <p>Before accepting any order, we always verify that the customer has issued a purchase order with the correct contract number and pricing. Additionally, we require that they sign a purchase agreement clearly stating that the purchase will be made under the Sourcewell contract and that we will cover the fees for their use of the contract.</p>	*
30	Describe in detail the process and procedure of your customer service program, if applicable. Include your response-time capabilities and commitments, as well as any incentives that help your providers meet your stated service goals or promises.	<p>Our service procedure begins by directing all service-related inquiries, whether through phone calls or our online chat, to our dedicated customer service department. This team of 4 specialists brings a combined 120 years of Petersen experience, enabling them to thoroughly diagnose issues remotely, identify necessary parts, and determine the best course of action to get the customer back up and running.</p> <p>Our approach includes shipping parts with installation instructions directly to customers who handle their own servicing, coordinating with our dealer distributors to have the work performed by their technicians, or managing the service ourselves, either in-house or through our mobile response unit. Most diagnoses are completed, and parts are shipped within 24 hours. For service-related requests, our response time is typically within 48-72 hours of the initial contact.</p> <p>Additionally, all of our dealer distributors share in the profits of parts sales within their Area of Primary Sales Responsibility (APSR), ensuring their commitment to addressing customer needs in a timely manner.</p>	*
31	Describe your ability and willingness to provide your products and services to Sourcewell participating entities.	<p>Sourcewell has been, and will remain, a crucial part of our business with municipal and governmental entities. Our dealers are well-versed in our contract and its nuances, ensuring they can assist customers in obtaining what they need as easily and efficiently as possible. We consistently include Sourcewell in every conversation with potential buyers, highlighting it as a straightforward alternative to the traditional bid process.</p> <p>The key advantage is that our pricing is often more competitive than any quotes they might receive through their own bidding process. Much of the groundwork has already been done, resulting in deeper discounts compared to other bid prices we offer.</p>	*
32	Describe your ability and willingness to provide your products and services to Sourcewell participating entities in Canada.	<p>While we do not have a physical location in Canada, we have established partnerships with entities that are fully equipped to sell and service our products. These partners, located in Montreal, Ontario, and Kelowna, are knowledgeable about our products, their capabilities, and the associated repair and maintenance processes.</p>	*
33	Identify any geographic areas of the United States or Canada that you will NOT be fully serving through the proposed agreement.	<p>We will be serving all geographical areas part of the United States and Canada.</p>	*
34	Identify any account type of Participating Entity which will not have full access to your Solutions if awarded an agreement, and the reasoning for this.	<p>All account types of any participating entity will have full access to our solutions.</p>	*
35	Define any specific requirements or restrictions that would apply to our participating entities in Hawaii and Alaska and in US Territories.	<p>No restrictions or requirements to define.</p>	*
36	Will Proposer extend terms of any awarded master agreement to nonprofit entities?	<p>Yes</p>	*

Table 4: Marketing Plan (100 Points)

Line Item	Question	Response *
37	Describe your marketing strategy for promoting this opportunity. Upload representative samples of your marketing materials (if applicable) in the document upload section of your response.	Our primary marketing strategy focuses on raising awareness among existing customers and potential prospects about the opportunity to purchase through the Sourcewell contract. Having held this contract for a significant period, our sales team, along with our dealers' sales teams, prefer to promote it as a primary option rather than a last resort. To enhance familiarity, we prominently display the Sourcewell logo on our website and affix magnetic Sourcewell decals to all our demonstrator vehicles during product demonstrations. We are also enhancing our attendance at industry-related trade shows, where we will showcase the Sourcewell flag and magnet at our booths. Additionally, in collaboration with our Sourcewell representative, Nick Trout, we have developed the Most Valuable Partner (MVP) Program. This initiative recognizes the dealer with the highest number of sales through the Sourcewell contract during each calendar year. The winner is announced and celebrated at the Waste Expo every May, fostering healthy competition and awareness throughout our dealer network.
38	Describe your use of technology and digital data (e.g., social media, metadata usage) to enhance marketing effectiveness.	Sourcewell marketing starts with our website where we receive thousands of hits monthly. We display the Sourcewell logo and link at the bottom of the home landing page, so everyone knows right up front that Sourcewell is a buying option for them. We also actively manage a social media strategy where we distribute a steady stream of product specific content on platforms like Instagram, Facebook and LinkedIn. We intend to connect it to Sourcewell and promote the existence of our new Sourcewell contract on these platforms. This will enable us to quickly disseminate to our followers the ability to procure Petersen products via Sourcewell.
39	In your view, what is Sourcewell's role in promoting agreements arising out of this RFP? How will you integrate a Sourcewell-awarded agreement into your sales process?	We greatly appreciate any promotion from Sourcewell, but we don't rely on it. We believe that promoting the Sourcewell contract is primarily the responsibility of Petersen. As we have consistently done over the years while holding the contract, we will continue to prioritize it as our primary procurement option for customers. The Sourcewell contract is our exclusive avenue for selling completed chassis and body units directly to end-users. By marketing the contract as a "one-stop shop," we have observed an increase in purchases through Sourcewell, as it simplifies the process for our customers.
40	Are your Solutions available through an e-procurement ordering process? If so, describe your e-procurement system and how governmental and educational customers have used it.	We are currently collaborating with Sourcewell to develop an e-commerce site that will provide customers with an additional option to explore our product offerings. Although end-users will not be able to purchase equipment directly from this site, they will have quick access to information about various knuckle boom loaders and their available options. This will enable them to identify the models that best meet their needs before consulting with an experienced Petersen sales representative to finalize their purchase.

Table 5A: Value-Added Attributes (100 Points, applies to Table 5A and 5B)

Line Item	Question	Response *
41	Describe any product, equipment, maintenance, or operator training programs that you offer to Sourcewell participating entities. Include details, such as whether training is standard or optional, who provides training, and any costs that apply.	Every Sourcewell customer is entitled to free onsite operator and maintenance training upon delivery of any unit purchased through the Sourcewell contract or afterwards. Normally, we charge \$2,000 for this service, which includes travel anywhere in the U.S. and Canada. However, we can often complete the training at no additional cost by arranging the training date when a qualified Petersen representative has previous plans to be in the customers' area. The training is conducted by a certified Petersen Industries employee who is highly qualified as a trainer.
42	Describe any technological advances that your proposed Solutions offer.	<p>The beauty of Petersen Lightning Loader products lies in their simplicity of use and maintenance. We have deliberately avoided overcomplicating our equipment with complex computers, chips, and electronics that can be difficult to diagnose. All new innovations in parts and products are designed to be backwards compatible, ensuring that both our existing customers and new users benefit from the latest advancements.</p> <p>This simplicity enables us to troubleshoot and diagnose problems remotely, allowing us to quickly dispatch the necessary parts and corrective actions to get the truck back on route—a feature our customers consistently appreciate.</p> <p>In terms of technology, we focus on enhancing our service and warranty department. Through live video chats, our team can see firsthand what is happening with the equipment and diagnose issues remotely, providing free, step-by-step guidance alongside the customer's technician.</p>
43	Describe any "green" initiatives that relate to your company or to your Solutions, and include a list of the certifying agency for each.	While we are not currently pursuing any green initiatives requiring agency oversight, we have explored and implemented options such as environmentally friendly hydraulic oil, enhanced capture of solvent and paint emissions from our painting process, and ensuring compatibility of our products with electric vehicles. Recognizing that electric power will play a significant role in the future, we are actively investigating ways to develop our products to operate on battery power for both electric and non-electric vehicles. We are excited to share that we have partnered with Mack Trucks, setting a goal to have an electric knuckle boom loader built by the end of 2025.
44	Identify any third-party issued eco-labels, ratings or certifications that your company has received for the Solutions included in your Proposal related to energy efficiency or conservation, life-cycle design (cradle-to-cradle), or other green/sustainability factors.	N/A
45	What unique attributes does your company, your products, or your services offer to Sourcewell participating entities? What makes your proposed solutions unique in your industry as it applies to Sourcewell participating entities?	We offer the widest variety of bulk waste solutions in the solid waste industry. Coupled with our extensive experience with the Sourcewell contract, we provide the most dynamic solution for municipal and governmental entities to obtain precisely what they need. Unlike other cooperative contracts in the U.S. that either separate the equipment from the chassis or limit contracts to chassis dealers, the Sourcewell contract enables us to define the ideal chassis specifications tailored to our equipment. This allows us to deliver the most comprehensive package with the simplest acquisition process.

Table 5B: Value-Added Attributes

Line Item	Question	Certification	Offered	Comment
46	Select any Women or Minority Business Entity (WMBE), Small Business Entity (SBE), or veteran owned business certifications that your company or hub partners have obtained. Upload documentation and a listing of dealerships, HUB partners or resellers if available. Select all that apply.		<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
47		Minority Business Enterprise (MBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
48		Women Business Enterprise (WBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
49		Disabled-Owned Business Enterprise (DOBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
50		Veteran-Owned Business Enterprise (VBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
51		Service-Disabled Veteran-Owned Business (SDVOB)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
52		Small Business Enterprise (SBE)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
53		Small Disadvantaged Business (SDB)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A
54		Women-Owned Small Business (WOSB)	<input type="radio"/> Yes <input checked="" type="radio"/> No	N/A

Table 6A: Pricing (400 Points, applies to Table 6A and 6B)

Provide detailed pricing information in the questions that follow below.

Line Item	Question	Response *
55	Describe your payment terms and accepted payment methods.	Petersen Industries offers NET30 Day Payment terms to all customers making purchases through Sourcwell. Payment methods include Credit Card, Check or Wired Funds.
56	Describe any leasing or financing options available for use by educational or governmental entities.	We utilize NCL Government Capital for leasing and financing opportunities with our Sourcwell customers. We were introduced to them through Sourcwell. This is a very seamless transaction for the customer since they are also a Sourcwell contract holder.
57	Describe any standard transaction documents that you propose to use in connection with an awarded agreement (order forms, terms and conditions, service level agreements, etc.). Upload all template agreements or transaction documents which may be proposed to Participating Entities.	We will provide a copy of our Terms and Warranty document with every transaction.
58	Do you accept the P-card procurement and payment process? If so, is there any additional cost to Sourcwell participating entities for using this process?	We do accept it for smaller purchases (parts) and there are no additional charges.

59	Describe your pricing model (e.g., line-item discounts or product-category discounts). Provide detailed pricing data (including standard or list pricing and the Sourcewell discounted price) on all of the items that you want Sourcewell to consider as part of your RFP response. If applicable, provide a SKU for each item in your proposal. Upload your pricing materials (if applicable) in the document upload section of your response.	Petersen has consistently offered discounted prices based on our published list prices. The uploaded price list displays the list prices alongside the corresponding percentage discounts available to Sourcewell members. Due to the contract allowing for additional discounts beyond those stated, customers utilizing the contract often receive significantly greater discounts than those indicated on the price list.	*
60	Quantify the pricing discount represented by the pricing proposal in this response. For example, if the pricing in your response represents a percentage discount from MSRP or list, state the percentage or percentage range.	The published list price sheet will show a 2% discount off all items listed.	*
61	Describe any quantity or volume discounts or rebate programs that you offer.	We strive to maximize discounts based on the model and option combinations selected by our customers. When we can achieve efficiencies through multiple units, we make it a priority to pass those savings on to the customer by offering additional discounts.	*
62	Propose a method of facilitating "sourced" products or related services, which may be referred to as "open market" items or "non-contracted items". For example, you may supply such items "at cost" or "at cost plus a percentage," or you may supply a quote for each such request.	We call these "non-contract items" and usually employ a cost plus model to the item depending on its cost and the amount of additional labor required to facilitate the request. The larger the dollar amount the smaller the additional markup factor. We will calculate our additional labor at our current labor rate of \$150/hr and then discount it according to the level of discount being offered on contract items.	*
63	Identify any element of the total cost of acquisition that is NOT included in the pricing submitted with your response. This includes all additional charges associated with a purchase that are not directly identified as freight or shipping charges. For example, list costs for items like pre-delivery inspection, installation, set up, mandatory training, or initial inspection. Identify any parties that impose such costs and their relationship to the Proposer.	We will provide a line item on our pricing called Pre-Delivery Inspection. This will be a rate not to exceed \$2,500 and will be included as a contract item. Not all dealers will participate in the PDI fee as some include it as part of their normal pricing and delivery model. Nothing will be in addition to the quoted price. Our Sourcewell quoted price will be all-inclusive.	*
64	If freight, delivery, or shipping is an additional cost to the Sourcewell participating entity, describe in detail the complete freight, shipping, and delivery program.	We provide a freight matrix as part of our Sourcewell pricing when we submit our price list. These are guaranteed maximum freight rates and are often less once delivered. Again, this will not be outside of our Sourcewell contract.	*
65	Specifically describe freight, shipping, and delivery terms or programs available for Alaska, Hawaii, Canada, or any offshore delivery.	We provide freight to those locations currently through third party shippers that can haul the truck or equipment on a trailer rather than incurring any mileage to the vehicle. Again, our freight matrix will cover these costs.	*
66	Describe any unique distribution and/or delivery methods or options offered in your proposal.	For most of our deliveries within the continental U.S. the truck will be driven to its final destination. The customer can choose to have the vehicle transported on a trailer so as to not incur the mileage. Although this is more expensive, the optional rates will be included as part of the contract pricing.	*
67	Specifically describe any self-audit process or program that you plan to employ to verify compliance with your proposed agreement with Sourcewell. This process includes ensuring that Sourcewell participating entities obtain the proper pricing.	Petersen Industries has been performing this audit for several years now with our contract. We have a sales administrator, Danielle Brown, who is responsible for recording all equipment sales. She ensures that all orders received for Sourcewell contract pricing has all of the proper documentation when accepting the order and that all fees to be paid are properly identified. Sourcewell contract orders are kept in a special file that notifies our Accounts Receivable team when a unit is ready to be invoiced. It is automatically entered into our Sourcewell fees payable account and held until the next payment is due. Our sales administrator personally reviews each Sourcewell payment due and matches it to the equipment sold. Our CFO gets final approval and oversight to ensure nothing was missed during the quarter for which the fee payment is being sent. This gives us 3 separate layers of verification to be certain all necessary fees are paid on time and in full.	*
68	If you are awarded an agreement, provide a few examples of internal metrics that will be tracked to measure whether you are having success with the agreement.	We currently track the different avenues used by our customers to purchase our products (e.g., Bid, National contracts such as Sourcewell or HGAC, and Local State contracts such as Florida Sheriffs (FSA). Currently, Local State contract purchases our number all other avenues. By keeping track of these metrics, we are able to target customers in specific areas using contracts other than Sourcewell and offer them the ability to purchase a "turn-key" or completed unit, chassis and body, directly from Petersen or a Petersen Dealer through the Sourcewell contract. This allows our customers a seamless procurement process without having to go through a chassis and equipment dealer and also gives us the ability to provide stocked chassis options when local chassis dealers have no availability.	*

69	Provide a proposed Administration Fee payable to Sourcewell. The Fee is in consideration for the support and services provided by Sourcewell. The propose an Administrative Fee will be payable to Sourcewell on all completed transactions to Participating Entities utilizing this Agreement. The Administrative Fee will be calculated as a stated percentage, or flat fee as may be applicable, of all completed transactions utilizing this Master Agreement within the preceding Reporting Period defined in the agreement.	We will pay one full percent of the contract purchase price for all equipment and related components due on the invoice. This 1% Administration fee should equate to between \$2,000 and \$3,500 per completed unit sold.	*
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Table 6B: Pricing Offered

Line Item	The Pricing Offered in this Proposal is: *	Comments
70	The pricing offered is as good as or better than pricing typically offered through existing cooperative contracts, state contracts, or agencies.	Pricing offered is discounted 2%

Table 7A: Depth and Breadth of Offered Solutions (200 Points, applies to Table 7A and 7B)

Line Item	Question	Response *
71	Provide a detailed description of all the Solutions offered, including used, offered in the proposal.	Our company is dedicated exclusively to bulk waste collection solutions, focusing solely on this area without manufacturing or selling other waste-related products. We offer 13 different loader models, over 40 standard bodies, and 7 trailer models to complement our loaders. This extensive lineup provides the largest and most varied selection of bulk waste collection solutions in the industry. You can explore our offerings further by downloading the brochures available in the Marketing documents section of this bid.
72	Within this RFP category there may be subcategories of solutions. List subcategory titles that best describe your products and services.	Knuckle boom and grapple loaders, hook and hoist dumpster loaders, roll-off trucks, and container handlers

Table 7B: Depth and Breadth of Offered Solutions

Indicate below if the listed types or classes of Solutions are offered within your proposal. Provide additional comments in the text box provided, as necessary.

Line Item	Category or Type	Offered *	Comments
73	Commercial and institutional-sized refuse and recycling containers roll-off containers, collection bins, and dumpsters of metal construction	<input type="radio"/> Yes <input checked="" type="radio"/> No	Offer haul trucks/dump bodies but no stationary containers
74	Knuckleboom and grapple loaders	<input checked="" type="radio"/> Yes <input type="radio"/> No	Various models of grapple loaders
75	Hook and hoist dumpster loaders	<input checked="" type="radio"/> Yes <input type="radio"/> No	Offer Hook lift skid mounted grapple trucks
76	Roll-off trucks	<input checked="" type="radio"/> Yes <input type="radio"/> No	Offer Roll-Off skid mounted grapple trucks
77	Refuse and recyclable material balers and compactors	<input type="radio"/> Yes <input checked="" type="radio"/> No	Do not offer

Table 8: Exceptions to Terms, Conditions, or Specifications Form

Line Item 78. NOTICE: To identify any exception, or to request any modification, to Sourcewell standard Master Agreement terms, conditions, or specifications, a Proposer must submit the proposed exception(s) or requested modification(s) via redline in the Master Agreement Template provided in the “Bid Documents” section. Proposer must upload the redline in the “Requested Exceptions” upload field. All exceptions and/or proposed modifications are subject to review and approval by Sourcewell and will not automatically be included in the Master Agreement.

Do you have exceptions or modifications to propose?	Acknowledgement *
	<input type="radio"/> Yes <input checked="" type="radio"/> No

Documents

Ensure your submission document(s) conforms to the following:

1. Documents in PDF format are preferred. Documents in Word, Excel, or compatible formats may also be provided.
2. Documents should NOT have a security password, as Sourcewell may not be able to open the file. It is your sole responsibility to ensure that the uploaded document(s) are not either defective, corrupted or blank and that the documents can be opened and viewed by Sourcewell.
3. Sourcewell may reject any response where any document(s) cannot be opened and viewed by Sourcewell.
4. If you need to upload more than one (1) document for a single item, you should combine the documents into one zipped file. If the zipped file contains more than one (1) document, ensure each document is named, in relation to the submission format item responding to. For example, if responding to the Marketing Plan category save the document as "Marketing Plan."
 - [Pricing](#) - 2025_List_Price_Sheet.pdf - Tuesday January 07, 2025 18:09:25
 - [Financial Strength and Stability](#) - ALTUS Credit Report_PETERSEN_INDUSTRIES,_INC_01.07.25.pdf - Tuesday January 07, 2025 18:11:14
 - [Marketing Plan/Samples](#) - Sourcewell_Marketing.zip - Tuesday January 07, 2025 11:58:33
 - WMBE/MBE/SBE or Related Certificates (optional)
 - [Standard Transaction Document Samples](#) - 2023 Terms and Warranty.pdf - Tuesday January 07, 2025 04:45:28
 - [Upload Additional Document](#) - Sourcewell_03.31.24 - 03.31.25_COI.pdf - Tuesday January 07, 2025 16:00:41
 - Requested Exceptions (optional)

Addenda, Terms and Conditions

PROPOSER AFFIDAVIT OF COMPLIANCE

I certify that I am an authorized representative of Proposer and have authority to submit the foregoing Proposal:

1. The Proposer is submitting this Proposal under its full and complete legal name, and the Proposer legally exists in good standing in the jurisdiction of its residence.
2. The Proposer warrants that the information provided in this Proposal is true, correct, and reliable for purposes of evaluation for award.
3. The Proposer certifies that:
 - (1) The prices in this Proposal have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other Proposer or competitor relating to-
 - (i) Those prices;
 - (ii) The intention to submit an offer; or
 - (iii) The methods or factors used to calculate the prices offered.
 - (2) The prices in this Proposal have not been and will not be knowingly disclosed by the Proposer, directly or indirectly, to any other Proposer or competitor before award unless otherwise required by law; and
 - (3) No attempt has been made or will be made by Proposer to induce any other concern to submit or not to submit a Proposal for the purpose of restricting competition.
4. To the best of its knowledge and belief, and except as otherwise disclosed in the Proposal, there are no relevant facts or circumstances which could give rise to an organizational conflict of interest. An organizational conflict of interest is created when a current or prospective supplier is unable to render impartial service to Sourcewell due to the supplier's: a. creation of evaluation criteria during performance of a prior agreement which potentially influences future competitive opportunities to its favor; b. access to nonpublic and material information that may provide for a competitive advantage in a later procurement competition; c. impaired objectivity in providing advice to Sourcewell.
5. Proposer will provide to Sourcewell Participating Entities Solutions in accordance with the terms, conditions, and scope of a resulting master agreement.
6. The Proposer possesses, or will possess all applicable licenses or certifications necessary to deliver Solutions under any resulting master agreement.
7. The Proposer will comply with all applicable provisions of federal, state, and local laws, regulations, rules, and orders.
8. Proposer its employees, agents, and subcontractors are not:
 1. Included on the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>;
 2. Included on the government-wide exclusions lists in the United States System for Award Management found at: <https://sam.gov/SAM/>; or
 3. Presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from programs operated by the State of Minnesota; the United States federal government, as applicable; or any Participating Entity. Vendor certifies and warrants that neither it nor its principals have been convicted of a criminal offense related to the subject matter of this solicitation.

By checking this box I acknowledge that I am bound by the terms of the Proposer's Affidavit, have the legal authority to submit this Proposal on behalf of the Proposer, and that this electronic acknowledgment has the same legal effect, validity, and enforceability as if I had hand signed the Proposal. This signature will not be denied such legal effect, validity, or enforceability solely because an electronic signature or electronic record was used in its formation. - Nicholas Filer, Municipal Sales Director, Petersen Industries, Inc.

The Proposer declares that there is an actual or potential Conflict of Interest relating to the preparation of its submission, and/or the Proposer foresees an actual or potential Conflict of Interest in performing the obligations contemplated in the solicitation proposal.

Yes No

The Bidder acknowledges and agrees that the addendum/addenda below form part of the Bid Document.

Check the box in the column "I have reviewed this addendum" below to acknowledge each of the addenda.

File Name	I have reviewed the below addendum and attachments (if applicable)	Pages
There have not been any addenda issued for this bid.		

Worksheet 1

Diesel Truck Eligibility Certification

The Grantee must certify the eligibility of the trucks being replaced. Grantee may attach an Excel spreadsheet instead of completing the tables on this Worksheet.

1. Are the trucks being replaced **engine model year 2009 or older?**

Yes or No

Please provide the required eligibility information for the trucks being replaced by completing the table below:

	Vehicle Manufacturer/ Model	Vehicle Identification Number (VIN)	Engine Serial Number	Engine Model Year	Vehicle Class
1	Ford Truck-62745	1FDAF56F3XED43423	7.4JU2U0934440*	1999	5
2	Intl Truck-12000	1HTSDAAN1XH212238	469JM2U1148861	1999	7
3	Pirc-FT-11890	2NKMHZ8X84M061636	46341851	2004	7

2. Will these trucks be **scrapped** according to the requirements under Task 3 of the Grant Work Plan? (Scrapping is defined as: (1) rendering the engine inoperable by cutting a three-inch hole in the engine block; and (2) disabling the chassis by cutting the vehicle's frame rails between the front and rear axles.)

Yes or No

3. For the Department to calculate an accurate emissions benefit, please complete the table below. The Grantee may provide the Department with any available documentation of annual hours of operation, idling hours, and fuel consumption together with this Worksheet. If documentation of actual idling hours, operating hours, and fuel consumption are not available, the Grantee will provide a detailed explanation as to how the Grantee derived these values.

	Engine Serial Number	Annual Hours of Operation	Annual Idling Hours	Annual Fuel Consumption (gallons)	Annual Miles (Estimated)
1	7.4JU2U0934440*		500	556	5000
2	469JM2U1148861		100	1071	7500
3	46341851		350	437	3500

The Grantee certifies the accuracy of the information provided in this Worksheet and has attached the required documentation to prove the eligibility of the trucks being replaced.

Signature: Sam Costello 

Date: 4-22-26

Worksheet 1 Approved RE: DEP Agreement No. VW408 - City of Minneola - Executed

Summarize



Brynes, Marnie <Marnie.Brynes@FloridaDEP.gov>

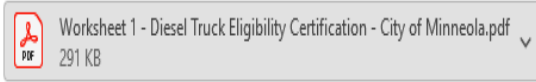
To Marge Strausbaugh

Cc Mark Johnson; Chris Williams; McLane, Preston; Gilliland, Nicole; Kristine Thompson

Reply Reply All Forward

Wed 5/20/2026 3:22 PM

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.



CAUTION: This email originated from outside the organization. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Hi Marge.

Thank you for submitting Worksheet 1 – Diesel Truck Eligibility Certification. Worksheet 1 has been reviewed and approved, attached is a copy for your file.

Please proceed.

-Marnie



Marnie Brynes, FCCM

Florida Department of Environmental Protection

Division of Air Resource Management

Office of Business Planning

Monday - Thursday 7:30 am to 4:30 pm

and Friday 7:30 am to 11:30 am

Office: 850-717-9029



VW408 - City of Minneola - Class 4-7 Garbage Truck Project

BUDGET DETAIL						
Budget items below to be provided by the Contractor or Grantee. See attached instructions.						
1. PERSONNEL EXPENSES						
A. Salaries - (Name/Title/Position)						
	Hourly Cost (\$)	Hours			Totals (\$)	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
				Total Salaries	0	
B. Fringe Benefits (Rate% * Total salaries applicable)						
	Rate %	Total Sal. App.			Total \$	
	0.00% *	0			0	
				Total Personnel Expenses (A+B)	0	
2. Contractual Services						
Description						
	Fee/Rate \$	Quantity			Totals \$	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
_____	_____	_____	=	_____	0	
				Total Contractual Services	0	
3. Travel						
Purpose/Destination						
	Days	Per Diem \$		Fare/Rate \$	Mileage	Totals \$
_____	[_____ * _____]		+	[_____]		= _____
_____	[_____ * _____]		+	[_____]		= _____
_____	[_____ * _____]		+	[_____]		= _____
				Total Travel		0
4. Equipment						
Description						
	Unit Cost \$	Quantity			Totals \$	
2026 Trash Truck Grapple Loader	226,567.29	1	=	226567.29		
2026 Trash Truck Grapple Loader	226,567.29	1	=	226567.29		
2027 Mack MD7 Dump Truck	164,449.89	1	=	164449.89		
				Total Equipment		617584.47



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 4.

Subject Title: Purchase Request - Screw Press - ESMIL Corp. - \$178,692.60

Objective:

Consider a Request to Approve the Purchase of a Screw Press from ESMIL Corp. for Use at the Wastewater Treatment Plant.

Summary:

This purchase request is for a new purchase of a screw press to replace the current inefficient Gravity Belt Thickener, GBT. Multiple technologies were considered, including screw press, belt press and centrifuge. The screw press was selected because of its longevity, ease of operation, low maintenance and replacement of parts, reduced polymer usage and cost. Four different manufacturers of screw presses were evaluated for effectiveness at processing the driest sludge, ability to handle our current and near future sludge volume, and research into how well they are performing in other municipalities. FKC was a great product and received high praise from their users. FKC was not chosen due to the footprint required for installation and cost. PW tech and Hubber were not selected due to cost. ESMIL is recommended due to its construction of 316 stainless steel, and multiple drum options which provide redundancy, its ability to add another drum in the future, and its 220 gpm capacity. Currently, we produce a 2-3% solids liquid sludge that is hauled at \$.20-\$.27 per gallon. The screw press can produce 14-18% solids. The drier the sludge, the less hauling and disposal weight and therefore less cost. A cost analysis of current cost vs future cost reveals a payback period of 2.12 to 3.26 years with an average of approximately 2.7 years. This unit is being purchased now and will be shipped once the CMAR contractor is ready for installation. We recommend purchasing the ESMIL unit which includes a new sludge feed pump (others do not include this), polymer feed, mixing, controls, and a 3 drum screw press with the ability to add a 4th to achieve 293 gpm at a 1% sludge feed.

FKC would require 2 units and will not fit in the existing footprint of our GBT at a cost of \$1.3 million.

PW Tech will fit in the existing footprint and cost \$865,000.

Hubber will not fit in the existing footprint and will require 2 units at a cost of \$1.25 million.

Only the PW Tech and ESMIL have multiple drums which provide redundancy and will fit in the footprint of the current GBT. The Esmil is 316 SS and is cheaper than the PW Tech. Staff recommends purchasing the ESMIL screw press.

A portion of this purchase will be funded by the CRA as it is a proportionate share the areas serviced.

Exhibits:

1. Exhibit A - Esmil proposal MDQ 504(3)CS_Rev3Minneola
2. Exhibit B - FKC QT15-05052025 Mineola, FL BHX-1000x5500L
3. Exhibit C - 20260213 - PWTech Volute Press Proposal - Minneola WWTF - VDPFL21139
4. Exhibit D - Huber Proposal_Minneola, FL_Q-PRESS_6-6-2025_rev0_AJ
5. Exhibit E - Minneola WRF Screw Press Payback Period

Options:

1. Approve the request as presented.
2. Approve the request with modifications.
3. Deny the request.

Fiscal Impact:

\$178,692.60

P & Z Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends approval of the request as presented.

COMMERCIAL PROPOSAL
38-36-8M-FL
03/30/2026
Minneola, FL

Multi-disc Screw Press, system
MDQ-504(3) CS



PREPARED FOR:

Minneola WWTP
 C/O Zack Mansker
 EES
 3616 Harden Blvd.
 Lakeland, FL 33813

PREPARED BY:

ESMIL Corp.
 3939 Mogadore Industrial Parkway
 Mogadore, OH 44260
 Tel.: (330) 685-0889
<https://www.esmil.us>
burns@esmil.us
 Randy Burns

ITEM	COST
Multi-disc screw press MDQ-504(3) CS, press and controls. Including delivery, startup and training	\$495,712.00
Polymer feeder with controls with startup and training	\$35,622.00
Sludge pump with magnetic flow meter and controls with startup and training	\$64,308.00
Total Cost:	\$595,642.00

Dear Zack,

Enclosed is our proposal for the dewatering unit for the city of Minneola WWTP, a multi-disc Screw Press MDQ-504(3) CS with ancillary equipment. The unit is capable of unattended continuous duty and are sized to meet the performance requirements. The system, as configured, will process up to 200 gpm at 1% infeed dry solid content of waste activated sludge producing up to 990 lb DS/hr of sludge cake. Based upon on-site pilot test results, if the infeed sludge is consistent to what was tested, cake dry solids are expected to be in the range of 14 to 16%. The MDQ-504(3) CS dewatering system includes a PLC control system, a mixing tank and 3 dewatering drums with a spare location for a future fourth drum all mounted on a skid frame. Optionally included is a polymer feeder. PLC programming provided within the presses control panel to link all ancillary equipment to the dewatering system.

The MDQ-504(3) CS has a less-than 12 Hp duty and operates at less than 3 rpm which leads to a long maintenance life for dewatering drum rings and screw shaft bearings. The model number MDQ-504(3) indicates the system is fully configured as a four drum system (four drum base and all electrical controls) but will come with three drums and provisions for a fourth drum. This will allow for higher future throughput needs.

Standard maintenance expectations could require replacement of the movable rings between 3-5 years, fixed rings and a simple screw shaft bearing replacement between 5-7 years. Our dewatering equipment is efficient and capable of automatic unattended continuous duty producing quality results with low odor emission. It requires very little maintenance and is highly energy efficient. The screw press has a programmed periodic drum washing and cleaning function to reduce attendant needs with low water requirements. A simple removal of drum solids should also be considered at end of operation if the unit will not be operated for long periods.

This proposal will serve as our intention to provide equipment and start up services. Terms and conditions will be furnished along with a contract for mutual signing or our acceptance of a project Purchase Order.

Best regards,
Randy Burns

1. GENERAL INFORMATION

1.1. Features

- Pre-wired system ready to use;
- Compact design;
- Designed for small to medium municipal wastewater treatment plants and industrial applications;
- Minimum civil works on site;
- Easy to relocate.

1.2. Advantages

- Multi-disc screw press is an excellent solution for dewatering sludge with suspended solids concentration of up to 150,000 mg/l;
- Solids content of the dewatered cake is 16–35 %, depending on the properties and composition of the sludge;
- The drums have a built-in thickening zone, which eliminates need for additional equipment for mechanical thickening of the sludge. This allows dewatering of sludge with low dry solids concentration;
- The design of the screw press prevents clogging of the dewatering drum, therefore large volumes of rinsing water are not required;
- The press operates automatically, is easy to maintain and does not require the constant presence of staff;
- It is economical. Use of electricity, polymer and rinsing water consumption during operation of the system is lower than any other dewatering equipment;
- High wear resistance ensures reliable operation of the dewatering drum for up to 50,000 hours;
- Units with two or more dewatering drums may continue to operate while one drum is being repaired.

1.3. Main components

All metals in contact with polymer or sludge, and all other components specified to be stainless steel are AISI 304 stainless steel. Option in AISI 316 is also available.

The screw press consists of two main parts – the mixing tank (Fig. 1, pos. 1) and dewatering drum(-s) (Fig. 1, pos. 2). Each part has separate frame-bases (Fig. 1, pos. 3, 4). Side walls of the filtrate collection tray (Fig. 1, pos. 5) are the integral part of the frame-base of the dewatering drum(-s).

The screw press arrives on site with its mixing tank and dewatering drum(-s) preassembled with the frame-base.

The mixing tank and dewatering drum(-s) are connected with feed tube(-s) (Fig. 1, pos. 6).

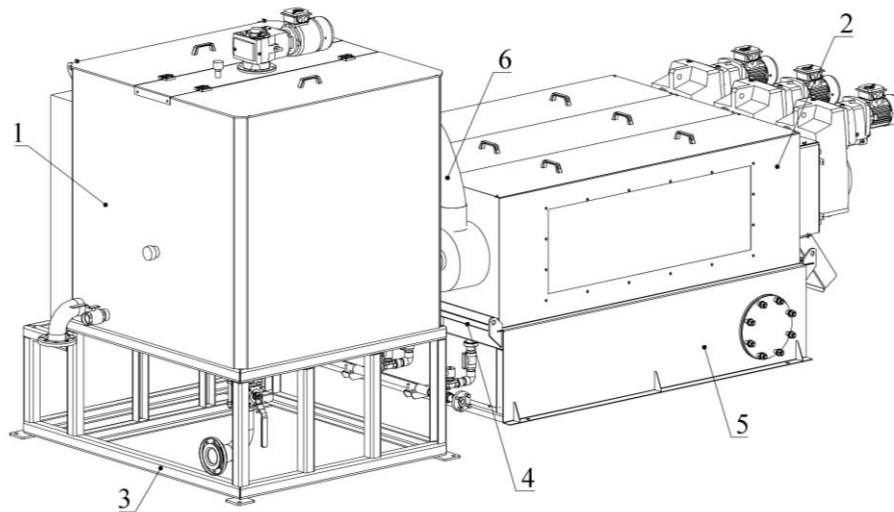


Fig. 1. Main components of the multi-disc screw press:

- 1 – Mixing tank; 2 – Dewatering drum(-s); 3 – Frame-base of the flocculation chamber;
 4 – Frame-base of the dewatering drums; 5 – Filtrate collection tray; 6 – Dewatering drum feed tube.

The mixing tank is equipped with sludge inlet (Fig. 2, pos. 1), flocculant (polymer; Fig. 2, pos. 2) and coagulant (Fig. 2, pos. 3) inlets and drainage outlet (Fig. 2, pos. 4). Influent sludge and chemicals are mixed together with an electric agitator (Fig. 2, pos. 5). Furthermore, the flocculation tank is equipped with pressure sensor (Fig. 2, pos. 6) and conductometric level sensor (Fig. 2, pos. 7).

Chemically conditioned sludge enters the dewatering drum(-s) through the feed tube(-s) (Fig. 1, pos. 6).

The dewatering drum consists of a variable flight pitch screw (Fig. 3, pos. 3) located within a support frame (Fig. 3, pos. 4) of alternating fixed and moving discs. Fixed discs (Fig. 3, pos. 1) are equipped with spacers that hold the fixed discs apart and provide a gap for moving discs (Fig. 3, pos. 2) between them.

The screw flight pitch as well as the thickness of the spacers and, consequently, the gap between the fixed and moving discs decrease as the sludge is transported further down the drum. Therefore, the drum may be divided into two zones – the thickening zone and the dewatering zone with the different screw flight pitch and the gap between the moving and fixed discs.

At the end of the drum is an adjustable dam plate (Fig. 3, pos. 5) through which the cake exits the unit.

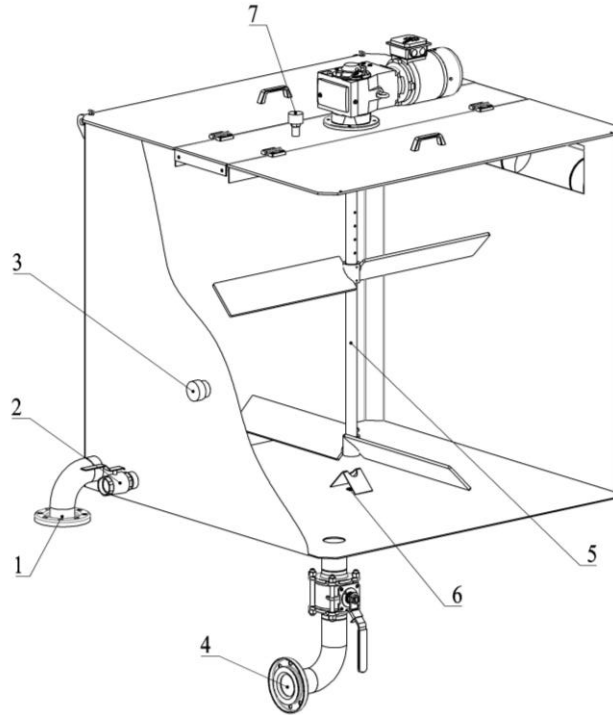
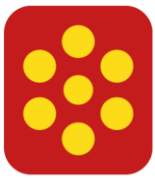


Fig. 2. Mixing tank:

- 1 – Sludge inlet; 2 – Flocculant (polymer) inlet; 3 – Coagulant inlet; 4 – Drainage outlet;
- 5 – Electric agitator; 6 – Pressure sensor; 7 – Level sensor.

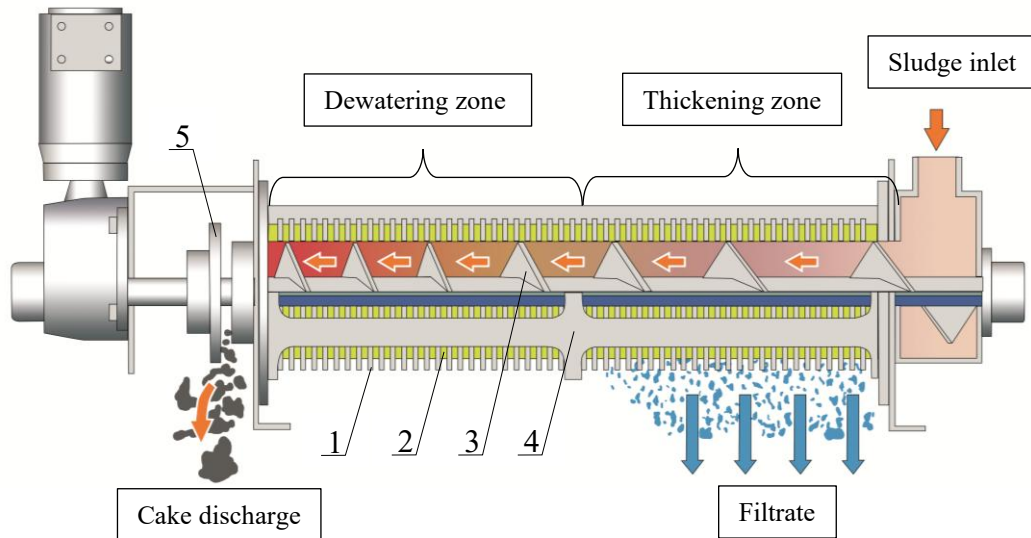


Fig. 3. Dewatering drum:

- 1 – Fixed disc; 2 – Moving disc; 3 – Screw; 4 – Support frame; 5 – Dam plate.

Each dewatering drum is equipped with individual rinsing water system. The system consists of water supply pipe (Fig. 4, pos. 1) with spray nozzles (Fig. 4, pos. 2), located above the dewatering drum. Each rinsing water system must be equipped with solenoid valve.

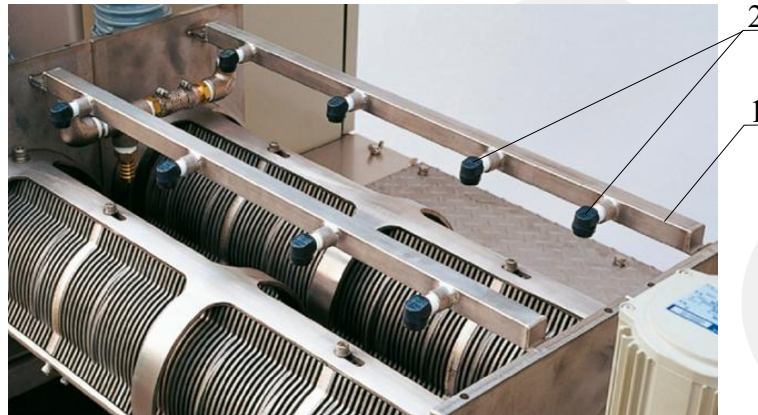


Fig. 4. Rinsing water supply system:
1 – Water supply pipe; 2 – Spray nozzles.

1.4. General operation description

Influent sludge from an external sludge storage tank is fed to the mixing tank by an influent sludge pump where it is mixed with flocculant (polymer) and optionally coagulant solutions and the flocs are formed.

Chemically conditioned sludge flows into the dewatering drum(-s) by gravity. The screw inside the drum rotates moving the sludge down the drum while released free water is drained through the gaps between the moving and fixed discs to the filtrate collection tray. The drum has a built-in thickening zone. Here, thickening of the sludge occurs and the majority of free water is released, mainly due to gravity. Filtrate from thickening zone may be reused. In the dewatering zone, the sludge is further dewatered due to the reduction of the screw flight pitch and the gap between the fixed and moving discs.

The dewatering drum is self-cleaning. Internal diameter of the moving discs is smaller than the screw diameter, therefore the internal radial surface of the moving discs is in constant contact with the flight lands of the screw. When the screw rotates, it pushes the moving discs resulting in their constant movement parallel to the fixed discs. This movement facilitates constant cleaning of the gaps between the discs and prevents their clogging.

The final dewatering occurs at the end of the drum where an adjustable, spring-loaded dam plate creates the pressure on the cake from the exit of the drum. The dewatered cake is discharged into either a container or a conveyor, while the filtrate is discharged in accordance with the process flow diagram of the wastewater treatment plant.

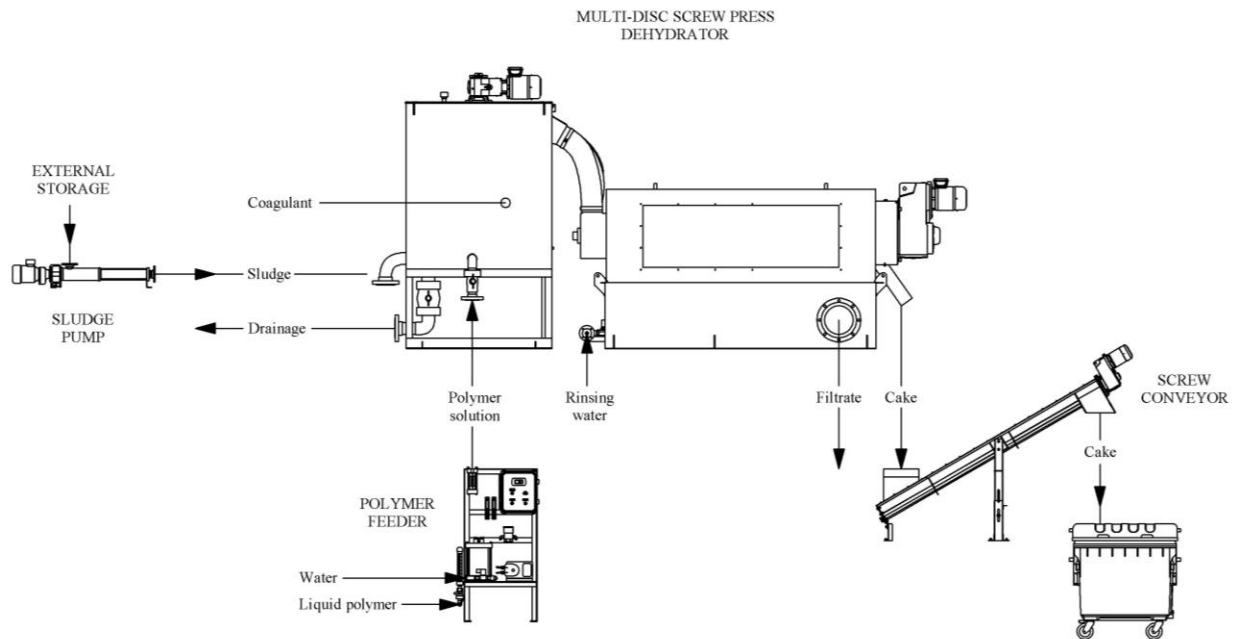


Fig. 4. Typical flow diagram of the dewatering system

1.5. Ancillary equipment

Polymer feeding system

Polymer feeding system is used for activation and dosing of polymer solution from a liquid concentrate.

The polymer metering pump can be controlled manually, paced externally, or controlled by an external 4-20 mA signal. A water flow switch turns off the polymer metering pump whenever the water flow drops below minimum. The system automatically restarts when adequate water flow resumes.

Motor-less mixing apparatus activates the polymer by injecting it into the water stream and immediately making the solution flow through a low-pressure high-energy polymer activation nozzle. The patented nozzle self-compensates for solution flow fluctuations. This assures that the polymer activation energy level remains adequate as solution flow changes. An externally mounted polymer injection valve is accessible without disturbing the polymer activating apparatus. This is optionally included as part of the system.



Fig. 5. Polymer Feeder

Sludge feed pump

The sludge from an external sludge storage tank is fed to the dosing chamber of the screw press by an influent sludge pump. This is included as part of the system.

Flow Meter

Feedback from a flow meter is used by the system's PLC to control the feed rate of polymer solution and sludge to the press's mixing tank and to display flow rate on the HMI. This is included as part of the system.

Cake Conveyor

ESMIL typically recommends a shaftless screw conveyor system for most installations. It is not included in the scope of supply. It is not recommended to convey cake from dewatering equipment in a vertical fashion.

2. INITIAL DATA

Type of influent sludge	WAS
Influent sludge DS concentration	1.0%
Required hydraulic productivity	198 gpm
Required DS productivity	990 lb DS/hr

3. COMMERCIAL PART

DESCRIPTION	PRICE PER UNIT
<p><u>MULTI-DISC SCREW PRESS SYSTEM</u> Model: MDQ-504(3) CS Quantity: 1 pc. Hydraulic capacity, 4 drums: 264 gpm DS capacity, 4 drums: 1321 lb DS/hr Dimensions LxWxH: 16' 10" x 6' 9 13/16" x 7' 9 1/4" (following for 3-drum configuration) Dimensions LxWxH: 16' 10" x 6' 9 13/16" x 7' 9 1/4" Dry weight: 12,200 lb Weight in operation: 2,3670 lb Material of main construction: AISI 316 Total installed power (without additional equipment): 12.0 HP</p> <p>Agitator Quantity: 1 pc. Material: AISI 316</p> <p>Agitator gearmotor Manufacturer: NORD Quantity: 1 pc. Nominal power: 3 HP Ingress protection: IP 55 Material: painted cast iron</p> <p>Dewatering drum(-s) Quantity: 3 pcs. Inclination angle: 0° Nominal screw diameter: 20 in Drum discs thickness: 0.12 in Screw flights wear protection: welded FREA-METAL; Material: AISI 316 Drum covers material: AIISI 316 Dam plates: AISI 316, spring loaded</p>	<p>PRICE PER UNIT (see pricing on cover page)</p>

DESCRIPTION	PRICE PER UNIT
<p>Dewatering drum gearmotor Manufacturer: NORD Quantity: 3 pcs. Nominal power: 3 HP Ingress protection: IP 55 Material: painted cast iron</p> <p>Flocculation tank chamber Material: AISI 316</p> <p>Rinsing water system Type of rinsing valve(-s): solenoid Manufacturer of rinsing valve(-s): GC valves or equal Quantity of rinsing water valves: 4 pcs. Nominal rinsing water consumption: 23.2 gpm Nominal rinsing water pressure: 30-50 psi Typical sum consumption: 69.6 gph (92.8 gph, 4-drum) Manifold material: AISI 316</p> <p>Level sensor Manufacturer: Omron Model: PS-3S Quantity: 1 pc.</p> <p>Pressure sensor Manufacturer: WIKA or equal Model: S-11 Quantity: 1 pc.</p>	
<p><u>CONTROL PANELS</u> Main press control panel (Panel #1) Quantity: 1 pc. Material: AISI 304 Location: mixing tank mounted Voltage: 480 VAC / 3 phases Frequency: 60 Hz Ingress protection: NEMA 4X Control system allows the system to operate in fully automatic mode and includes:</p> <ul style="list-style-type: none"> • Allen Bradley PLC with I/O Modules • Ethernet IP SCADA connection using the second port of PLC 	

DESCRIPTION	PRICE PER UNIT
<ul style="list-style-type: none"> • 15” Weintek HMI • Dewatering drum(s) VFD • Mixer VFD • External sludge feed pump control signals • Polymer unit control signals • Mixing tank automatic level control system 	
<p><u>ADDITIONAL EQUIPMENT</u></p> <p>Polymer feeder VeloBlend Model VM-10P-1200-D0A2 Quantity: 1 pc Polymer Flow Range: 0.5 to 10 GPH Dilution Water Flow Range: 120 to 1200 GPH VeloBlend Unit Consisting of: Polymer mixing chamber assembly Neat polymer metering pump assembly Dilution water inlet assembly Solution discharge assembly Control panel System Skid Power supply 120VAC</p> <p>Magnetic flow meter for sludge infeed Quantity: 1 pc. Manufacturer: Siemens Model number: SITRANS FMT020</p> <p>Sludge pump, progressive cavity type Quantity: 1pc Manufacturer: Volgelsang Model: HiCone55-V2 Voltage: 480 VAC / 3 phases Frequency: 60 Hz Nominal power: 25 HP Dry run protection: included</p> <p>Pump control panel (Panel #2) Quantity: 1 pc. Material: AISI 304 Location: TBD Voltage: 480 VAC / 3 phases Frequency: 60 Hz Ingress protection: NEMA 4X</p>	

DESCRIPTION	PRICE PER UNIT
<u>SPARE PARTS</u>	available upon request
<u>SHIPPING</u> Destination: F.O.B. Jobsite, FL.	included
<u>START-UP</u> 1 trip up to 5 days	included
<u>TRAINING</u> During start up	included

3.1. Not included in price

- All civil engineering, erection of foundation and foundation works;
- Unloading of material and device at place of erection;
- Field wiring and conduits;
- Grinder;
- Macerator;
- Cake conveyance;
- Piping and ventilation;
- Anchor bolts and shim packs;
- Laboratory fees;
- Provision of water and electrical power at the site;
- Additional lifting devices;
- Finishing coating at site;
- Painting of stainless-steel components;
- Interconnecting piping;
- Dumpster;
- Platform;

3.2. Commercial conditions

3.2.1. Proposal validity

This proposal is valid for a period of 60 days.

The stated price is based on shipment no later than one year from the date of this proposal. If the customer requests an extension of the delivery date or the warranty period beyond the terms specified in this offer, extended terms may be offered for an additional fee, which will be provided upon request.

3.2.2. Price policy

All taxes, duties, and/or other public expenses which could be levied are not included in the quoted prices and must be borne by the Customer. **NOTE: Prices do not include any extra cost that could be applicable due to trade tariffs. Price to be confirmed before acceptance of purchase order.**

3.2.3. Proposed terms of payment

Prices are based on the following payment terms:

30 % on receipt of purchase order

25 % upon submission of equipment approvals

25 % after completion of factory acceptance test (prior to shipment)

15 % upon completion of shipment

5 % upon completion of start-up not to exceed 45 days

Payment basis - net 30

3.2.4. Delivery

Shipping of the equipment is included with the offer stated above, all unloading or handling will be borne by the customer or designated contractor. Unloading on site must be carried out in a timely manner. The customer or designated contractor is responsible for providing necessary equipment to complete the unloading, which must be prepared prior to shipment.

Delivery time is approximately 20-24 weeks after technically and commercially clarified P.O.

The actual delivery date depends on the production workload and will be confirmed when placing the order.

3.2.5. Equipment warranty terms

ESMIL Corp. warrants the goods it supplied against defects in materials and workmanship for a period of twelve (12) months from the date of final acceptance of the equipment not to exceed eighteen (18) months from delivery. ESMIL Corp. will either repair or replace, at its option, such component provided that written notice of any such defect or deficiency is given to ESMIL Corp. within 14 days after its initial discovery, including a description of the part, a description of the defect and date defect was discovered. ESMIL Corp. reserves the right to inspect said defect at the purchaser's installation site or to have said defective part or parts returned to ESMIL Corp. via commercial freight carrier for inspection.

ESMIL Corp.'s warranty and obligations do not cover defects or deficiencies due to or arising out of normal wear and tear; improper or negligent handling, operation, maintenance, overloading or use; defective or improper premises or equipment installation; chemical, electro-chemical or electrical influences; weather or influences of nature; or alteration or repair performed by the Purchaser or third parties without ESMIL Corps prior written consent.

The expected cake dry solids content of 14–16% is based on pilot testing results and typical performance under similar operating conditions. Actual performance may vary and is dependent on site-specific sludge characteristics, upstream processes, polymer selection and conditioning, operator

practices, and other factors outside of Esmil's control. Esmil does not guarantee that the cake solids will fall within the stated range under all conditions. Final equipment performance is based on actual sludge properties and operating parameters.

3.2.6. Service considerations

ESMIL Corp.'s service department, warehouse and production facility is in Akron Ohio. Many spare parts are in stock at this location.

Esmil supplied machinery will be serviced under warranty if warranty criteria are met. If service is required after the warranty period, the cost of service, as detailed in Esmil's service request form, will apply for any on-site service work. Esmil's service department is accessible to our customers via phone and/or internet (cloud) services. Service to Esmil equipment will be provided in this method to attempt to satisfy any customer need at no cost until it is determined an in-person visit is requested by the customer.

3.2.7. Documentation

The first submittal is approximately 4-6 weeks after technically and commercially clarified P.O.
Submittals: electronic copy – 1 pc.
O&M: electronic copy – 1 pc.

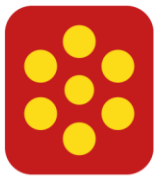
3.2.8. Manufacturer rights

The manufacturer reserves the right to change technical characteristics of the equipment that may not influence technological parameters. Exact technical characteristics are determined in the contract of the equipment supply.

This offer is a confidential document and cannot be passed off to a third party or representative.

ESMIL guarantees the quality of services and works at all stages of the project, for the optimum combination of technical and technological solutions. We hope that our proposal meets your interests and needs!

Terms and conditions to be mutually agreed upon at the time of order.



ATTACHMENTS

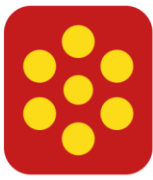
Attachment 1 – Drawings of the multi-disc screw press MDQ-504(3) CS

Attachment 2 – Technical description of the multi-disc screw press MDQ-504 CS

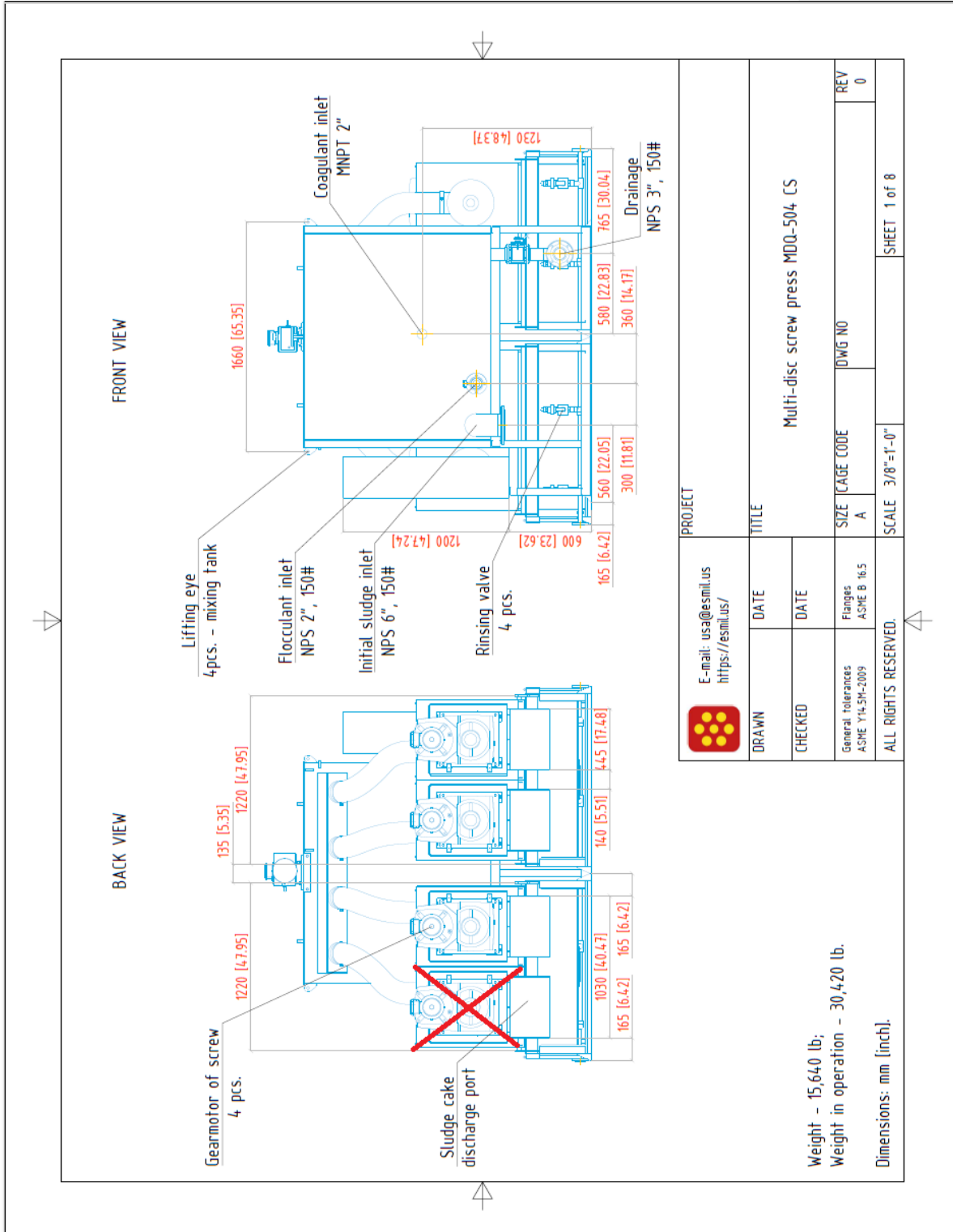
Attachment 3 – Pictures of the complex based on multi-disc screw press MDQ-404 CLS

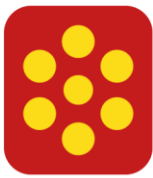
Best regards,

Randy Burns

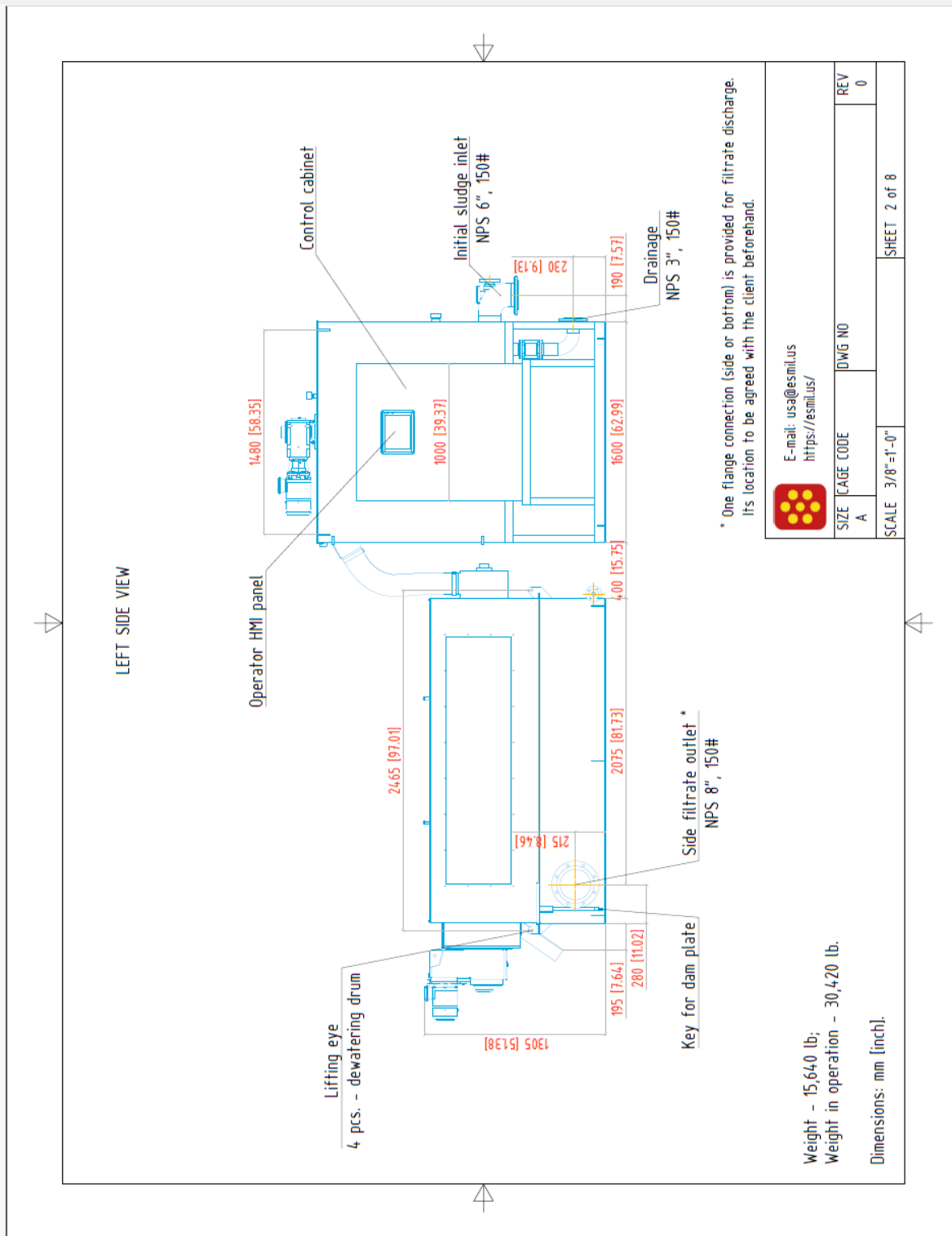


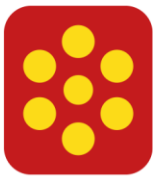
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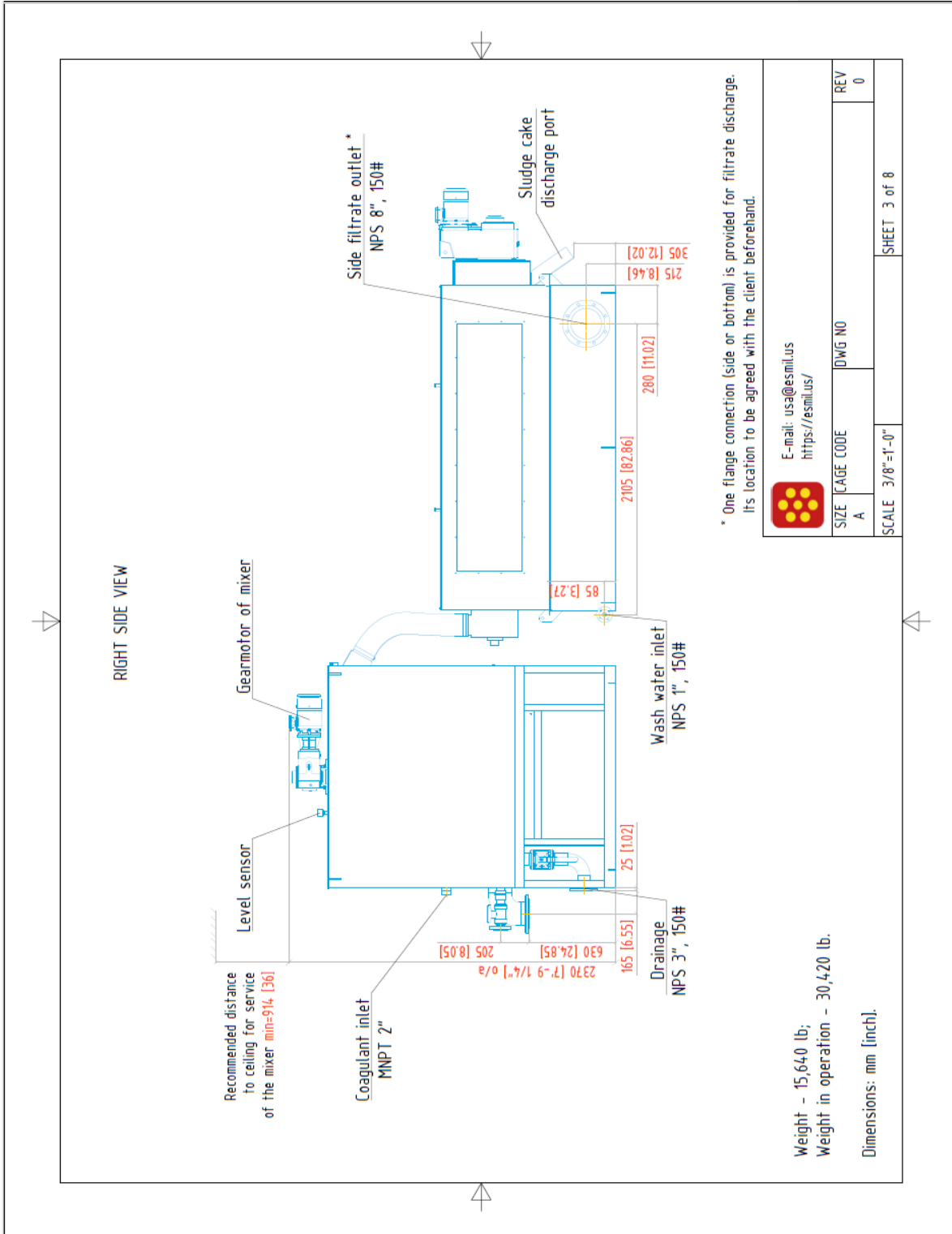


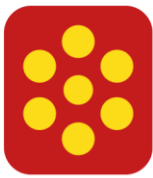
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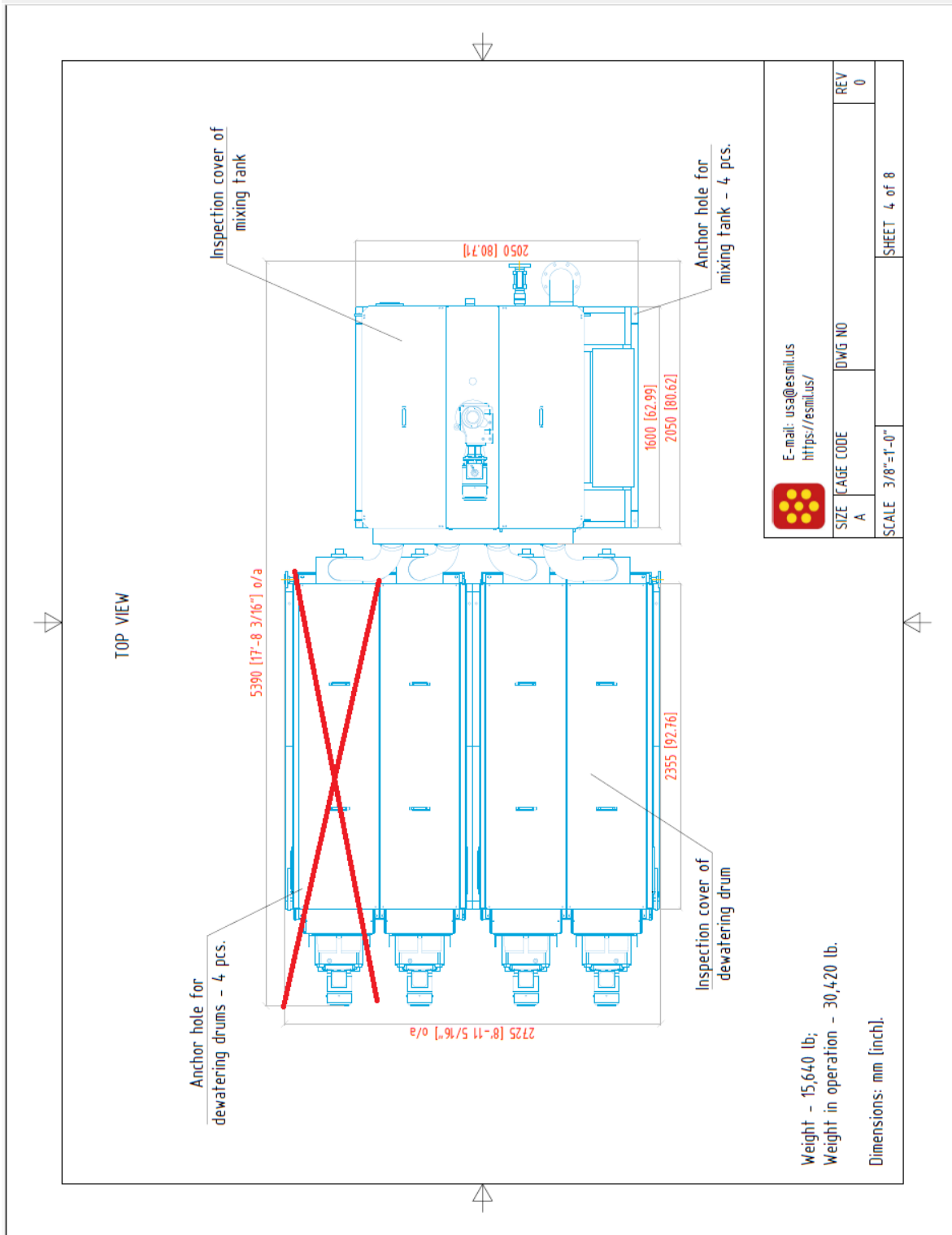


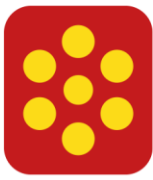
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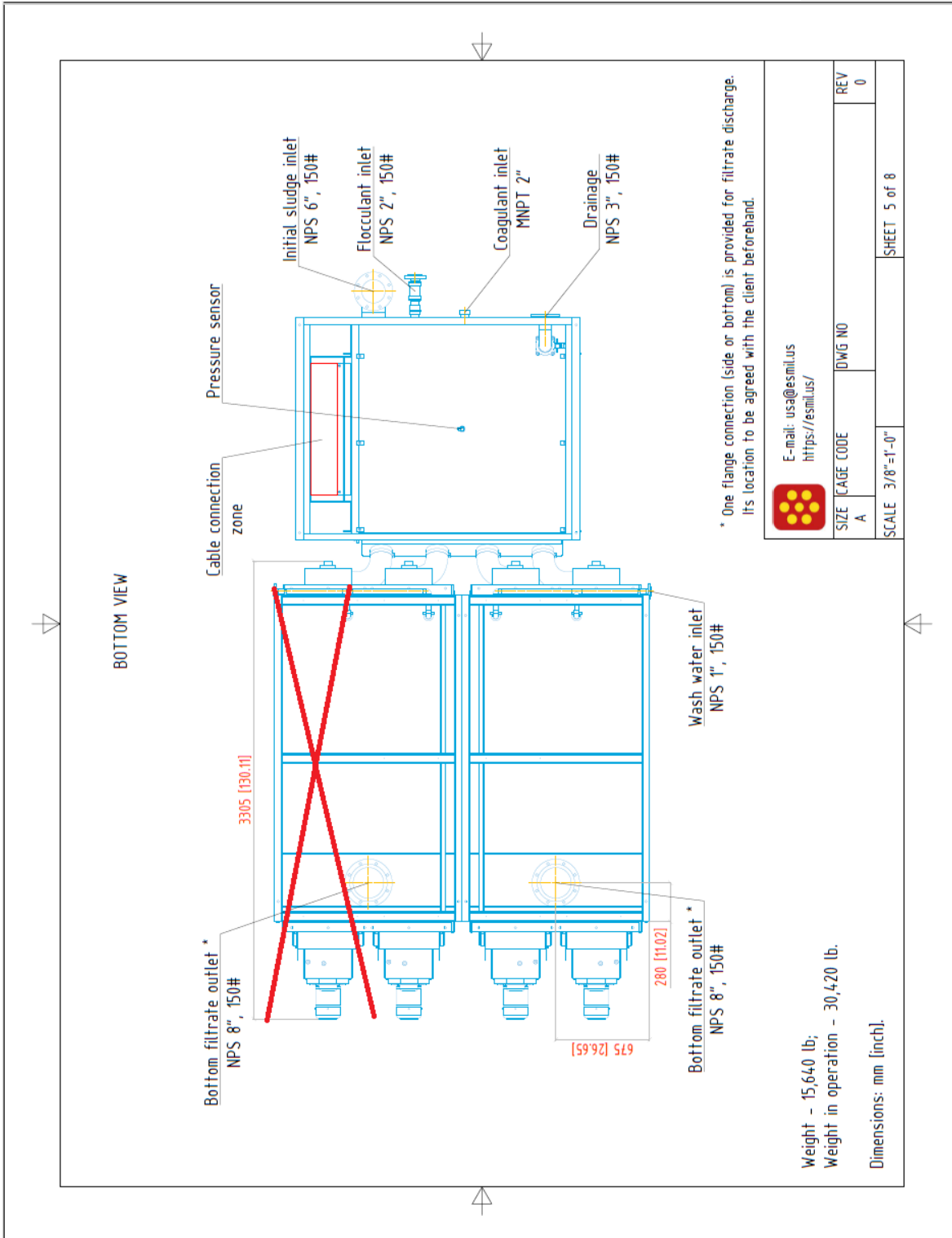


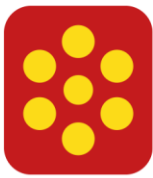
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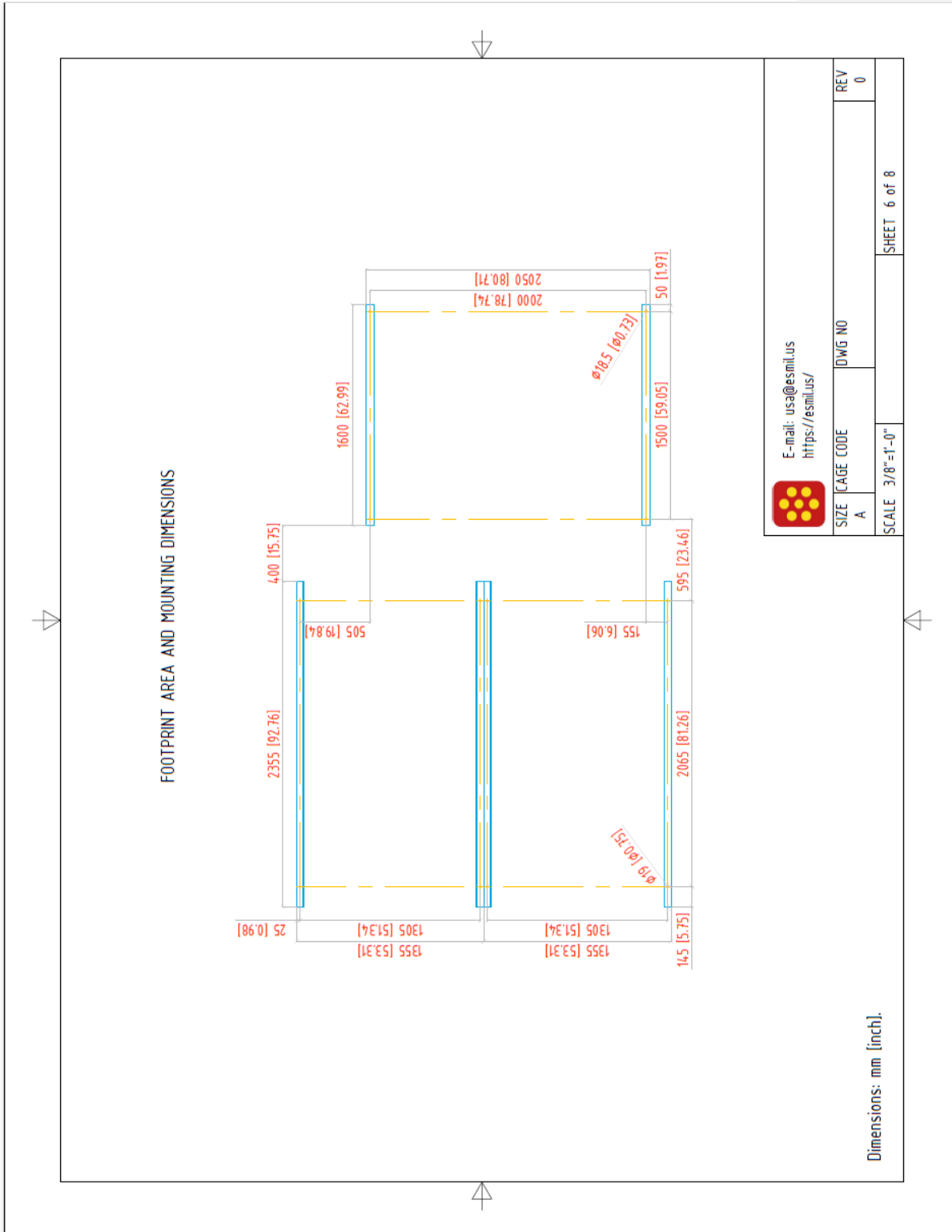


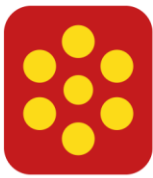
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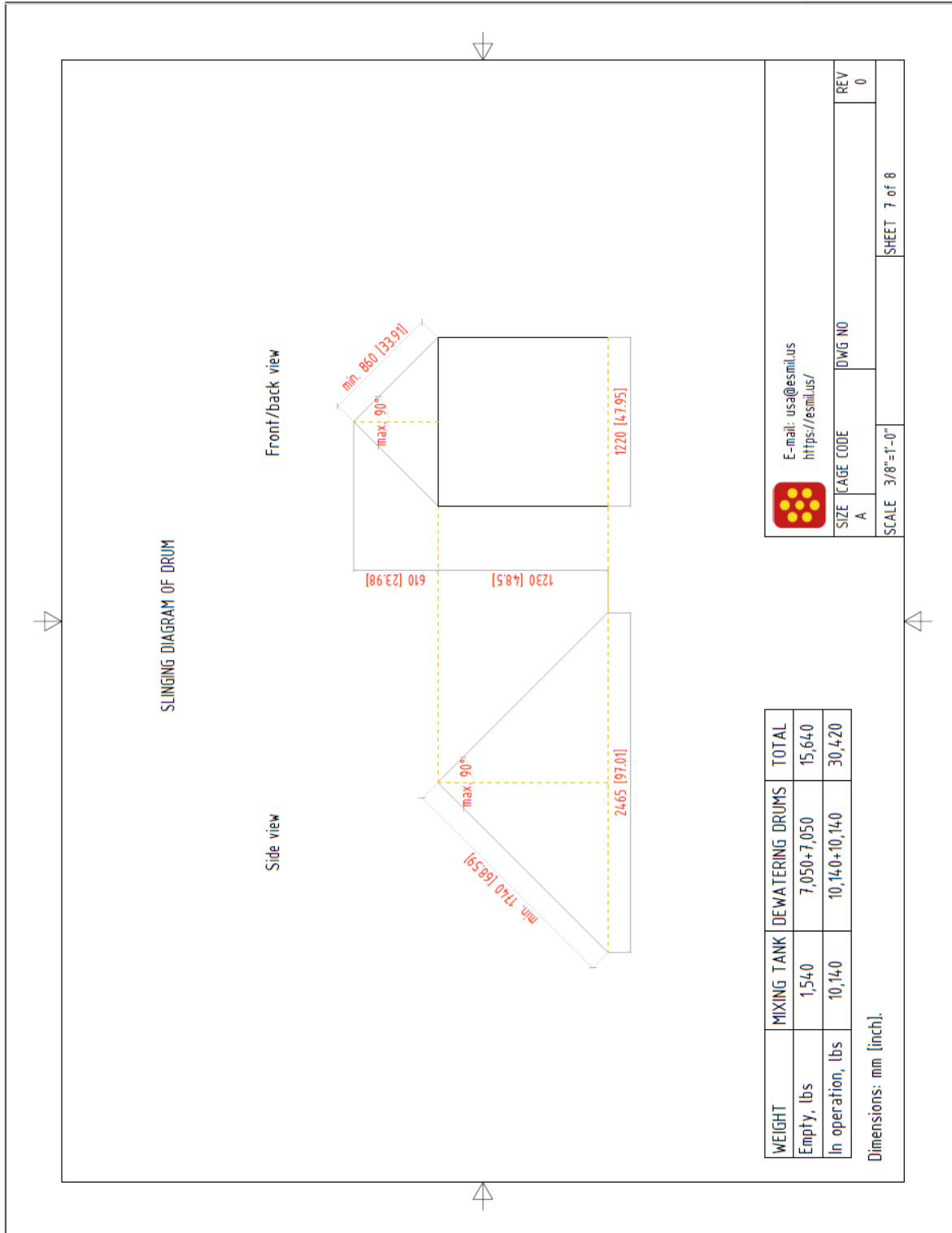


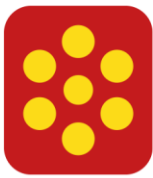
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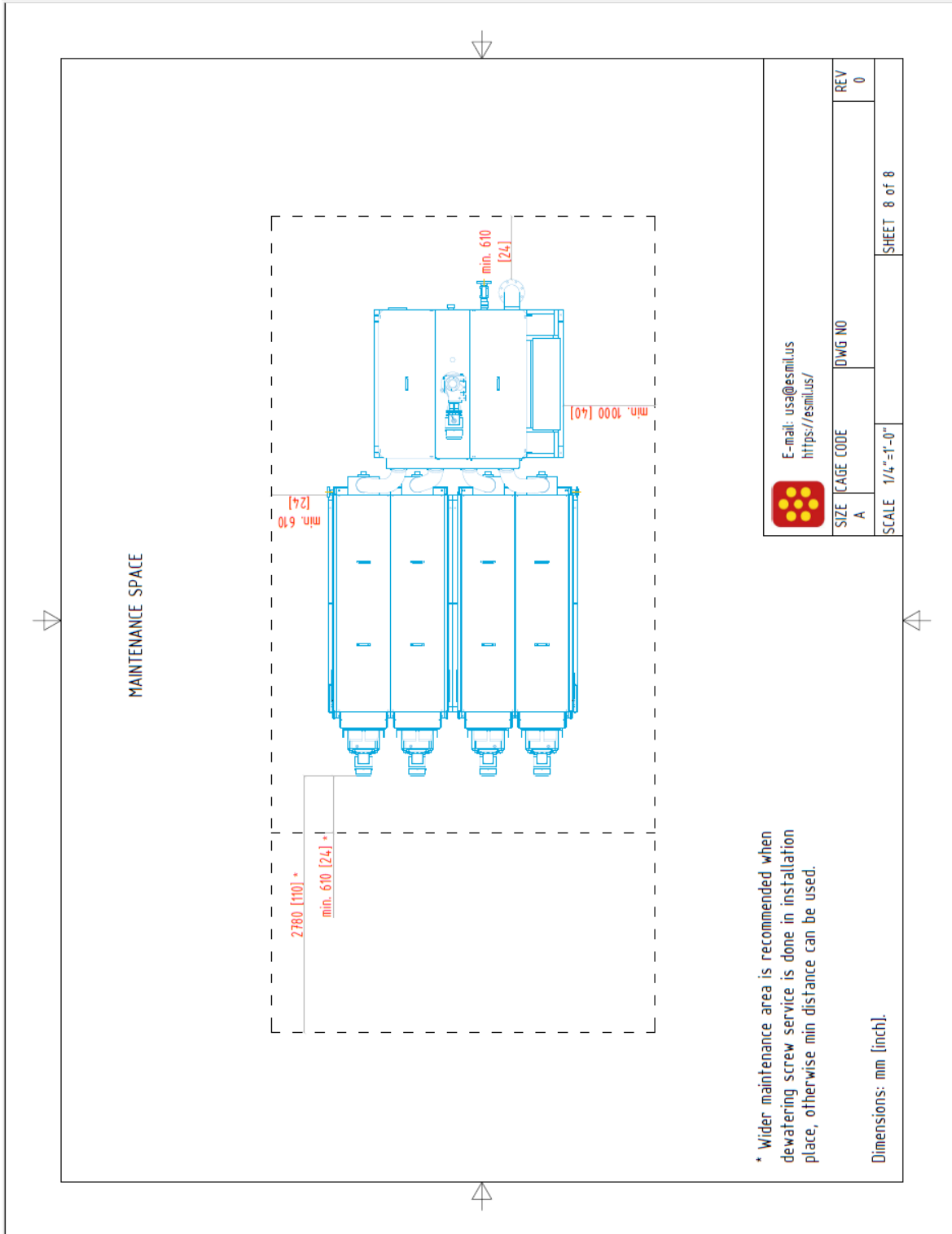


Attachment 1 – Drawings of the multi-disc screw press MDQ-504(3) CS





Attachment 1 – Drawings of the multi-disc screw press MDQ-504(3) CS



Attachment 2 – Technical description of the multi-disc screw press MDQ-504 CS

Model		MDQ-504 CS
Nominal screw diameter, in (mm) x qty. of screws, pcs.		20 (500) x 4
Drum discs thickness, in		0.12-0.14
Screw rotation speed, rpm		1.0-6.8
Liquid temperature, °F		41...95
Dimensions, ft-in	Length	17'-8 3/16"
	Width	8'-11 5/16"
	Height	7'-9 1/4"
	Cake discharge height	1'-0"
Dry weight, lb	Dewatering drums (2+2)	7 050+7 050
	Mixing tank	1,540
Weight in operation, lb	Dewatering drums (2+2)	10 140+10 140
	Mixing tank	10,140
Material of the main construction		AISI 316
Total installed power (without additional equipment), HP		15
<i>Rinsing water</i>		
Nominal consumption, gpm		29
Pressure, psi		30-60
Typical sum consumption, gph		116
Quantity of rinsing water valves, pcs.		4
<i>Screw gearmotor</i>		
Manufacturer		NORD
Quantity, pcs.		4
Nominal power, HP		3
Ingress protection, IP		IP 55
Explosion protection, EX		No
<i>Agitator gearmotor</i>		
Manufacturer		NORD
Quantity, pcs.		1
Nominal power, HP		3
Ingress protection, IP		IP 55
Explosion protection, EX		No
<i>Control system</i>		
Control panel		Included
Supply	Voltage, V	480
	Frequency, Hz	60
NEMA rating		4X
Explosion protection, EX		No

Attachment 3 – Complex based on multi-disc screw press MDQ-404 CLS



May 5, 2025

Greg Chomic
Heyward Florida Incorporated
415 County Club Drive
Winter Park, FL 32789

Re: FKC Co., Ltd. BHX-1000x5500L
Mineola, FL
Proposal No. QT15-05052025 Mineola, FL

Attached is a proposal for FKC's BHX 1000x5500L, which has a capacity of 6.0 BDST/D or 500 Dry Lbs. / Hr. of WAS sludge. The sizing was based on the request for a 100-gpm system. Our lab testing showed the sludge consistency of 0.9% TS. The plant estimated the sludge to be at 1.2% TS. The screw press was designed around a sludge consistency of 1.0%TS.

Lab testing results showed that a high charge cationic polymer was the best. Based on the testing we would expect polymer dosage to be less than 25 active lbs or polymer per dry ton of sludge and a cake dryness of greater than 16% TS.

Additional ancillary equipment, sludge pump and polymer system, are also quoted for budgetary purposes.

Along with this pricing you will find information on other miscellaneous information such as delivery, payment terms, warranty, and performance guarantees. We have also attached some reference drawings of the equipment.

We hope this information is helpful. Please contact this office if you have questions or require any further information.

Thank you,

Paul Kohl

Table of Contents

A. Proposed Equipment

		Page
1.	FKC Screw Presses Model BHX-1000x5500L	1 – 2
2.	FKC Flocculation Tanks Model 285GL	3
3.	Controls	4

B. Ancillary Equipment

		Page
1.	Inclined Screw Conveyor	5
2.	Polymer Make Down System	5

C. Miscellaneous

		Page
1.	Delivery	6
2.	Shipping Arrangements	6
3.	Price Summary	6
4.	Purchase Options Offered	7
5.	Effective Period	7
6.	Payment Terms	7
7.	Installation	7
8.	On-Site Services	7
9.	Warranty	8
10.	Performance Guarantee	8
11.	Documentation Schedule	8
12.	Spare Parts List	9
13.	Service Rates	9
14.	Notes & Clarifications	9

A. Proposed Equipment

1. Screw Press

Quantity	Description
1	FKC Screw Press Model BHX 1000x5500L
	Material to process: Waste Activated Sludge
	Inlet Consistency: 1.0% Total Solids
	Average Flow: 100 gpm @ 1.0 % Total Solids (polymer excluded) 83 gpm @ 1.2% Total Solids (polymer excluded)
	Average Solids Thru put: 500 dry pounds per hour 6.0 BDST/D
	Outlet Consistency: 16% or greater w/ polymer use
	Solids Capture: 95% minimum

A. Proposed Equipment

2. Flocculation Tank

Quantity	Description
----------	-------------

1 FKC Flocculation Tank
Model 285GL

Material to flocculate: Waste Activated Sludge

Inlet Consistency: 1.0 % Total Solids or Higher

Average Flow: 100 gpm @ 1.0% Total Solids (polymer excluded)

Ave Detention Time: 2.8 minutes @ 1.0% Total Solids

Materials of Construction:

Tank	304 Stainless Steel
Covers	304 Stainless Steel
Agitator Support Stand	304 Stainless Steel
Agitator Blades & Shaft	304 Stainless Steel
Fasteners (B,N,W,Clips) in wetted area	304 Stainless Steel

Other: 1 Hi-Hi Level Floc Tank Probe

Speed Reducer: SEW Standard

Motor: Toshiba C-face severe duty motor or equivalent
1 HP, 460V, 3ph, 184TC Frame

A. Proposed Equipment

3. Control Panel

Quantity	Description
1	System Controls

Control Panel including:

Enclosure, NEMA 4
PLC – Allen Bradley Micrologix
Operator Interface – Maple Systems
Software, Programming, & Documentation

Screw Press VFD – AB Powerflex 525
Flocculation Tank VFD – AB Powerflex 525

Headbox Level Transmitter's
Solenoid Valves for Screw Press Wash Water

All Discrete Output for System
All Analog Output for System
All Discrete Input for System
All Discrete Outputs for System

Includes field testing and start-up labor

B. Ancillary Equipment

1. Inclined Screw Conveyor
 - a. 38' long shaftless screw conveyor
 - b. Toshiba C-face severe duty motor ,3 HP, 460V, 3ph, 184TC Frame
 - c. Zero speed switch

2. Polymer Make Down System
 - a. 5 GPH Polymer Make Down System
 - b. Progressive cavity neat polymer pump
 - c. Complete skid with control panel

B. Miscellaneous

1) Delivery

- a. Delivery will be within eight (8) months after approved submittals and notice to proceed with manufacturing.

2) Shipping Arrangements

- a. The FKC screw press will be shipped via open top container from FKC Ishinomaki, Japan factory to a local port then best way overland to the WWTP.
- b. Purchaser is responsible to remove the top of the container, unload the screw press and other miscellaneous crates/boxes via a crane, then replace and close up the container.
- c. The flocculation tanks and other ancillary equipment provided will be delivered on a flatbed trailer from the FKC Port Angeles, WA facility then best way overland to the WWTP.

3) Price Summary

Qty	Description	Price
1	**Screw Press Model BHX-1000x5500L	\$536,000
1	Flocculation Tank Model 285GL	Included
1	Control Panels	Included
1	Headbox Level Transmitter	Included
1	Hi-Hi Level Floc Tank Probe	Included
1	38' Inclined Screw Conveyor	\$72,000
1	Polymer Make Down System	\$42,000
	Total FOB Mineola, FL	\$ 650,000

** This item is imported from Japan and does NOT include any tariffs. The FKC Screw Press has a HTS Code of 8421.990080, which is currently not listed in the Proclamation 10896 for “Derivative Steel Articles”, Annex 1. Pricing may change at any time due to government policies including tariffs, duties, and trade regulations.

- a. Pricing does not include taxes or bonding.

4) Purchase Options Offered

- a. No purchase options are offered at this time.

5) Effective Period

- a. This proposal shall remain valid 30 days from the date of the proposal.

6) Payment Terms

- a. 30% with approved drawings & submittals
- b. 70% with delivery
- c. Net 30 days
- d. FKC realizes that up to 10% of the total purchase price may be retained until final performance testing and acceptance are completed, not to extend beyond 1 year after delivery.

7) Installation

- a. The screw press is shipped as one piece. The screw press motor and coupling will require field installation by Purchaser.
- b. Each piece of equipment offered is loose and separate. Purchaser would need to unload, field assemble, install and provide utilities and connections to and in between all pieces of equipment offered in this proposal.
- c. Anchor bolts are to be provided by the Contractor.
- d. Installation and erection assistance are not included in the price of the equipment and generally are not required. However, the service is available for our standard service rates.

8) On-Site Services

- a. Six (6) days of on-site service are included with the price of this proposal. Each day consists of one man 8-hour day. Holidays and weekends days are not offered for on-site services. Time of on-site service is exclusive of travel time.
- b. On-site services can include installation inspection, start-up, testing, calibration, performance, optimization, and training for the equipment. Operator & maintenance instruction is usually completed in one (1), 8-hour day.

Performance testing normally occurs within two (2) consecutive days of operation.

9) Warranty

- a. Warranty shall extend for 12 months after start-up or 18 months after delivery, whichever comes first.
- b. Warranty shall include all parts, labor, and coatings for repairing or replacing equipment that fails during the warranty period. Defects occurring within the warranty period shall be repaired or replaced by the manufacturer at no cost to the OWNER.

10) Performance Guarantee

- a. The performance figures and conditions denoted in section A of this proposal constitute FKC Co., Ltd.'s performance guarantee and the conditions required to meet the guarantee. All of the consistency figures are based on total solids (TS) not total suspended solids (TSS).
- b. In the event that performance is not met, FKC will provide all parts, engineering, and labor associated with the work necessary to bring the equipment into conformance with the performance guarantee.

11) Documentation Schedule

- a. Submittals for Approval – Screw press and flocculation tank submittals and drawing within 4-6 weeks of written purchase order. Control panel submittal and drawing within six (6) weeks after receipt of purchase order.
- b. Certified Drawings - within 2 weeks after submittal approval
- c. Operation & Maintenance Manuals – before delivery of equipment

12) Spare Parts List

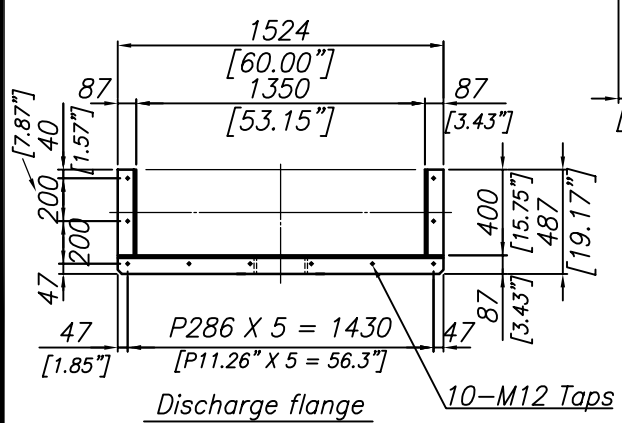
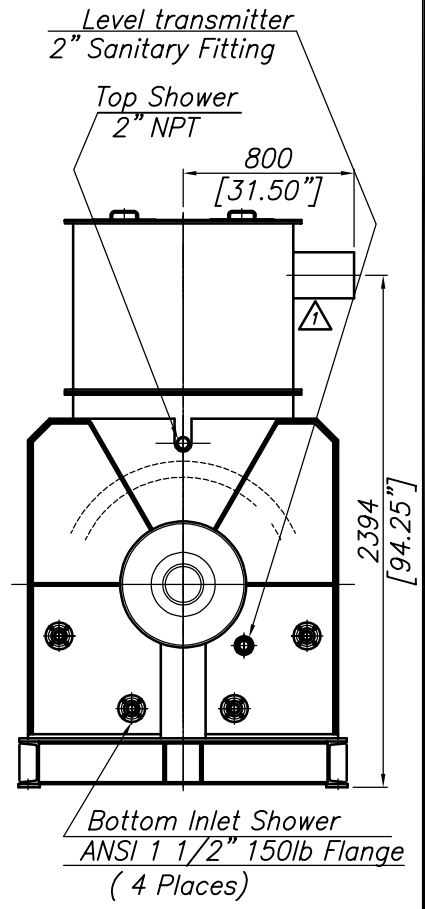
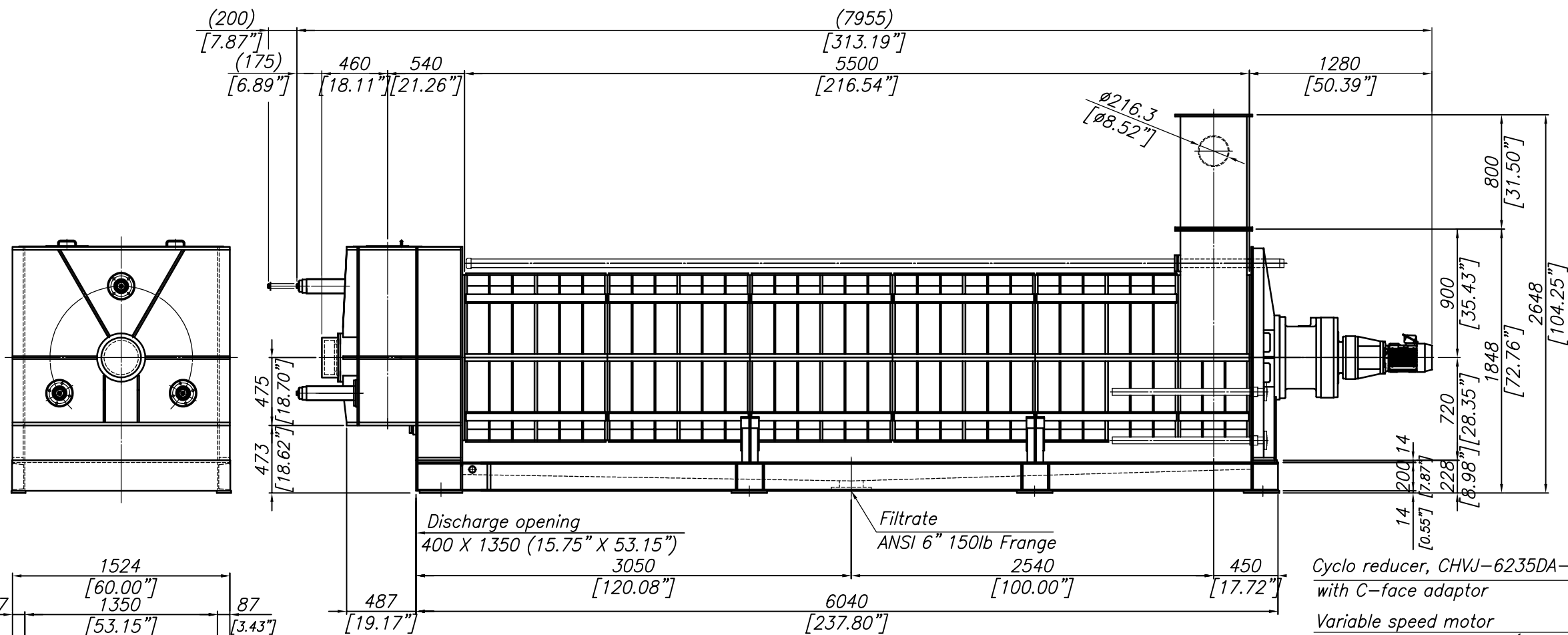
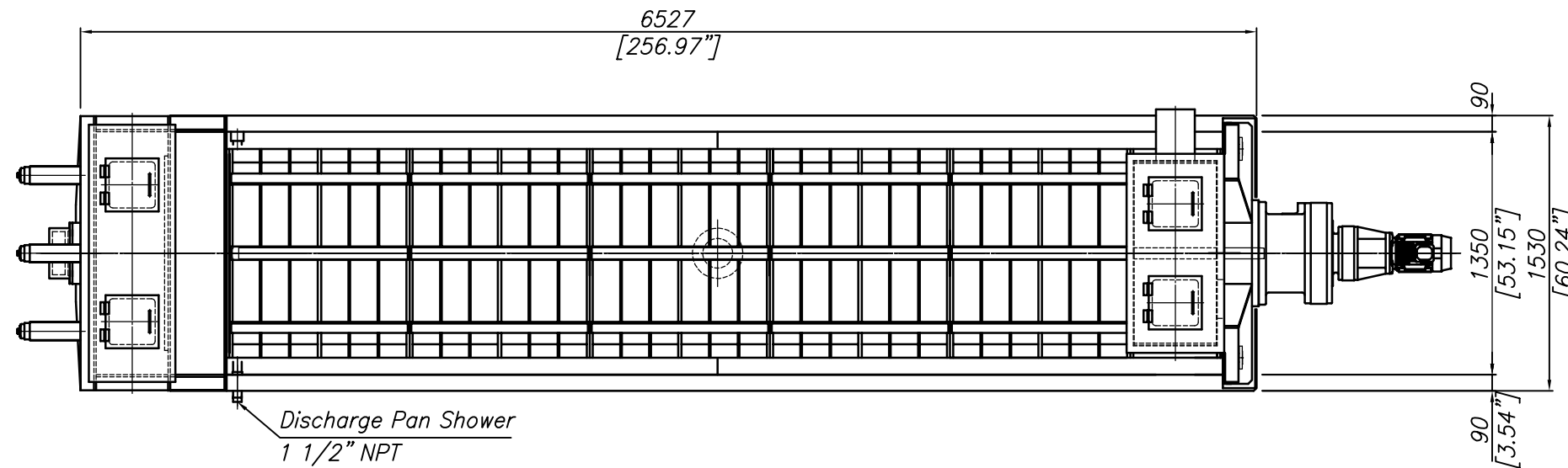
- a. The following spare parts are provided with this quotation:
- b. Screw Press
 - i. 4 each screens per screw press
 - ii. 1 each motor coupling per screw press
- c. Flocculation Tank
 - i. None.

13) Notes and Clarifications

- a. Supply of the anchor bolts is by purchaser.
- b. FKC proposal does not include the supply of polymer, grease, oil, water, sample containers, or lab testing of samples.

14) Control Panel

- a. Scope includes a control panel for power and logic control. Components are as listed in the quote.



Discharge opening
400 X 1350 (15.75" X 53.15")

Filtrate
ANSI 6" 150lb Flange

Cyclo reducer, CHVJ-6235DA-7569
with C-face adaptor

Variable speed motor
Motor 3 HP, 1800rpm (182TC)

Screw rev.
0~1800 X 1/7569 = ~0.238 rpm

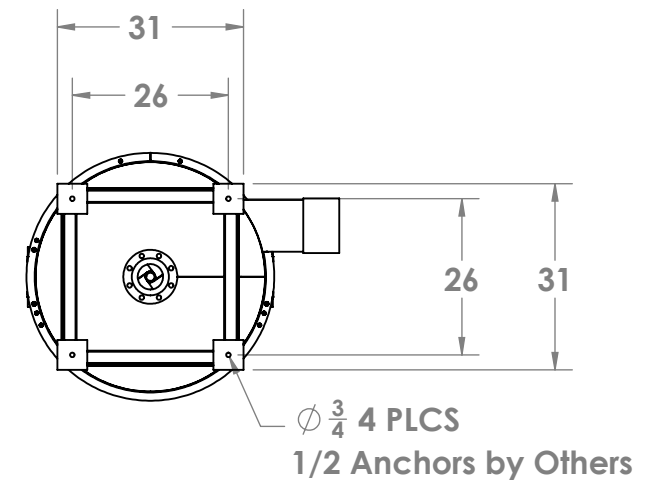
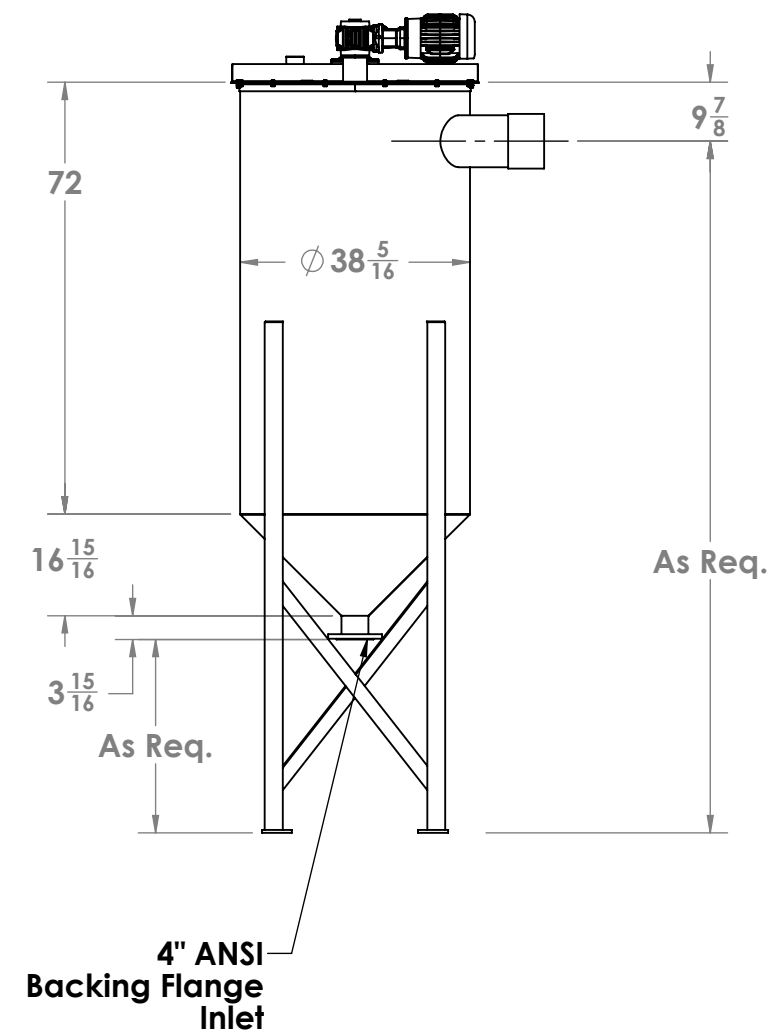
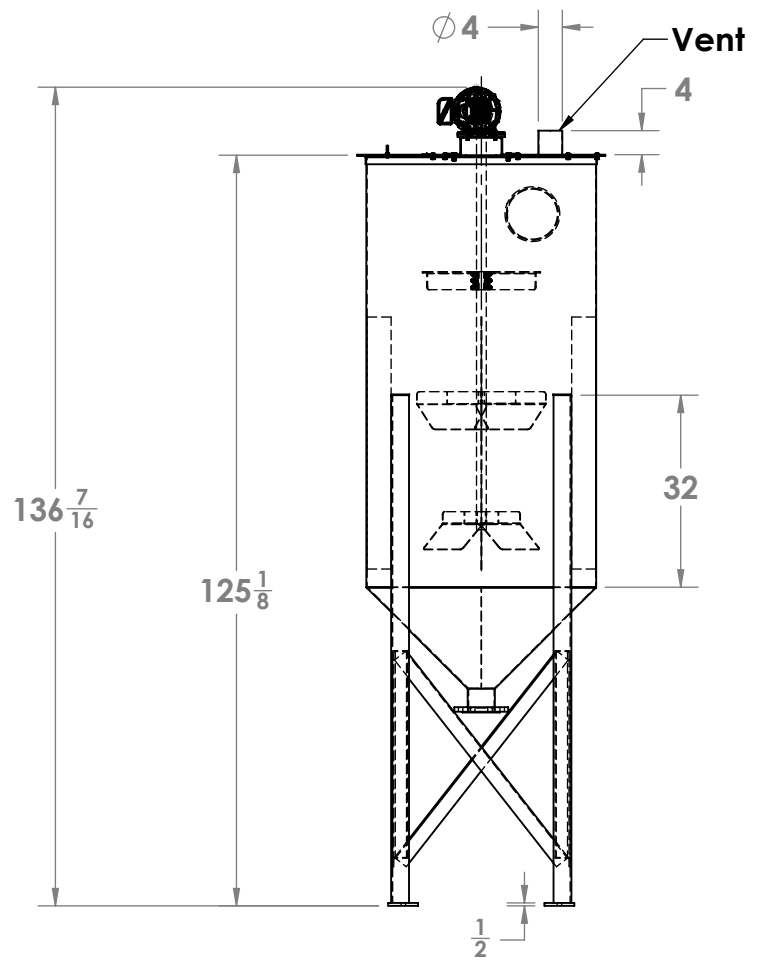
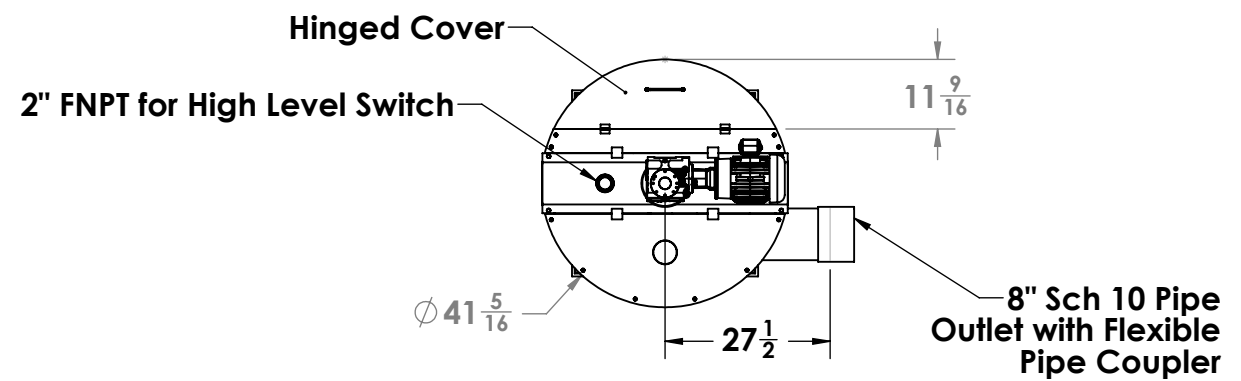
Total weight = 7,300kg (16,094 lbs)
Operating weight = 11,000 kg (24,250 lbs)

		Quantity
Purchaser	FKC CO., LTD. City of Mason, MI	1
End user		Scale
Job name	BHX-1000X5500L Screw Press	1/25
Dwg. name	Assembly	
Job No.	M-3546	
Dwg. No.	S3546-001	Ref. job No.

Rev.	Date	Description	Drawn by	Rev. by	Appd. by
1	11/10'23	Feed Pipe	RTB		
0	11/10'23	Approval	S.ENDO	Y.ITO	H.ABE

D
C
B
A

D
C
B
A



- Notes:**
1. Tank Material: 304L S.S.
 2. Tank Volume: 285 Gallons
 3. Equipment Weight: 1,200 lbs.
 4. Operating Weight: 3,577 lbs.
 5. Agitator Drive: SEW SAF57AM145 Ratio 29.0:1
 6. Motor: 1.5 Hp 1800 RPM 460VAC 145TC
 7. Agitator Speed: VFD Adjustable 6.2 to 62 RPM
 8. FKC recommends polymer injection be within 10' of sludge inlet flange.
 9. FKC recommends 1-1/2" non shrink grout under all equipment foot pads.
 10. FKC recommends installing drain vane in feed piping to allow the floc tank to be drained.

PROPRIETARY AND CONFIDENTIAL
THE INFORMATION CONTAINED IN THIS
DRAWING IS THE SOLE PROPERTY OF
FKC CO. LTD. ANY REPRODUCTION IN
PART OR AS A WHOLE WITHOUT THE
WRITTEN PERMISSION OF FKC CO. LTD IS
PROHIBITED.

3			
2			
1			
0	Issued for Approval	4/1/21	RTB
No.	Alteration	Date	Sign

Job No. FT-422	Customer 285FT	Wt. Lbs.
	Reference	
Drawing No. A422-200	Title <u>285 GAL Floc Tank</u> <u>Assembly Details</u>	Quantity 1
		Date 3/1/13
		Drawn By RTB
	FKC CO. LTD 2708 W 18th St. Port Angeles, WA 98363 (360) 452-9472 Fax (360) 452-6880	Revision
		SHEET 1 OF 2



TO: City of Minneola

PROJECT / REF: Minneola Advanced WWTF – Volute Dewatering Press

PROPOSAL TYPE: Budget Price and Scope

SPEC. SECTIONS: N/A

DATE: 13 February 2026

PWT #: VDP-FL-21139

REV: 2

SIZING INFORMATION: Sized to dewater up to 240 gpm of 1% WAS as delivered.
Expandable up to 360 gpm.

MANUFACTURERS REP: Bob Bierhorst
MTS Enviromental
813-760-5508
BBierhorst@mts-florida.com

NOTES:

REVISION NOTES: 1 – 2025 offering a ES-356[3]
2 – Updated to 2026 standards offering a ES-356[4]

PREPARED BY: Chris Hubbard | Joseph Collar

PROPOSAL CONTENT

- Scope of supply summary
- Scope Details
- Exceptions and Exclusions
- Governing Conditions and Warranty Notes
- Price
- Data Sheets
- GA Drawings
- PWTech Terms and Conditions and Warranty

SCOPE OF SUPPLY

Line	Qty.	Item	Manufacturer / Model / Description
1	1	Volute* Dewatering Press	PWTech - ES-356[4]
2	1	Polymer Preparation System	VeloDyne - VeloBlend VM-15P-1800-X0D
3	1	Influent Sludge flowmeter	Rosemount™ Model 8750W with 6" ANSI Flanges
4	1	Control System for Item 1-3	PWTech
5		Documentation	Submittals, O&M manuals, Startup Report
6		Field services	Installation inspection, Commissioning, Testing and operator training
7		Delivery to site	

*Volute is registered with the U.S. Patent and Trademark Office as a registered trademark of AMCON, Inc., Yokohama, Japan

SCOPE DETAILS

1. Volute Dewatering Press - PWTech Model ES-356[4]

Design

- The unit to be supplied will be an ES-356[4] with a MAXIMUM capacity of ~ 1800 dry lbs per hour from 2% sludge
- The unit is designed with the ability to easily add up to two (2) additional dewatering drum to increase capacity by up to 33% at a future date.

Components

- The Dewatering Press consists of:
 - Flash mixing tank including mixer with gear motor.
 - Two (2) Flocculation tanks including mixer with gear motor.
 - Four (4) x 350 Series Dewatering Drum with a drive motor.
 - Filtrate collection pan and support frame.
 - Integrated, pre-wired control panel for the unit and appurtenances mounted on the flocculation tank. (may be provided mounted separately if requested).
- Connections are:
 - Inlet: DN 4" or 6" ANSI B16.5 Class 150 Flange
 - Filtrate outlet: Two (2) x DN 8" ANSI B16.5 Class 150 Flange
 - Drain: DN 3" ANSI B16.5 Class 150 Flange
 - Washwater Water inlet: ¾" FNPT

Materials and Construction

- The unit is all stainless steel. No carbon steel is used in the manufacture of the press.
- Unit is manufactured and assembled in the USA. All components are sourced from the USA or Japan.
- Electrical components are manufactured and tested prior to shipment to site in the United States.
- Dewatering drum gear drives are SEW Eurodrive gear motors utilizing helical-bevel gear reduction.
- Flocculation tank gear drives are Brother/Nissei GTR gear motors utilizing heloid gear reduction, one piece construction and are sealed for life.

Supplied spare parts

- No spare parts are included in this scope.

Additional Press information is appended to this scope.

2. Polymer Preparation unit – Velodyne Model VM-15P-1800-X0D

Design

- Polymer Flow Range: 1 to 15 GPH
- Dilution Water Flow: 180 to 1800 GPH

Components

- Polymer Mixing Chamber:
 - VeloBlend VM - Staged Hydro-Mechanical
 - ½ HP, 230/460 VAC, 1750 RPM, Inverter ready Mixer motor
 - Mechanical Mixer Shaft Seal with seal flushing assembly
 - VeloCheck™ Neat Polymer Check Valve with Quick Release Pin
 - Pressure Rating of 100 psi with Pressure Relief Valve
- Neat Polymer Delivery Assembly

- A 15 GPH stainless steel & Viton progressive cavity metering pump shall be provided
- ½ HP, 1750 RPM, 230/460 VAC, Inverter ready with gear reducer
- Thermal type loss of polymer flow sensor
- Metering pump calibration assembly with isolation valves: (500 ml)
- Dilution Water Inlet and Solution Outlet Assembly
 - Primary 180-1800 GPH rotameter controlled dilution water flow
 - Low differential pressure alarm switch
 - 0-160 psi inlet water pressure gauge (stainless steel, liquid filled)
 - Swing type PVC and Viton check valve
- Electrical Junction Box
 - All electrical components are pre-wired to an FRP junction box
 - A marked terminal strip is provided for landing all wiring for connection to the Volute Press Panel

Materials and Construction

- Mixing Chamber is Stainless Steel body and impeller with clear polycarbonate cover.
- Plumbing is Schedule 80 PVC
- Frame and fasteners are 304 stainless steel. Frame is open design for access to all components and is designed for bolt-down installation.

3. Magnetic flowmeter, 6" Rosemount™ Model 8750W

Design

- Suitable for direct burial and constant flooding (IP 68).
- Includes Compact mounting of transmitter on the flowmeter body
- Flowmeter out-puts analogue signal (4-20 mA) to Volute Press Control panel

Components

- 6 inch ANSI 150# flange connections.
- Includes grounding rings

Materials and Construction

- Coated Carbon Steel construction with a polyurethane, ceramic, neoprene, or Teflon liner as required by the application.
- All metallic wetted parts are stainless steel type 316

4. Electrical and Control

The Volute* unit is supplied with a pre-mounted, pre-wired control panel designed to control all aspects of the thickening/dewatering operation unless otherwise specified and noted.

- Control panel is:
 - Fed by a single 208, 240, or 480VAC, 3-phase, 60 Hz, power supply (client specified)
 - Built with a Panel Short Circuit Current Rating (SCCR) of 25 KAIC
 - NEMA 4X rated manufactured in Stainless Steel type 304
 - Manufactured in a UL accredited facility and is UL listed
- Panel includes HMI and PLC control modules.
 - PLC is AB CompactLogix Model # 5069-L306
 - HMI is AB Panel View 5310
- All manual switching operations are undertaken via the HMI
- Unit includes complete control system for unit and ancillary equipment including operation of the polymer preparation system.
 - Unit includes control of conveyor system (supplied by others, featuring three conveyors) via signal

*Volute is registered with the U.S. Patent and Trademark Office as a registered trademark of AMCON, Inc., Yokohama, Japan

- Control system may utilize a system flow meter and PID loop to allow operator to set the system flow.
- Control panel includes system running and system fault outputs to plant PLC/SCADA and the ability to connect via Ethernet to external controls.
- A NEMA 4X FRP junction box on the polymer preparation skid is pre-wired to the polymer preparation components and includes numbered terminal block with terminal block legend allowing for easy on-site connection to the main Volute* system control panel.
- Controls are included for future additional dewatering drum.

5. Documentation:

Scope includes:

- Submittals (electronic) and
- O&M Manuals (hard copy and electronic).
- Startup Report
- PLC/HMI Program (electronic copy) – does not include programming software

6. Field Services:

Scope includes the following start-up services -

- On-site start-up and training services for:
 - One (1) trip consisting of four (4) consecutive days (8 hours per day, Monday-Friday) by a PWT field service engineer and/or qualified manufacturer's representative
- Services include:
 - Installation inspection
 - Commissioning of Volute* unit and Controls
 - Start-up of Ancillary equipment included in this Scope
 - Functional testing and calibration of equipment
 - Training on all equipment
- Phone consultation regarding installation will also be provided.
- Should additional services be deemed necessary by the PURCHASER, the additional services can be procured from PWT on a per diem basis. The current rate is \$1000 per day plus travel.

7. Delivery and Freight

- Submittals issued approximately six (6) weeks from receipt of written Purchase Order
- Delivery is approx. eighteen (18) weeks from receipt of written acceptance of Submittal documents^x
- Deliver to site for all components **is INCLUDED in the price.**

^x **PLEASE NOTE:** While seller believes this estimated delivery time to be a valid and realistic estimate, due to the uncertain nature of future business conditions, this does not constitute any form of guarantee regarding the delivery schedule.

EXCLUSIONS AND EXCEPTIONS:

The Following items are specifically excluded from this scope unless specifically noted otherwise:

- Taxes, **Tariffs**, permits, and bonding
- Any civil works including, but not limited to, any building works, construction of suitable foundations, and access structures.
- Installation including, but not limited to, mechanical, plumbing, and electrical hook-ups
- Unloading of delivered equipment on site and storage
- PLC/HMI Programming software unless specified elsewhere.

GOVERNING TERMS AND CONDITIONS AND WARRANTY

This scope is subject to Process Wastewater Technologies, LLC. Standard Terms and Conditions and Standard Warranty as attached. The following items are specific to this project:

Payment Terms:

Payment terms for this scope are as per the table below:

Trigger	Amount		Terms			Condition
Submittals	20	%	due NET	30	days	On Approval of Submittals
Delivery	70	%	due NET	30	days	On shipping, or the offer to ship
O&M	5	%	due NET	30	days	On Delivery of final O&M Manuals
Startup	5	%	due NET	30	days	On Completion of startup and any other services provided under this scope.

Validity

Validity of this proposal is strictly 30 days. Written authorization from seller is required to extend this.

Warranty

PWTech warrants that the Products shall be free from defects in material and workmanship for the shorter period of: (i) twelve (12) months from the date of start-up; (ii) the warranty period for the third party good or service embodied in the Product; or (iii) eighteen (18) months from the delivery of the specified Product.

PRICE

Total price for the ES-356[4] and appurtenances as per this scope: **\$865,000.00**

Current Adder Price for additional dewatering drums purchased at a later date: **\$141,000.00**

Current Adder Price for additional dewatering drums purchased with press: **\$105,000.00**



Volute Dewatering Press Data Sheet: ES-356[4]

Please note- All information here is generic and for preliminary reference only. Detailed dimensions and other data is very project specific and this sheet has not been altered to reflect that. Project specific data would be available from PW Tech at the appropriate time.

General Information	Model Information	Over All Dimensions:	179" x 183" x 94" (L x W x H)
		Optimal Space requirement of installation:	261" x 236" (L x W)
		Minimum Opening dimensions for installation:	81" x 84"
		Weight (Fully Empty):	19,500 lbs
		Expanded) Max:	39,000 lbs
		MAX Solids throughput:	2600 dry lbs/hr (4000 dry lbs/hr expanded)
		MAX Hydraulic throughput:	260 GPM (400 GPM expanded)
		Power use:	~27 HP
Washwater use: @40 PSI	20GPM intermittent, 120 GPH total		

Dewatering Drum	General	Dimension:	13.75" diameter x 72" long	
		Quantity:	4 (can be expanded to 6)	
		Material:	Fixed & Moving Rings:	Type 304 Stainless Steel
			Screw:	304 Stainless Steel with CoCr coating
	Drive info	Gear Motor Supplier:	SEW Eurodrive	
		Model:	KH97 R57DRN100L4-342	
		Motor Power:	2.24 kW (3.0HP) 4-Pole	
		Enclosure:	TEFC / IP55	
		Gear Reduction:	342:1	

Flash mixing tanks	General	Dimensions:	36" x 39" x 48" (L x W x H)
		Volume	292 Gallons
		Working Volume:	230 Gallons
		Material	Type 304 Stainless Steel
	Drive Info	Gear Motor Supplier:	Brother
		Model:	F3S45S10-WB15TAVEN
		Motor Power:	2.24 kW (3.0HP) 4-Pole
		Enclosure:	TEFC / IP65
		Gear Reduction:	342:1

Flocculation tank	General	Dimensions:	49.25" x 39.125" x 48" (L x W x H) x2
		Volume	400 Gallons x2
		Working Volume:	313 Gallons x2
		Material	Type 304 Stainless Steel
	Drive Info	Gear Motor Supplier:	Brother
		Model:	FS55S60-WD22TAVEN
		Motor Power:	2.24 kW (3.0HP) 4-Pole
		Enclosure:	TEFC / IP65
		Gear Reduction:	60:1

STD. Electrical	General	Supply Voltage:	208/240/440/480 VAC
		Service:	3-Phase, 3-Wire (No Neutral)
		Control Voltage:	Dual - 24VDC & 115VAC
		Minimum Required Breaker Size:*	40 Amps * 480 VAC
	Panel	Panel Size:	48"(w) x 48"(h) x 12"(d)
		Panel Material:	Type 304 Stainless Steel
		Panel Rating:	NEMA 4X
		Control Module:	Unitronics Unistream 10.2 PLC/ CompactLogix #5069-L306

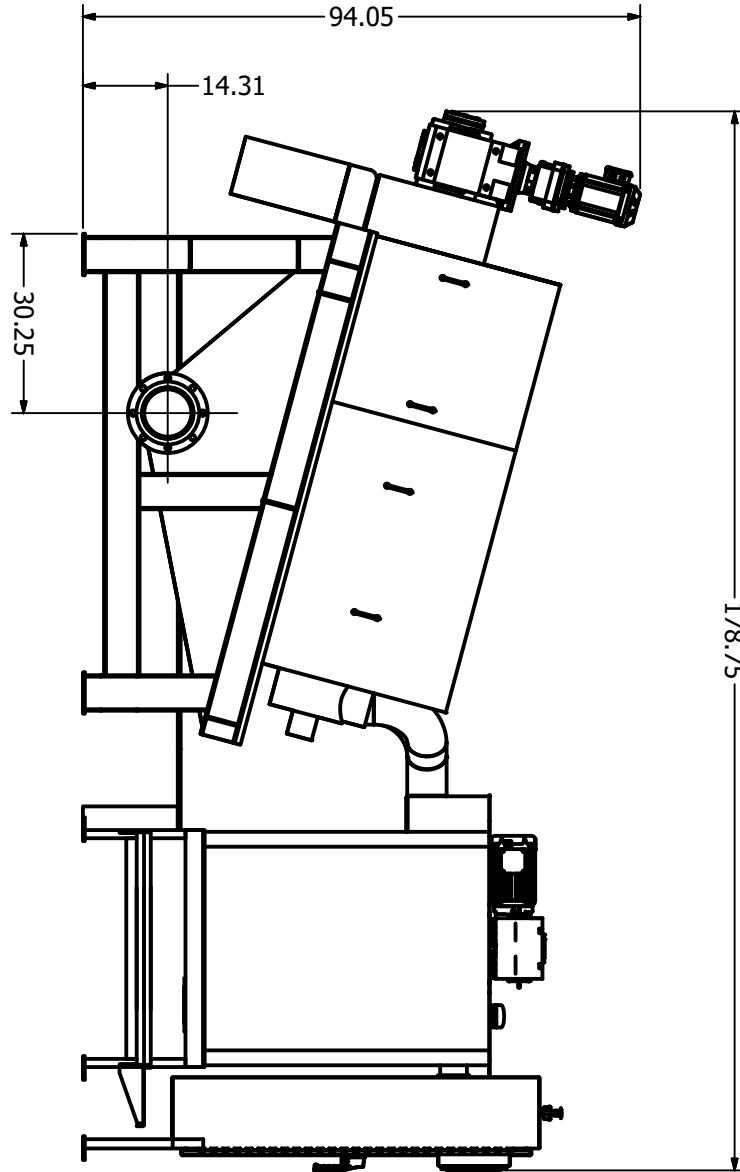
Polymer System	Supplier:	Velocity Dynamics, Inc.
	Model:	VM-15P-1800-X0D
	Mixing Type:	Variable - Mechanical & Hydraulic
	Feed Pump Type:	Progressive Cavity
	Polymer Feed Capacity:	0.5 - 15 Gallons per hour
	Water Use:	180 - 1800 Gallons per hour
	Dimensions:	24" x 40" x 40" (L x W x H)
	Weight:	~300 lbs

Connections	Feed Sludge:	4" or 6" ANSI 150# Flange**
	Filtrate:	2 x 8" ANSI 150# Flange
	Drain:	4" ANSI 150# Flange
	Water:	3/4" FNPT Coupling
	Press Polymer Inlet:	1" FNPT
	Polymer Water Inlet:	1.5" FNPT
	Polymer Solutions Outlet:	1.5" FNPT
	Raw Polymer Feed Inlet:	1" FNPT

** Inlet connection size will vary based on anticipated feed sludge concentration.

**ALL METAL COMPONENTS ARE STAINLESS STEEL

SIDE ELEVATION



DIMENSIONS: MM [INCHES]



VOLUTE DEWATERING PRESS
ES356 GA DRAWING
ELEVATION VIEW

JOB# PWT VDP ES356

DATE 20 JUN, 2025

DRAWN PWTech LLC.

APPROV. ALEX DAVEY

SCALE

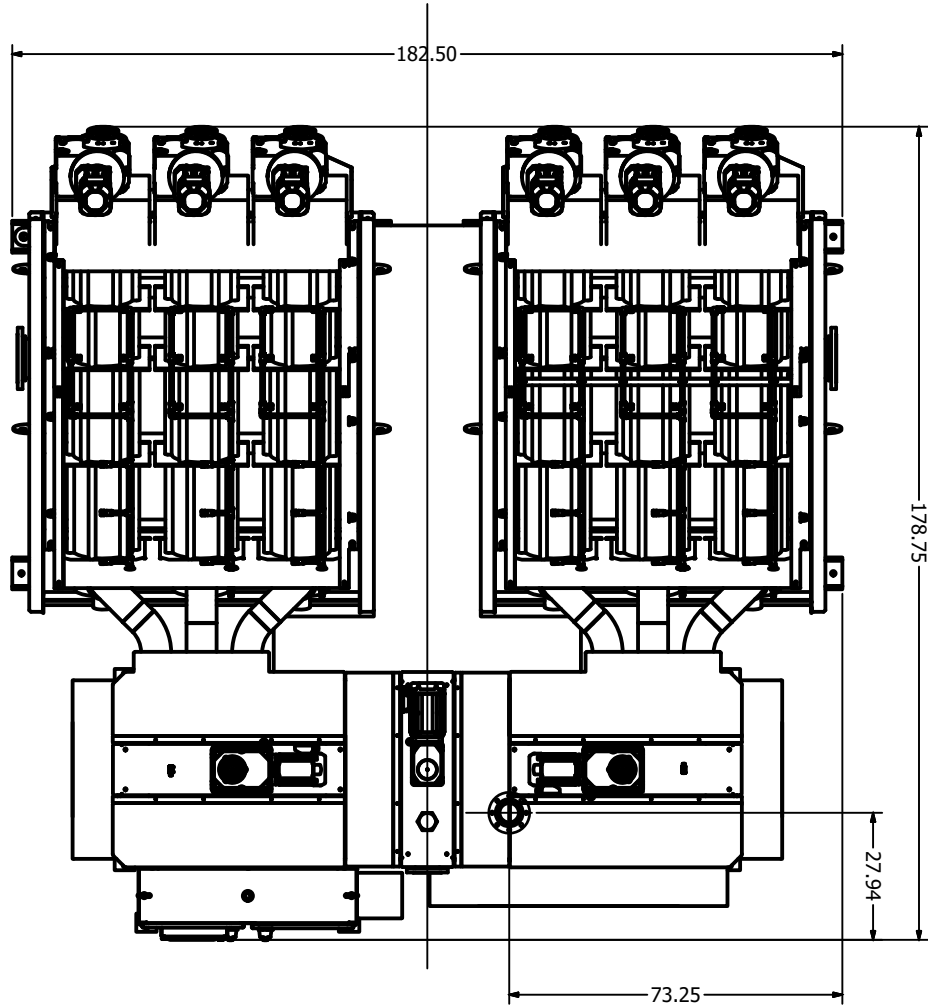
NTS

SHEET

1 OF 4

**ALL METAL COMPONENTS ARE STAINLESS STEEL

PLAN VIEW



DIMENSIONS: MM [INCHES]



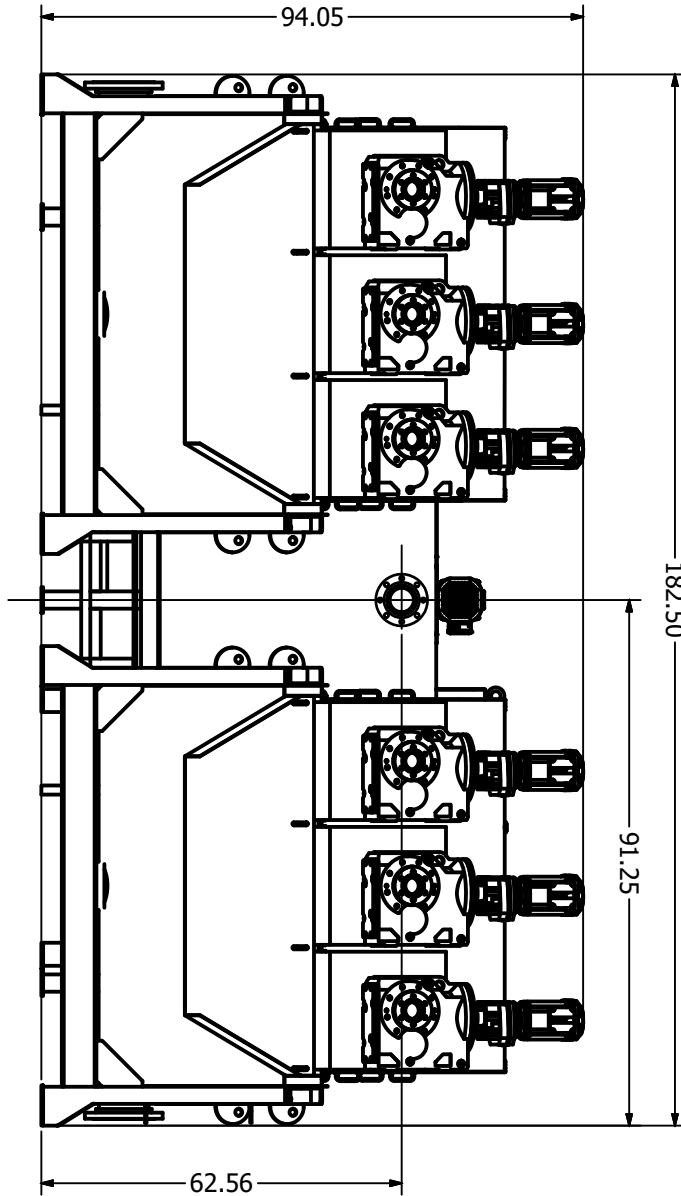
VOLUTE DEWATERING PRESS
ES356 GA DRAWING
ELEVATION VIEW

JOB# PWT VDP ES356
DATE 20 JUN, 2025
DRAWN PWTech LLC.
APPROV. ALEX DAVEY

SCALE NTS
SHEET 2 OF 4

**ALL METAL COMPONENTS ARE STAINLESS STEEL

PRESS END ELEVATION



DIMENSIONS: MM [INCHES]



VOLUTE DEWATERING PRESS
ES356 GA DRAWING
ELEVATION VIEW

JOB# PWT VDP ES356

DATE 20 JUN, 2025

DRAWN PWTech LLC.

APPROV. ALEX DAVEY

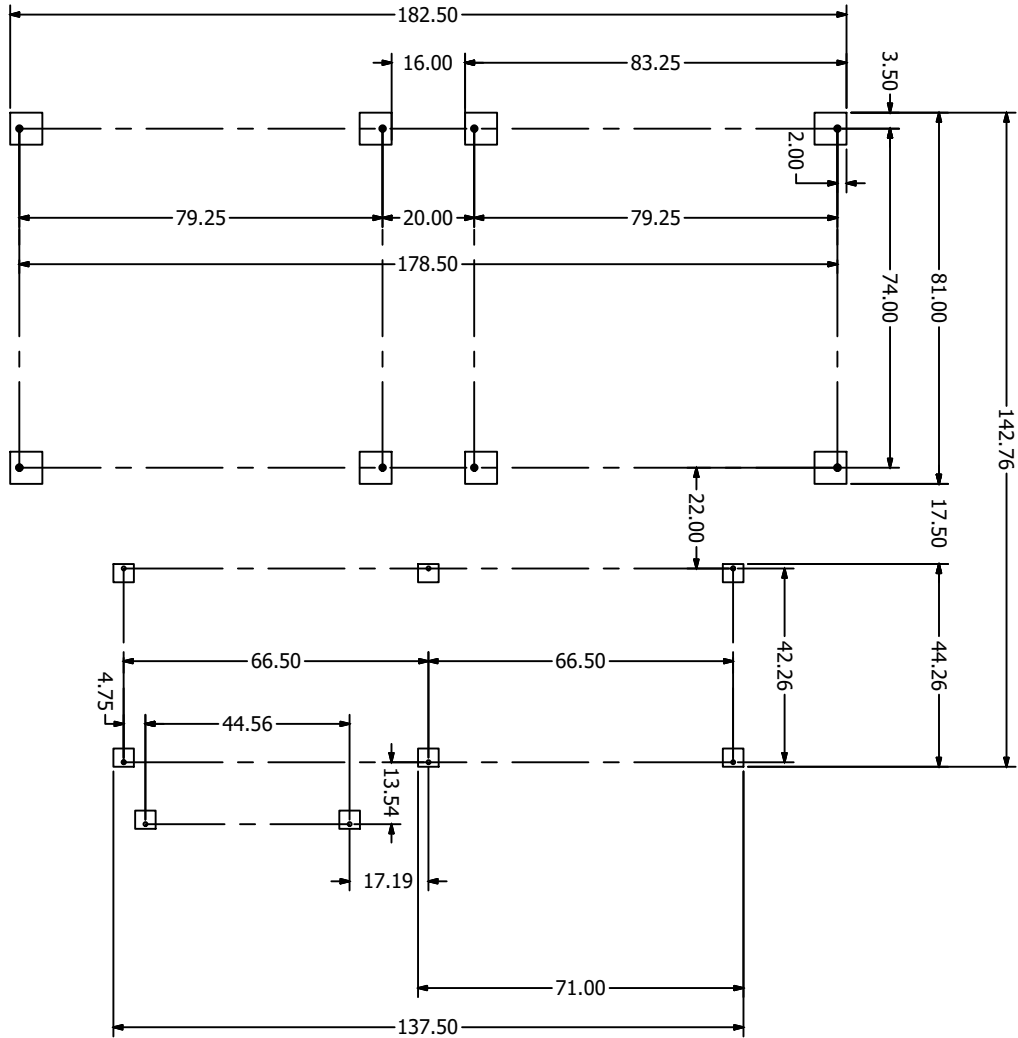
SCALE

NTS

SHEET

3 OF 4

ANCHOR POINTS



DIMENSIONS: MM [INCHES]



VOLUTE DEWATERING PRESS
ES356 GA DRAWING
ELEVATION VIEW

JOB# PWT VDP ES356

DATE 20 JUN, 2025

DRAWN PWTech LLC.

APPROV. ALEX DAVEY

SCALE

NTS

SHEET

4 OF 4

Process Wastewater Technologies, LLC. Standard Terms and Conditions

These terms and conditions ("Terms") shall exclusively govern the sale of all goods ("Products") and related services ("Services") by Process Wastewater Technologies, LLC. ("PWT") to the party ("Buyer") that issued a Purchase Order in accordance with, and/or signed and accepted the PWT Proposal ("Proposal"), and upon execution, the "Order" along with the Terms and the PWT Standard Limited Warranty attached hereto, the "Agreement").

Item 1. ACCEPTANCE

Buyer may accept this Agreement by executing the Proposal and returning it to PWT or by issuing a written purchase order that is accepted in writing by PWT or by executing an acceptance of offer in lieu of purchase order. No oral acceptance shall be effective. This Agreement is intended by the parties as a final expression of their agreement and is intended as a complete and exclusive statement of the terms of their Agreement. Acceptance or acquiescence in a course of performance rendered under this Agreement shall not be relevant to determine the meaning of this Agreement even though the accepting or acquiescing party has knowledge of the nature of the performance and opportunity for objection. No agent, employee or representative of PWT has any authority to bind PWT to any affirmation, representation or warranty concerning the equipment, components or related services sold under this Agreement, unless an affirmation, representation or warranty made by an agent, employee or representative is specifically included within this Agreement, otherwise it has not formed a part of the basis of this Agreement and shall not in any way be enforceable.

Item 2. CANCELLATION

Once the Buyer has executed the Proposal and submitted it to PWT, Buyer shall have no right to cancel this Agreement or any part thereof, except under the conditions specified in this provision or otherwise agreed to in writing by both parties. Any cancellation by Buyer of this Agreement must be in writing and shall be deemed effective upon receipt by PWT. In the event of cancellation by Buyer prior to the commencement of production of the Products specified under the applicable Order, Buyer shall pay PWT a cancellation charge equal to all of the costs incurred by PWT under the applicable Order up to the time of cancellation, plus fifteen percent (15%) of the full Order amount. In the event that production of the Products under the Order has commenced prior to cancellation, Buyer shall pay a cancellation charge equal to all of the costs incurred by PWT under the applicable Order up to the time of cancellation, plus an amount equal to the greater of: the value of the Products already completed under the applicable Order; or fifteen percent (15%) of the full order amount under the applicable Order.

Item 3. PRICES

Unless otherwise stated in the Proposal, prices are in United States Dollars (US\$) and are F.O.B. Point of Origin. Charges for Services not stated in the Proposal (including, but not limited to, on-site technical assistance performed by a factory technical representative) are not included and must be purchased pursuant to a separately executed agreement between the parties.

Item 4. VALIDITY

Unless otherwise specified and subject to PWT's acceptance as described herein, the Proposal is valid for (30) thirty days and is subject to review thereafter. Prices may be extended beyond thirty (30) days only if confirmed in writing by PWT.

Item 5. PAYMENT TERMS

Buyer's payments shall be made in accordance with the terms and conditions of the Proposal. If no payment terms are set forth in the Proposal, then the payment terms are (a) thirty percent (30%) of the purchase price under the applicable Order shall be invoiced net five (5) days upon execution of the Proposal by Buyer; (b) sixty percent (60%) of the purchase price under the applicable Order shall be invoiced net thirty (30) days upon shipping, or upon PWT's offer to ship; (c) five percent (5%) of the purchase price to be invoiced net thirty (30) days upon delivery of Operation and Maintenance manuals and (d) the remaining five percent (5%) will be invoiced net thirty (30) days upon completion and/or performance of all related Services under the applicable Order. Interest will be charged on the unpaid invoiced balance at the rate of one and a half percent (1½%) per month for any amount received after thirty (30) days from the date of invoice. Any collection costs and/or attorney fees incurred by PWT in order to collect payment due will be invoiced to the Buyer, and Buyer agrees to pay said costs. In addition to the foregoing rights, PWT may suspend the shipping of any Products if the Buyer has failed to PWT in a timely manner.

Item 6. FEES AND TAXES

Buyer shall pay directly or reimburse PWT for payment of any and all applicable customs, sales, use, excise or other fees and taxes associated with the production and delivery of Products and PWT's performance under this Agreement. Buyer is responsible for and bears the risk of establishing, if applicable, a valid exemption from any tax, and shall indemnify, defend and hold PWT harmless for any loss, cost, or expense relating to any such exemption.

Item 7. DELAYED SHIPPING

Unless otherwise specified in the Proposal, if Buyer specifies a shipping date more than eight (8) months from the date of Buyer's acceptance of the Proposal, the price stated in the Proposal for the same goods shall be increased by a figure equal to the greater of (a) one percent (1%) per month (or part thereof), or (b) the average percentage increase of the stainless-steel and electronics commodity prices measured among the Consumer Price Index and the Producer Price Index or their successor indices as of the date of such acceptance and the shipping date. If PWT incurs a delay in



production of the Products due to force majeure events or supply chain issues of more than three (3) months or its suppliers have materially increased its costs as reasonably demonstrated to Buyer by PWT, then the Products costs shall be adjusted by the percentage increase of the stainless steel commodity price as measured by Producer Price Index or its successor index as of the date of such acceptance and the manufacturing date of the Products.

Item 8. FINANCIAL RESPONSIBILITY OF BUYER

If at any time before shipment, Buyer's financial ability to pay becomes impaired or unsatisfactory, PWT shall have the right to require Buyer to make payment or provide other assurances in full before shipment. In addition, if at any time before shipment, any proceeding is brought by or against Buyer under the bankruptcy or insolvency laws, PWT shall have the right to cancel an Order and/or terminate this Agreement and Buyer shall pay PWT a cancellation charge equal to all of the costs incurred by PWT up to the time of termination, plus fifteen percent (15%) of the purchase amount under the applicable Order(s).

Item 9. SHIPPING

Unless otherwise specified, all equipment and components will be shipped in one lot by the lowest cost method at the discretion of PWT. Any additional shipping requests by Buyer may be subject to additional shipping and handling charges. All shipments shall be F.O.B. – point of origin - the PWT manufacturing facility. Delivery to the carrier shall constitute delivery to Buyer for purpose of transfer of title, risk of loss or damage in transit. Buyer is responsible for obtaining any desired cargo insurance and shall pursue any loss or damage claims solely with the carrier.

Item 10. DELIVERY SCHEDULE

Unless otherwise specified, delivery dates under this Agreement and each Order are approximate, and failure to meet an exact delivery date shall not constitute a breach of this Agreement.

Item 11. INSPECTION

Upon reasonable advance written notice, Buyer or Buyer's representative may inspect the Products prior to shipment at the PWT point of origin at a time mutually agreeable to both parties. Inspection will be allowed only inasmuch as such inspection does not unreasonably interfere with PWT's production work flow. Complete details of any requested inspection must be submitted to PWT in writing, at least two weeks in advance of the requested inspection date. Any inspection under this provision must be completed prior to shipment of any goods under the applicable Order.

Item 12. OFFER BASIS

This Agreement is exclusively based upon drawings and specifications in the possession of PWT at the time of this Agreement and the applicable Order. PWT expressly reserves the right to modify the price and other terms of this Agreement as reasonably determined by PWT, should

additional drawings, documents, amendments, clarifications or other addenda be required to produce or deliver the Products under an applicable Order.

Item 13. LIMITED WARRANTY

PWT's warranty liability under this Agreement is limited to the terms listed in the PWT Standard Limited Warranty that accompanies these Terms and is incorporated herein by reference. No other warranty, express or implied, is made with respect to the Products and/or services provided under this Agreement.

Item 14. MEET AND CONFER

The parties shall amicably work together to negotiate and resolve any controversy or dispute arising out of, or in connection with this Agreement or its interpretation, performance or non-performance or breach thereof. In particular, in the event of a disagreement, the parties shall meet and confer and attempt in good faith to resolve their differences. At the written request of the aggrieved party, a face-to-face meeting between decision-makers of the parties shall be arranged at the offices of the non-aggrieved party. Such a meeting shall occur within thirty (30) days of the delivery of the written request of the aggrieved party, unless otherwise agreed by the parties.

Item 15. FORCE MAJEURE

Neither party will be deemed in default of this Agreement to the extent that performance of its obligations (other than payment of money) or attempts to cure any breach are delayed or prevented by reason of any event beyond the reasonable control of such party, including any act of God (*i.e.*, fire, earthquake, natural disaster), act of government (*i.e.*, war, terrorism, embargo), or any other act or circumstance that is beyond the reasonable control of such party, provided that such party gives the other party prompt written notice thereof. Any delays caused by Buyer which impact costs associated with the Products may result in additional fees.

Item 16. GOVERNING LAW

Subject to Section 14, all disputes and matters arising under, in connection with, or incidental to this Agreement shall be litigated, if at all, in and before the Circuit Court of Baltimore County, Maryland, USA to the exclusion of other courts of other states, the United States or other countries and to the exclusion of other venues. The parties expressly consent to the exclusive jurisdiction of this court and agree that this venue is convenient and not to seek a change of venue or to dismiss this action on the grounds of forum non conveniens, and not to remove any litigation from that court to a federal court. This Agreement shall be construed in accordance with and governed by the substantive laws of the State of Maryland, to the extent state law applies. An action for breach of this Agreement must be commenced within one (1) year after the cause of action has accrued.



Item 17. WAIVER AND MODIFICATION

No waiver by either party of any breach, default or violation of any term, warranty, representation, agreement, covenant, condition or provision of this Agreement shall constitute a waiver of any subsequent breach, default, or violation of the same or other term, warranty, representation, agreement, covenant, condition or provision. No modification, amendment, extension, renewal, rescission, termination or waiver of any of the provisions contained in this Agreement, or any future representation, promise or condition in connection with the subject matter of this Agreement, shall be binding upon either party unless in writing and signed by both parties.

Item 18. SEVERABILITY

Any provision of this Agreement which is invalid, prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective solely to the extent of such invalidity, prohibition or unenforceability without invalidating the remaining provisions hereof, and any such invalidity, prohibition or unenforceability in any such jurisdiction shall not invalidate or render unenforceable such provision in any other jurisdiction.

Item 19. ASSIGNMENT AND DELEGATION

Buyer shall not have the right to assign or delegate this Agreement or its interest in or obligations under this Agreement without the prior written consent of PWT, which shall not be unreasonably withheld. The merger, acquisition, reorganization, or other restructuring of Buyer shall not constitute an assignment under the terms of this Agreement provided the surviving entity has assumed all of the obligations of PWT under this Agreement pursuant to a written confirmation. Subject to the foregoing, the rights and obligations of the parties to this Agreement shall be binding upon, and enforceable by their respective heirs, successors and permitted assigns.

Item 20. CONFIDENTIALITY

The parties recognize that, in the course of their dealings, each may come into possession of information relating to the business of the other which is not generally known in the industry, which reasonably or logically may be considered to be confidential or proprietary and which might reasonably be expected to do harm to the other if divulged ("Confidential Information"). Each party agrees to keep the Confidential Information confidential and not to disclose it, in whole or in part, to any third persons whatsoever, nor even to any of its own employees except those having a "need to know," and otherwise to protect the confidentiality of such Confidential Information in accordance with reasonable industry practices. Confidential Information of a party shall no longer be subject to the foregoing restrictions (a) if it is or becomes available to the public through no fault of the other party, (b) if it is otherwise known to the other party as shown by written records of the other party at the time of disclosure of the Confidential Information, (c) if, subsequent to disclosure hereunder, it is obtained by the other party on a non-confidential basis from a third party who has the right to disclose such information or (d) if it is required to be disclosed pursuant to a court order, so long as the non-disclosing party

is given adequate notice and the ability to challenge the required disclosure. Confidential Information will include the terms and conditions of this Agreement. Each receiving party shall immediately notify the disclosing party in writing if the receiving party reasonably determines that there has been an unauthorized access, use or receipt of the disclosing party's Confidential Information.

Item 21. NOTICES.

Any notice given under this Agreement shall be given when delivered in person or by registered or certified mail, postage prepaid, return receipt requested or by other delivery service providing evidence of receipt to the party to whom such notice is to be given at the address set forth above or at such other address as either party shall hereafter give notice of to the other in writing.

Item 22. INDEPENDENT CONTRACTOR.

Buyer has no authority to bind PWT in any contractual manner or to represent to others that the relationship between the other is other than stated herein.

Item 23. INTELLECTUAL PROPERTY

Except as expressly set forth in this Agreement, this Agreement does not grant either party any rights, implied or otherwise, to the other party's intellectual property (including, but not limited to, firmware, technology, data, or software) or any third party's intellectual property. Buyer acknowledges that, as between the parties, PWT retains all right, title, and interest in and to all components of the PWT Products and related intellectual property rights (collectively, the "PWT IP"). PWT hereby grants the Buyer a non-exclusive, irrevocable, worldwide, perpetual, royalty-free right and license to the PWT intellectual property solely as it is embodied in the Products and solely for the purposes of operating and using the Products.

Item 24. INDEMNIFICATION

Buyer hereby agrees to defend, indemnify and hold harmless the PWT, its directors, officers, employees, agents, and any assignee from and against any and all losses, damages, injuries, claims, suits, demands, judgments, decrees, losses, costs, expenses and liabilities, including, but not limited to attorneys' fees and courts costs asserted against, imposed upon or incurred by PWT arising from: any claim that manufacture or use of the Products (or their specifications) infringes upon a third party intellectual or proprietary right, including, but not limited to, patent, copyright, trademark, trade secret or any other intellectual or proprietary right where Buyer provided the specifications therefore.



Process Wastewater Technologies, LLC Standard Limited Warranty

Item 1. LIMITATION OF LIABILITY

EXCEPT AS OTHERWISE SET FORTH HEREIN, THE PRODUCTS ARE PROVIDED "AS IS" AND PWT DOES NOT MAKE ANY OTHER STATUTORY, EXPRESS WARRANTIES OR ANY IMPLIED WARRANTIES WITH RESPECT TO THESE PRODUCTS AND SERVICES PROVIDED HEREIN, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY, INFRINGEMENT, TITLE, OR OF FITNESS FOR A PARTICULAR PURPOSE OR USE.

PWT does not assume and expressly disclaims any liability for (i) SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES which anyone may suffer as a result of the sale, delivery, service, use, or loss of use, of any Products and/or services provided by PWT, or (ii) any charges or expenses of any nature which are incurred without the prior written consent of PWT. Without limiting the foregoing, PWT does not warrant that any Products provided are free from any claim of any third person by way of infringement or the like, and PWT expressly disclaims any liability for any claim of infringement or the like that may result from the sale, delivery, service, use, or loss of use of any Products and/or services provided by PWT.

PWT's total liability under this Agreement or in connection with any claim involving any Products or services is expressly limited to the purchase price of the goods set forth in the applicable Order and/or services in respect of which damages are claimed.

Item 2. DEFECTS WARRANTY

Unless otherwise set forth in the Proposal, PWT warrants that the Products shall be free from defects in material and workmanship for the shorter period of: (i) twelve (12) months from the date of start-up; (ii) the warranty period for the third party good or service embodied in the Product; or (iii) eighteen (18) months from the delivery of the specified Product.

PWT's sole obligation and Buyer's exclusive remedy under this Agreement is expressly limited to the repair or replacement of any Product or parts of the Product or at the option of PWT, a refund of the purchase price, of any Product or parts which are return to PWT freight prepaid; provided that PWT determines in its sole discretion that the Product is defective, failed prematurely or has faulty workmanship or materials.

Item 3. PRODUCTS OF OTHER MANUFACTURERS

Unless otherwise set forth in the Proposal, PWT makes no warranty with regard to any products not manufactured by PWT, including but not limited to, electrical components, firmware, equipment and motors.

Item 4. TYPES OF DAMAGES AND CLAIMS FOR WHICH PWT LLC IS NOT RESPONSIBLE

The following non-exclusive list of items are specifically not covered by the PWT Standard Limited Warranty and, in the event of their occurrence, will render the PWT Defects Warranty null and void:

- defects which are caused by improper installation, improper or abnormal use or operation, or improper storage or handling;
- defects caused by the failure of the Buyer to perform and log normal preventative maintenance;
- defects caused by the use of replacement parts not approved in writing by PWT;
- defects caused by repairs by persons not authorized in writing by PWT;
- defects caused by modifications or alterations made by the Buyer; and/or
- any damage to our any Product occurring while it is in the possession of the Buyer.

Item 5. EQUIPMENT SAFETY PARAMETERS

With respect to operation of the Products, it is the responsibility of the Buyer to define and provide any safety device(s) or associated safety device(s) (other than that which is ordinarily furnished by PWT) which may be necessary and/or required, and to establish safety procedures and operational instructions to safeguard the operator(s) during maintenance, cleaning, or any use of the Products whatsoever, and to subsequently ensure that the Products are operated in conformance with all applicable safety procedures, laws, regulations and instructions.

It is also the responsibility of the Buyer to enforce all safety regulations and operational instructions and to maintain the Product in a safe condition (e.g., guards in place; warning, caution and/or important labels affixed; electrical boxes secure; interlocks operational; etc.). In particular, all warning, caution and/or important labels must be maintained in a readable condition, and if necessary, replaced with new labels.

Additionally, as the nature of the Product does not always make it possible to fully prevent operator access from rotating components, maintenance or cleaning of any nature must not be performed on the Products without first disconnecting all power.

Item 6. OPERATOR SAFETY COMPLIANCE

Buyer warrants and agrees that because it has sole control over the Product, it shall be solely responsible for safety compliance. Operator access and use of Products, and full compliance with all provisions of the Operator Safety section of PWT Instruction Manuals are essential and the user's responsibility; the provisions of that section being expressly incorporated herein.



BUDGET PROPOSAL



Minneola, FL

HUBER Screw Press Q-PRESS 800.2®

Represented by:
Moss Kelley
Cameron Young
(407) 805-0063
cjl@mosskelley.com

Regional Sales Director:
Steve Frank
704-330-9378
Steve.Frank@hhusa.net

Project Number: 525731
Revision: 0
Date: 6/6/2025

Design Information

Technical Data		
Sludge Type	Waste Activated Sludge	
Instantaneous Feed Rate (total - split between 2 duty units)	150 at 1% feed solids	gpm
Feed Sludge Concentration	1	%
Nominal Hydraulic Loading Rate (per unit)	75 at 1% feed solids	gpm
Nominal Solids Loading Rate (per unit)	375 at 1% feed solids	lb/hr
Operational Hours Per Day	8	hr/day
Operational Days Per Week	5	day/week
Estimated Cake Solids ¹	16-19	%
Capture Rate ¹	≥95	%
Estimated Polymer Consumption ¹	26-32 lb active polymer/dry ton of sludge	
Average Spray Wash Water Requirement ²	75 gph at 90 psi	
Spray Water Connection	1.25	inch
Sludge Inlet Diameter	6	inch
Approximate Screw Press Empty Weight	8200	lbs
Approximate Screw Press Full Weight	10100	lbs

¹All performance is estimated based on typical screw press performance. In order to guarantee performance Huber must run a pilot test.

²Wash water cycle runs at approximately 42 gpm for 152 seconds. Typical applications experience 1-2 wash cycles per hour.

Equipment Details

Model	HUBER Screw Press Q-PRESS 800.2®
Quantity	2
Material	316L stainless steel construction; pickled and passivated in acid bath
Basket Material	Wedge wire; 316L stainless steel
Auger Inclination	10°
Support Legs	316L stainless steel
Wiper Material	Wear resistant polyurethane
Anchor Bolts	M12, 316L stainless steel
Motor Data	5 hp drive motor, 460 VAC, 60 Hz, 3 ph
Spraywash Motor Data	0.25 hp spraywash motor, 460 VAC, 60 Hz, 3 ph

Ancillary Equipment	
Polymer Injection Ring	2, DN65 injection rings
Polymer Mixing Device	2, DN65 mixing valves
Sludge Flow Meter	2, 3-inch sludge flow meter
Air Compressor	2, 15 gal

Controls	Two (2) Main Control Panel
Enclosure	NEMA 4X, Stainless Steel
PLC	Allen Bradley CompactLogix
HMI	Allen Bradley PanelView 7 inch
Pre-programmed and Factory Tested	

Freight and Startup Services	
6 days and 2 trips	Startup services for installation inspection and startup supervision.
Freight to jobsite.	

Pricing

Equipment	Model	Quantity	Pricing
HUBER Screw Press	Q-PRESS 800.2®	2	Included
Ancillary Equipment			Included
HUBER Control Panel		2	Included
Freight and Startup Services		6 days, 2 trips	Included
TOTAL:			\$1,144,000.00

Optional Adders

Equipment	Type	Quantity	Pricing
HUBER's Standard Polymer Blending System	Velodyne VM-3P-600-D	1	\$41,480.00
HUBER's Standard Sludge Feed Pump	Netzsch NM053BY01L07V	1	\$14,950.00
HUBER Screw Conveyor (Cake)	Ro8T 273, 12 ft length	1	\$33,000.00
Aesthetic Motor Cover (per piece)	HUBER Standard	1	\$11,300.26

Standard delivery is 27-29 weeks from approval of submittals.

Thank you for your interest in HUBER Technology, Inc. If you have any questions, please do not hesitate to contact our Regional Sales Director or our local sales representative.

This proposal has been reviewed for accuracy and approved for issue by: AJ

Notes and Technical Clarifications

- Equipment specification and drawings are available upon request.
- If there are site-specific hydraulic constraints that must be applied, please consult the manufacturer's representative to ensure compatibility with the proposed system.
- Electrical disconnects required per local NEC code are not included in this proposal.
- All electrical interconnections, wirings, junction boxes, and terminations between the equipment and electrical components are to be provided by installing contractor.
- Huber Technology warrants all components of the system against faulty workmanship and materials for a period of 12 months from date of start-up or 18 months after shipment, whichever occurs first.
- Budget estimate is based on Huber Technology's standard Terms & Conditions and is quoted in US dollars unless otherwise stated.
- Equipment recommendations are based on information provided to Huber Technology. Subsequent information which differs from what has been provided may alter the equipment recommendation.
- Any item not specifically listed is not considered part of this scope of supply. Please contact the HUBER Technology representative listed for further clarification.
- Sludge feed pump and flow meter shall be controlled by the Huber control panel even if provided by others.
- Pricing shown in this proposal is valid for 30 days from the date shown on this proposal.
- Blue motor covers are aesthetic only, and have been included as an optional adder to HUBER's scope.
- Flocculation pipe is to be provided others. Please reference accompanying flocc pipe calculation page for sizing information.
- Polymer injection/mixing equipment is sized based on maintaining a specific flow velocity through these components. For the feed sludge flowrate in this application, HUBER is offering polymer injection/mixing equipment with DN65 (2.5 inch) flanges. Reducers, if required, to connect polymer injection/mixing equipment to upstream and downstream piping are to be supplied by others.

Additional Information Pertinent to HUBER Quotation

Special Information and Exceptions

- Price does not include any unloading or any applicable fees or taxes (Local, Federal, or Final Destination)
- Prices are in U.S. Dollars unless noted otherwise
- Freight is delivered with duty paid (D.D.P.) to Job site
- Price does not include installation or building modifications
- This Budgetary Pricing Quotation is valid for thirty (30) days from the date of this Scope or until withdrawn by HUBER Technology, Inc. (hereinafter "HUBER").

Submittals

HUBER will provide documentation to the Purchaser per the following schedule:

- Five (5) copies or the quantity stipulated in the equipment specification of submittal shop drawings 4-6 weeks after acceptance of a written purchase order.
- Three (3) copies or the quantity stipulated in the equipment specification of HUBER O&M manuals prior to equipment start-up.

Shipment

HUBER will make all reasonable efforts to maintain the following schedule:

- Submittals 4-6 weeks after acceptance of a written purchase order.
- Please consult HUBER Technology, Inc. for current fabrication lead times on the proposed equipment.
- O&M manuals prior to equipment start-up.

Accessories

This Proposal includes only those items specifically mentioned in the equipment descriptions. Any items which may be necessary for the operation of the equipment, but are not specifically mentioned, such as motors, drives, controls, or supports, are to be supplied via additional quotation separate from this offering.

Abrasion or Corrosive Materials

All of HUBER's machines and systems are manufactured from 304L or 316L grade stainless steel. The environment or materials the equipment may be exposed to may be abrasive or corrosive. This Proposal makes no representation or warranties concerning the service life of the equipment against such abrasion or corrosion. The concentration of chloride and hydrogen sulfide (H₂S) in the equipment operating environment shall be kept below the following values:

- | | | |
|--|-------|------|
| • Maximum Chloride for V2A (304, 304L)* | 100 | mg/L |
| • Maximum Chloride for V4A (316L, 316Ti)* | 400 | mg/L |
| • Maximum Chloride for V4A (316L, 316Ti)** | 250 | mg/L |
| • pH Value of the Wastewater/Washwater | >6.5 | |
| • Iron Content in Washwater | <0.50 | mg/L |

* no hydrogen sulphide in the area of the stainless steel

** with a maximum hydrogen sulphide content of 6 ppm

Machines made from 316 grade stainless steel are available at an additional price for extremely harsh operating environments upon request.

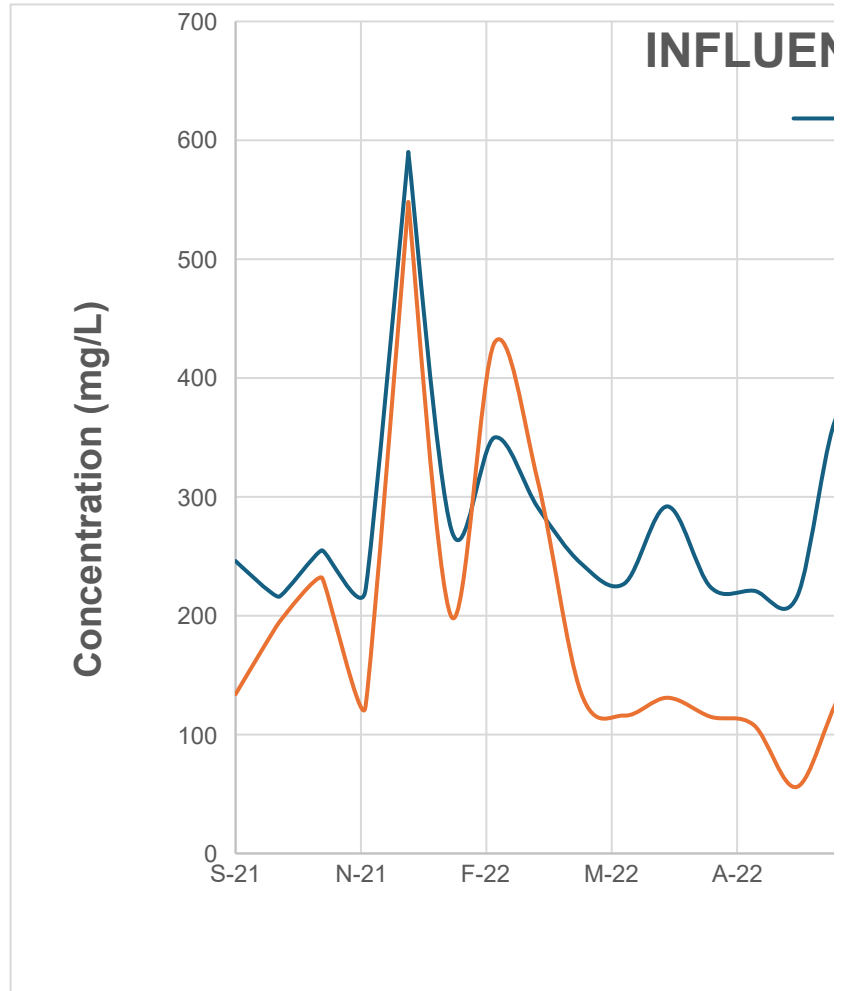
Month	Influent BOD (mg/L)	Influent TSS (mg/L)	Effluent TN (mg/L)	Effluent NO3 (mg/L)
September-21	246	134	3.0	4.4
October-21	216	194	3.1	4.9
November-21	255	232	3.5	5.3
December-21	220	122	3.9	5.1
January-22	590	548	8.6	0.5
February-22	272	199	5.7	4.6
March-22	350	430	3.8	4.9
April-22	291	313	3.2	3.7
May-22	244	135	4.1	2.8
June-22	227	116	3.6	3.5
July-22	292	131	4.9	3.4
August-22	224	115	6.4	2.9
September-22	221	108	5.6	3.2
October-22	216	56	5.0	2.3
November-22	372	133	4.2	2.1
December-22	270	168	7.8	2.1
January-23	263	185	35.4	1.4
February-23	239	195	8.6	1.2
March-23	232	228	4.5	1.5
April-23	279	268	3.9	0.8
May-23	252	226	4.5	0.9
June-23	286	287	3.9	1.3
July-23	280	344	4.0	1.5
August-23	274	362	5.8	1.3
September-23	168	123	5.7	1.3
October-23	273	230	3.9	1.3
November-23	223	216	7.3	0.7
December-23	195	189	9.1	0.3
January-24	214	180	12.3	0.4
February-24	288	207	22.2	0.3
March-24	265	204	25.7	0.7
April-24	276	260	46.1	0.3
May-24	181	102	19.6	1.2
June-24	228	227	16.3	0.4
July-24	198	211	42.0	0.5
August-24	122	127	56.5	0.4

286

222

265

213

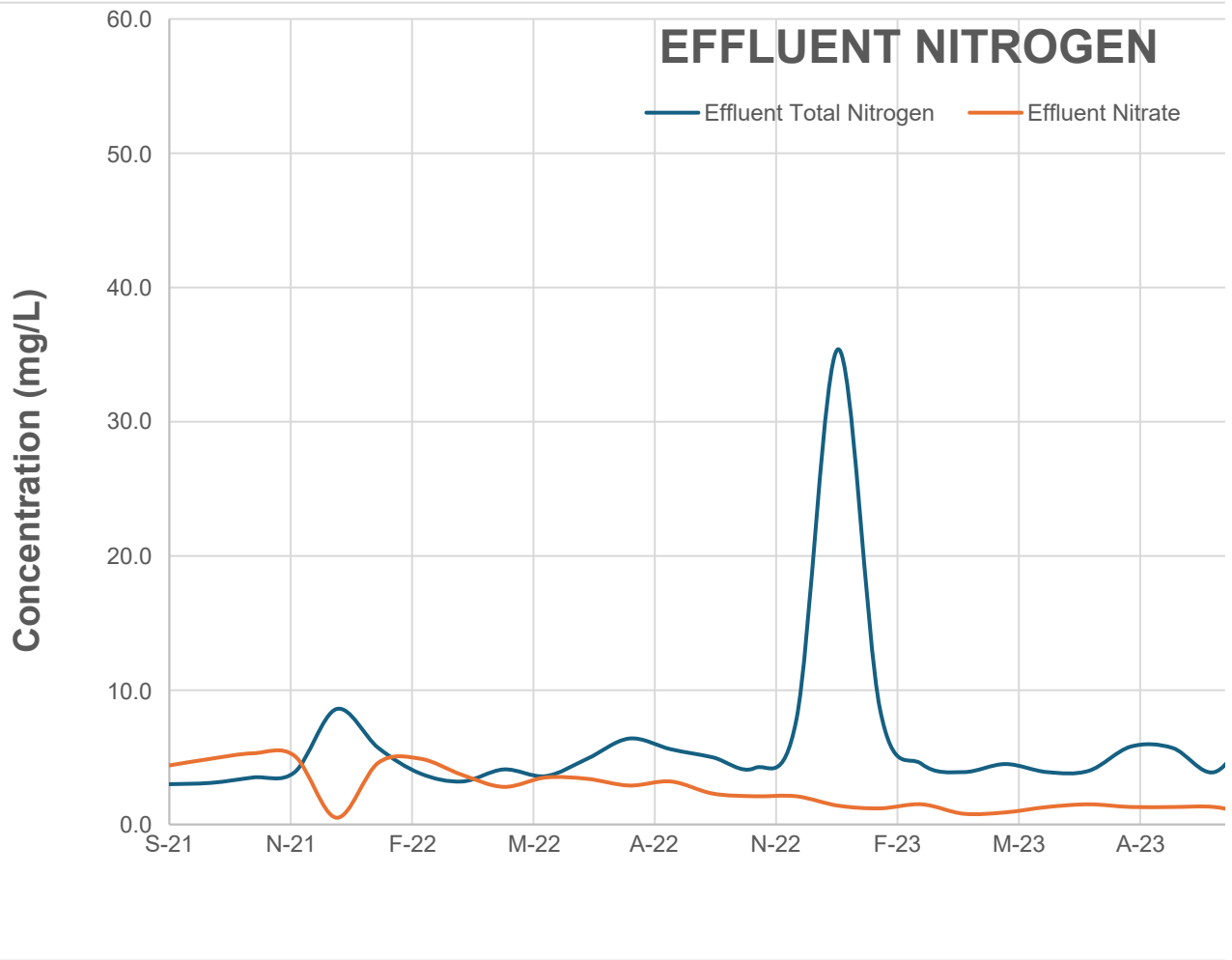


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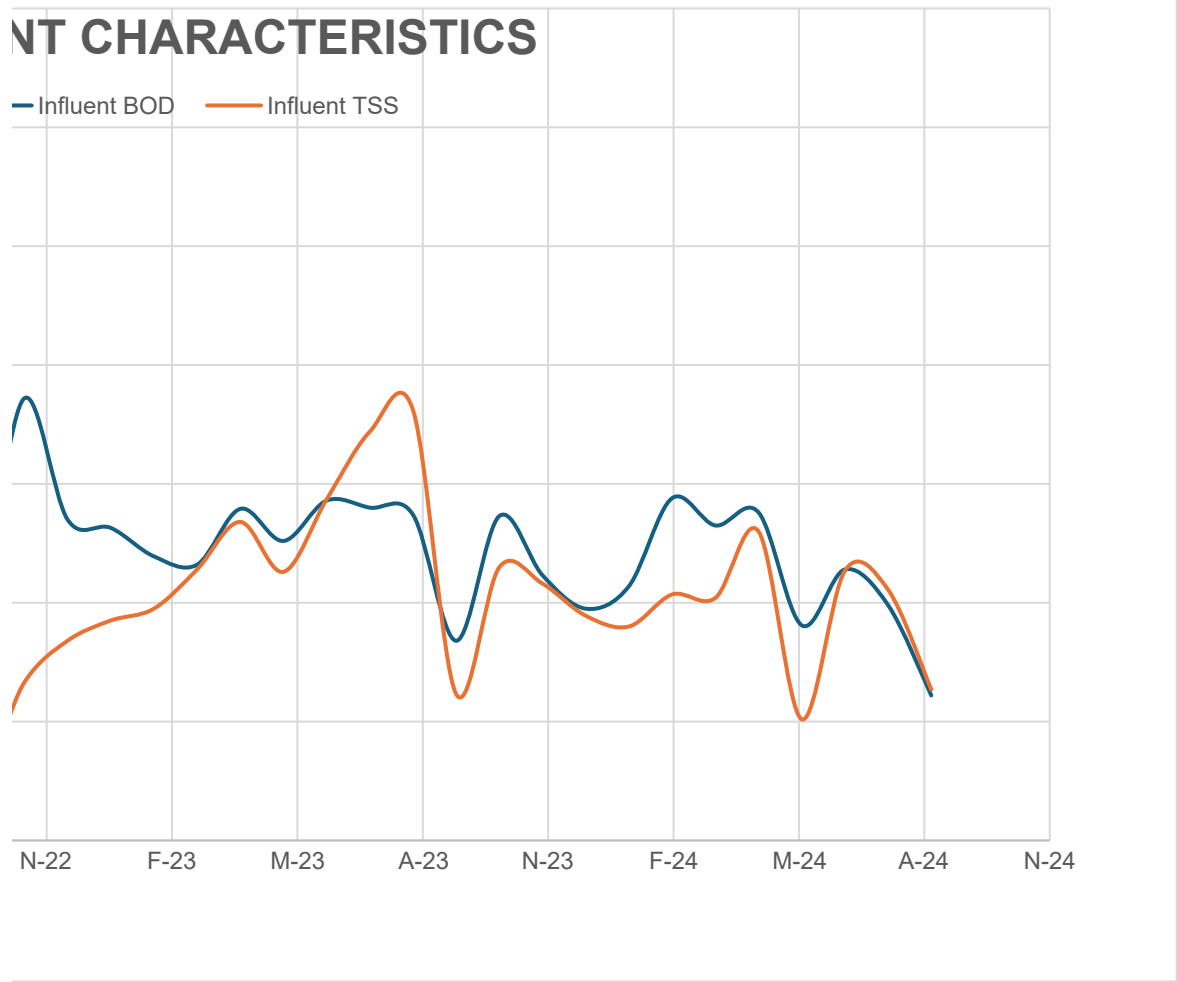
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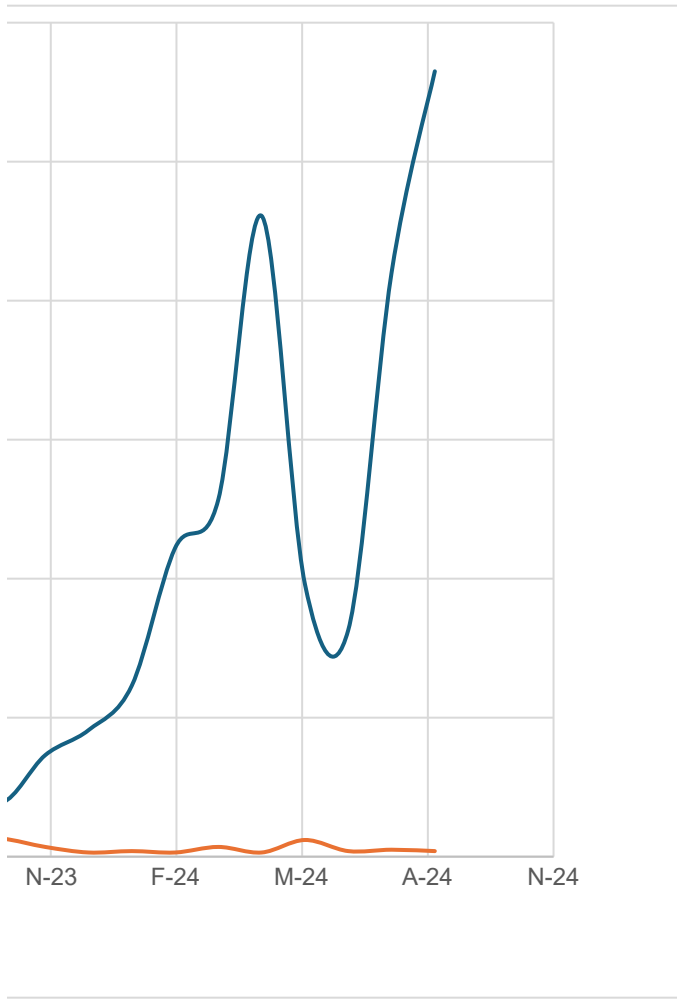
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NT CHARACTERISTICS

— Influent BOD — Influent TSS





Parameter	Value
AADF (MGD)	0.8
Influent BOD (mg/L)	280
Yield	0.70
Dry Solids Production (lbs/day)	1,308
WAS Solids Content	1.0%
Raw WAS Production (GPD)	15,680
Unit Cost for Liquid Hauling & Disposal (\$/Gallon)	\$0.20
Unit Cost for Cake Hauling & Disposal (\$/Wet Ton)	\$195.00
OPTION 1: DO NOTHING	
Annual Hauling Cost	\$1,144,640
OPTION 2: THICKEN TO 2.0% DS	
Thickened Sludge Production (GPD)	7,840
Annual Hauling Cost	\$572,320
OPTION 2: THICKEN TO 3.0% DS	
Thickened Sludge Production (GPD)	5,227
Annual Hauling Cost	\$515,088
OPTION 3: THICKEN TO 4.0% DS	
Thickened Sludge Production (GPD)	3,920
Annual Hauling Cost	\$500,780
OPTION 4: DEWATER TO 14% DS	
Cake Production (Wet Tons/Day)	4.7
Annual Hauling Cost	\$332,416
OPTION 4: DEWATER TO 16% DS	
Cake Production (Wet Tons/Day)	4.1
Annual Hauling Cost	\$290,864
Equipment Payback Period (Years)	2.48

\$/lb dry soli
\$2.40

\$1.20

\$1.08

\$1.05

\$0.70

\$0.61



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 5.

Subject Title: Purchase Request - AC Unit at Ferndale Fire Station - Sunshine Cooling
- \$9,949

Objective:

Consider a Request to Approve the Purchase a Replacement AC Unit from Sunshine Cooling for the Ferndale Fire Station

Summary:

One of the air conditioning units at the Ferndale Fire Station has reached its end of life and is beyond repair. This purchase request will authorize the unit's replacement.

Exhibits:

1. Exhibit A - Sunshine Cooling Quote St-88
2. Exhibit B - Kalos Quote St-88
3. Exhibit C - Apple AC Quote St-88

Options:

1. Approve the request as presented.
2. Approve the request with modifications.
3. Deny the request.

Fiscal Impact:

\$9,949 - Unbudgeted

P & Z Recommendation:

N/A

Staff Recommendation:

Staff Recommends the Approval of the Request as Presented.



Sunshine Cooling Solutions, LLC

City of Minneola / City Hall
 100 S Main Ave
 Minneola, FL 34715

(352) 901-1274
 djones@minneola.us

ESTIMATE	#1836
ESTIMATE DATE	Jun 8, 2026
EXPIRATION DATE	Jul 8, 2026
TOTAL	\$9,949.00

SERVICE ADDRESS

City of Minneola / Station 83
 15303 Ferndale Community Road
 Clermont, FL 34715

CONTACT US

P.O. Box 939, 505 South Seminole Ave.
 Minneola, FL 34755

(352) 394-1428
 Sam@sunshinecoolingsolutions.com

ESTIMATE

Option #1

See your financing options
 Prequalify to find out how much you can borrow within minutes and pay as low as \$175.10/mo*. Your credit score will not be affected.

Services	qty	unit price	amount
New Bard Wall Unit WA381-410	1.0	\$9,949.00	\$9,949.00
New Bard Wall Unit WA381-410 Uninstall and remove existing unit Install new Unit Install new Thermostat			

Services subtotal: \$9,949.00

Subtotal \$9,949.00

Tax (Lake County 7%) \$0.00

Total \$9,949.00

Thanks for working with us at Sunshine Cooling Solutions, LLC

Please remit all payments to:
 Sunshine Cooling Solutions, LLC

P.O. Box 939
Minneola, FL 34755



Job Number #: 253484

Date: June 4, 2026

Kalos Services, Inc.

236 Hatteras Ave.
Clermont, FL 34711

Phone: (352) 243-7099

Fax: (352) 404-6907

Email: office@kalosflorida.com

Web: www.kalosflorida.com

Client Information

Mark Johnson

City of Minneola
accountspayable@minneola.us
Site Address: 15303 Ferndale
Community Rd, 34715 Clermont

Prepared By

Kyle Fancher

office@kalosflorida.com
(352) 243-7099

Services

Description	Qty	Unit Price	Total
Quote to remove and replace 3 ton Bard unit. Model: WA381-A00 Serial Number: 251M072413466-02. Quote includes new Bard equipment, installation. materials, labor and permitting	1	\$13220.00	\$13220.00
Subtotal			\$13220.00
Grand Total			\$13220.00

Payment Options

By Check Kalos Services, Inc. - ATTN: Accounts Recievable. - 236 Hatteras Ave, Clermont FL 34711

By ACH/Wire Mainstreet Community Bank - Account: 1421719 - Routing: 063115505

Agreement Terms

Agreement Duration:

31 days (ending on July 4, 2026)

Quote Validity:

31 days from proposal date

Signatures

Proposed by:

Kyle Fancher
Kalos Services, Inc.

Accepted by:

Mark Johnson
City of Minneola

Date: June 4, 2026

Kalos Services, Inc. | Job Number #: 253484 | Phone: (352) 243-7099 | www.kalosflorida.com

This document is legally binding upon signature by both parties.

©2025 Kalos Services, Inc. All rights reserved.

TERMS AND CONDITIONS

Kalos Services, Inc. ("Kalos") warrants to the Purchaser that all services provided will be in conformance with this Agreement. Kalos agrees to furnish and install the equipment and materials as described above on the terms and conditions provided herein and Purchaser hereby accepts the equipment and services described above and agrees to pay Kalos the price shown above upon completion of the installation. Materials and work in addition to that described herein will be furnished only on Purchaser's authorization and will be paid by Purchaser as an extra charge.

Failure to pay any sums due hereunder, Purchaser agrees to pay Kalos interest at the rate of one and one-half percent (1 1/2%) per month or the maximum permitted by law (whichever is less) on all outstanding balances. In the event that there is any controversy or claim arising out of or relating to this Agreement, or to the interpretation, breach, or enforcement thereof, and any action or proceeding is commenced to enforce the provisions of this Agreement, Kalos shall be entitled to reasonable attorney's fee, costs, and expenses. Any reversal or dispute of charges with a bank, credit card, or financing company will be considered a breach of this agreement, and all warranty obligations will be null and void and payment will be sent to collections and a lien placed on the property according to Florida law.

FLORIDA HOMEOWNERS' CONSTRUCTION RECOVERY FUND

PAYMENT, UP TO A LIMITED AMOUNT, MAY BE AVAILABLE FROM THE FLORIDA HOMEOWNERS' CONSTRUCTION RECOVERY FUND IF YOU LOSE MONEY ON A PROJECT PERFORMED UNDER CONTRACT, WHERE THE LOSS RESULTS FROM SPECIFIED VIOLATIONS OF FLORIDA LAW BY A LICENSED CONTRACTOR. FOR INFORMATION ABOUT THE RECOVERY FUND AND FILING A CLAIM, CONTACT THE FLORIDA CONSTRUCTION INDUSTRY LICENSING BOARD AT THE FOLLOWING TELEPHONE NUMBER AND ADDRESS: 850-487-1395, 1940 NORTH MONROE ST., TALLAHASSEE, FLORIDA 32399

ACCORDING TO FLORIDA'S CONSTRUCTION LIEN LAW (SECTIONS 713.001-713.37, FLORIDA STATUTES), THOSE WHO WORK ON YOUR PROPERTY OR PROVIDE MATERIALS AND SERVICES AND ARE NOT PAID IN FULL HAVE A RIGHT TO ENFORCE THEIR CLAIM FOR PAYMENT AGAINST YOUR PROPERTY. THIS CLAIM IS KNOWN AS A CONSTRUCTION LIEN. IF YOUR CONTRACTOR OR A SUBCONTRACTOR FAILS TO PAY SUBCONTRACTORS, SUB-SUBCONTRACTORS, OR MATERIAL SUPPLIERS, THOSE PEOPLE WHO ARE OWED MONEY MAY LOOK TO YOUR PROPERTY FOR PAYMENT, EVEN IF YOU HAVE ALREADY PAID YOUR CONTRACTOR IN FULL. IF YOU FAIL TO PAY YOUR CONTRACTOR, YOUR CONTRACTOR MAY ALSO HAVE A LIEN ON YOUR PROPERTY. THIS MEANS IF A LIEN IS FILED YOUR PROPERTY COULD BE SOLD AGAINST YOUR WILL TO PAY FOR LABOR, MATERIALS, OR OTHER SERVICES THAT YOUR CONTRACTOR OR A SUBCONTRACTOR MAY HAVE FAILED TO PAY. TO PROTECT YOURSELF, YOU SHOULD STIPULATE IN THIS CONTRACT THAT BEFORE ANY PAYMENT IS MADE, YOUR CONTRACTOR IS REQUIRED TO PROVIDE YOU WITH A WRITTEN RELEASE OF LIEN FROM ANY PERSON OR COMPANY THAT HAS PROVIDED TO YOU A "NOTICE TO OWNER." FLORIDA'S CONSTRUCTION LIEN LAW IS COMPLEX, AND IT IS RECOMMENDED THAT YOU CONSULT AN ATTORNEY.

"ANY CLAIMS FOR CONSTRUCTION DEFECTS ARE SUBJECT TO THE NOTICE AND CURE PROVISIONS OF CHAPTER 558, FLORIDA STATUTES."

Purchaser shall permit Kalos reasonable access to the property on which equipment is to be installed. Title to all provided equipment remains with Kalos until all amounts due thereon are paid in full, whether such equipment is affixed to the realty or not, and shall remain personal property and be deemed severable without injury to the freehold.

Purchaser shall indemnify and hold harmless Kalos from and against all claims, damages, losses, and expenses arising out of or resulting from acts or omissions of Kalos, Kalos representatives and subcontractors, or otherwise arising out of the performance of services by Kalos. Further, Purchaser agrees to hold harmless Kalos, its employees, managers, and leadership of all claims related to viruses, bacteria, and fungus past, present, and future.

If performance of this Agreement or any obligation under this Agreement is prevented, restricted, or interfered with by causes beyond Kalos' reasonable control ("Force Majeure"), and if Kalos is unable to carry out its obligations, then the obligations of the party invoking this provision shall be suspended to the extent necessary by such event. The term Force Majeure shall include, without limitation, acts of God, plague, epidemic, pandemic, outbreaks of infectious disease or any other public health crisis, including quarantine or other employee restrictions, fire, explosion, vandalism, storm, or other similar occurrence, orders or acts of military or civil authority, or by national emergencies, insurrections, riots, or wars, or strikes, lock-outs, work stoppages.

Once the equipment is connected at Purchaser's property, Purchaser assumes all risk of loss or damage to such equipment and shall ensure the same fully to protect all interests of Kalos Services cost of insurance to be paid by Purchaser.

There are no warranties, expressed or implied, for existing equipment, ductwork, or other materials not installed by Kalos. Except as provided herein Kalos Services makes no other representations or warranties, either express or implied, including, but not limited to, any implied warranties of merchantability or fitness for a particular purpose Kalos expressly disclaims all other warranties. Kalos' maximum liability hereunder shall consist of refunding all monies paid to it by Purchaser hereunder subject to removal and return to Kalos of all equipment provided hereunder. Under no circumstances will Kalos be liable to Purchaser or any other person for any damages, including, without limitation, any indirect, incidental, special, or consequential damages, expenses, cost, profits, lost savings or earnings, lost or corrupted data, or other liability arising out of or related to this agreement, or the services or equipment provided hereunder.

This agreement is the complete and exclusive statement of the agreement between Purchaser and Kalos and it supersedes all prior oral and written proposals and any prior or subsequent communications pertaining to the subject matter hereof. Kalos Services Inc. reserves the right to terminate this Agreement in whole or in part, at any time.

This proposal is good for thirty (30) days from the date hereof but may be accepted at any later date at the sole discretion of Kalos Services Inc.

LICENSE # EC0001523, CBC057190, CAC1814620



APPLE

Air Conditioning & Heating, Inc.

We take a slice out of your energy costs!

13511 Granville Ave
Clermont, FL 34711
407-654-3777
www.appleac.com

BID

PROJECT INFORMATION:

CITY OF MINNEOLA/FIRE STATION
15303 FERDALE COMMUNITY RD.
CLERMONT, FL 34715
EMOLINA@MINNEOLA.US
[352-638-1067](tel:352-638-1067)

6/3/2026

SCOPE

PROVIDE AND INSTALL A NEW 3 TON BARD UNIT WITH 5 KW HEATER.

SUPPLIED:

1. W36AF 3 TON BARD UNIT
2. 5 KW HEATER
3. MOUNTING HARDWARE
4. CAULKING
5. DUCT JACK
6. LABOR
7. HONEYWELL T6 THERMOSTAT

NOT SUPPLIED:

DISCONNECTS
AIR BALANCE
PAINTING
PATCHING
ELECTRICAL

WARRANTY:

1 YEAR LABOR
1 YEAR PARTS
5 YEARS COMPRESSOR

CONDITIONS OF BID:

Our bid is based on the above qualifications and the scope of work.
If any items are changed, we must re-evaluate our bid.
This bid is good for 30 days after which time we reserve the right to review and modify our pricing, if necessary.
Payment is due in full upon completion.

Heating, Venting and Air Conditioning

BID PRICE: \$11,500.00

SIGNATURE _____

DATE _____

We wish to thank you for the opportunity to bid and look forward to servicing your HVAC needs on this project.
Sincerely,
Apple Air Conditioning & Heating, Inc.
Terry Loesch



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 6.

Subject Title: Agreement - Construction Manager at Risk (CMAR) - Vogel Bros Building, Co.

Objective:

Consider a Request to Approve an Agreement with Vogel Bros Building, Co. for Construction Manager at Risk Professional Services for the First Phase of the Expansion of the Wastewater Treatment Plant.

Summary:

The current wastewater treatment plant is almost at capacity and does not have an water reuse capability. TetraTech, our engineering firm, is designing the expansion of the treatment facilities and new reuse capabilities. This CMAR (construction manager at-risk) contract would allow Vogel Bros. Building Co. to construct the screening system, BNR structure, pumping improvements, biosolids dewatering improvements, new rib, and any related civil structural, electrical and control improvements to give a small increase in capacity until the design is completed. Once the design is complete, Vogel Bros. Building Co. will manage the construction of the full expansion and reuse. This contract is just for Phase 1, reconstruction services.

Exhibits:

1. Exhibit A - CMAR - Construction Manager at Risk Agreement.Minneola Final Draft_im_ino.jfk (final draft clean)
2. CMAR - Agreement Exhibit A_Minneola Final Draft__im__ino.jfk (wgv response 5-13-26 revised 5-20-26)
3. Exhibit B Minneola WRF CMAR Precon Scope_Draft_IM_IO_IM_FINAL - Reduced scope (002)
4. CMAR - Agreement Exhibit C.Minneola.FinalDraft_ino_im.jfk
5. CMAR - Agreement Exhibit D.Minneola.Final
6. CMAR - Exhibit E - CMAR Agreement.Minneola.Finaldraft__im__ino.jfk (wgv response 5-13-26 revised 5-20-26 revised 5-28-26 clean)
7. Florida Public Entity Addendum - Exhibit F

Options:

1. Approve the request as presented.
2. Approve the request with modifications.

3. Deny the request.

Fiscal Impact:

Undetermined.

P & Z Recommendation:

N/A

Staff Recommendation:

Staff recommends approval.

CONSTRUCTION MANAGEMENT AT-RISK (CMAR)

*City of Minneola Water Reclamation
Facility Expansion Agreement*

CONTENTS

ARTICLE 1 — Definitions	2
ARTICLE 2 — CMAR Responsibilities	7
ARTICLE 3 — Owner Responsibilities	9
ARTICLE 4 — Subcontracts and Labor Relations	9
ARTICLE 5 — Time	10
ARTICLE 6 — Compensation.....	12
ARTICLE 7 — Changes.....	13
ARTICLE 8 — Payment.....	13
ARTICLE 9 — Liability	14
ARTICLE 10 — Dispute Mitigation and Resolution.....	15
ARTICLE 11 — Miscellaneous Provisions.....	15
Exhibit A—General Conditions to Agreement	19
Exhibit B—CMAR Phase I Preconstruction Scope of Services.....	20
Exhibit C—Phase I Notice to Proceed.....	21
Exhibit D—Phase I Early Work(s) Package(s) (if applicable).....	22
Exhibit E—Phase II Construction Price Amendment	23
Exhibit F-- Florida Public Entity Addendum.....	24

City of Minneola Water Reclamation Facility Expansion Agreement Between Owner and Construction Manager at-Risk (CMAR)

Agreement

This Agreement is made this ____ day of _____ in the year 20__ (the “Contract Date”), for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, by and between the

OWNER

City of Minneola

Attn: City Manager

800 N US HWY 27

MINNEOLA, FL 34715

and the

CONSTRUCTION MANAGER AT-RISK (CMAR):

VOGEL BROS. BUILDING CO.

4223 S Pipkin Rd, Lakeland, FL

for services in connection with the following Project:

PROJECT NAME: CITY OF MINNEOLA WRF EXPANSION

PROJECT LOCATION: FLORIDA TURNPIKE AND SCRUB JAY LN

PROJECT SUMMARY: CONSTRUCTION OF SCREENING SYSTEM, BNR STRUCTURE, PUMPING IMPROVEMENT, BIOSOLIDS DEWATERING IMPROVEMENTS, NEW RIB, ANY RELATED CIVIL, STRUCTURAL, ELECTRICAL AND CONTROL IMPROVEMENT

Notice to the Owner and/or CMAR (each individually a “Party” and collectively, the “Parties”) shall be given at the above addresses.

Accordingly, the Parties hereto hereby agree as follows.

ARTICLE 1 — Definitions

1.1 Definitions

1.1.1 “Agreement” means this Agreement between Owner and CMAR (where the Basis of Payment is the Cost of the Work plus CMAR’s Fee with a Guaranteed Maximum Price as modified by the Parties, and the exhibits and attachments made part of this Agreement upon its execution), as modified by subsequent Amendments.

1.1.2 “Allowance” is an estimated sum to be used as Owner directs for categories of Work that cannot be established at the time the GMP or Fixed Price are agreed upon. Owner can direct Work under Allowances only up to the established amount. Any work directed over the established Allowance amount is to be processed by Change Order to CMAR.

1.1.3 “Applicable Law” or “Applicable Laws” means, collectively, all applicable federal, state, and local laws, statutes, rules, regulations, tariffs, levies, embargoes, ordinances, codes, and binding administrative or judicial precedents or authorities, including the binding interpretation or administration thereof by any Governmental Authority charged with the enforcement, interpretation, or administration thereof, and all applicable administrative orders, directed binding duties, licenses, authorizations, and permits of, and binding agreements with, any Governmental Authority, in each case applicable to or affecting the Project or the Work of CMAR under this Agreement or the other Contract Documents.

1.1.4 “Assumptions” and “Clarifications” are material terms associated with CMAR’s Guaranteed Maximum Price or Lump Sum upon which the Owner and CMAR agree and are more particularly described in Phase II Construction Price Amendment.

1.1.5 “Bid Package” or “Bid Packages” means one or more design bid packages for specific scopes of the Work that are developed and generated by the Engineer for bidding and award pursuant to this Agreement. Engineer will provide bid drawings and specs. The front-end documents and bid packages are developed and advertised by the CMAR.

1.1.6 The term “Business Day” means any day other than a Saturday, Sunday, or legal holiday on which national banks located in the state jurisdiction in which the Project is situated are not required or permitted to be open for business to the public.

1.1.7 A “Change Order” is a written order signed by the Owner and the CMAR after execution of this Agreement indicating any change to the Agreement including, among other things, changes in the Scope of the Work, the CMAR’s Fee for Preconstruction Phase Services, the Phase II Construction Price and Date of Substantial Completion, or Date of Final Completion.

1.1.8 A "Change Order Proposal" is a proposal submitted by the CMAR or the Owner for a change in the Work as evidenced by a Change Order.

1.1.9 The "CMAR" is Vogel Bros. Building Co.

1.1.10 The "CMAR Representative" is Darren Vogel.

1.1.11 "Construction Phase" or "Construction Phase Services" means the Work of the CMAR undertaken during Phase II pursuant to the Drawings and Specifications in accordance with Paragraph 2.2 of this Agreement and other applicable terms and provisions of this Agreement and the other Contract Documents.

1.1.12 "Construction General Conditions Costs" are an element of the Cost of Work that is included in the Construction Price as agreed to by the CMAR and the Owner and has the meaning set forth in Article 5 of the Phase II Construction Price Amendment.

1.1.13 "Contingencies," where applicable, has the meaning set forth in Paragraph 10.5 of the Phase II Construction Price Amendment.

1.1.14 The "Contract Documents" represents the entire and integrated agreement between the Parties hereto and supersedes prior negotiations, representations, or agreements, either written or oral. It consists of this Agreement, the General Conditions, the Phase II Construction Price Amendment, the Drawings, Specifications, addenda issued prior to execution of this Agreement, information furnished by the Owner under Paragraph 3.8 of the General Conditions, any supplemental or other conditions attached as an exhibit to this Agreement, performance Specifications attached as an exhibit to this Agreement, the CMAR's qualifications, Assumptions, and Clarifications mutually agreed upon by Owner and CMAR and identified in and attached to this Agreement and/or the Phase II Construction Price Amendment, the other documents listed in this Agreement, and any modifications issued after its execution, including, without limitation, Change Orders and Owner Change Directives. The Contract Documents do not include bidding instructions or sample forms not attached as exhibits to this Agreement.

1.1.15 The "Contract Time" is the overall time period allowed for performance of the Work.

1.1.16 "Cost of the Work," where applicable, has the meaning of the sum of all allowed direct and indirect costs necessarily and reasonably incurred and paid by CMAR in the performance of the Work including those set forth in the Phase II Construction Price Amendment.

1.1.17 The term "Day" or "day" shall mean calendar day unless otherwise specifically defined.

1.1.18 “Defective Work” is any portion of the Work that does not conform to the Contract Documents, as more fully described in Paragraphs 2.5 and 2.6 of the General Conditions.

1.1.19 “Differing Site Conditions” means conditions at the Project site that are: (a) subsurface or other physical conditions materially different from those indicated in the Contract Documents, or (b) unusual or unknown physical conditions materially different from conditions ordinarily encountered and generally recognized as inherent in the Work provided for in the Contract Documents.

1.1.20 “Drawings” means the documents prepared by Engineer or other consultants of Owner showing the design, location, and dimensions of the Work, generally including plans, elevations, sections, details, schedules, and diagrams.

1.1.21 “Early Work(s) Package(s)” is procurement or construction work that may be performed during Phase I or Phase II that may benefit the Project.

1.1.22 “Engineer” means the licensed Engineer and its consultants, retained by Owner to perform design services for the Project. The Engineer for the Project is **Tetra Tech, Inc.**

1.1.23 “Engineer Contract” means the engineering contract dated November 2025 between Owner and Engineer for the design and/or engineering of the Project or portions thereof.

1.1.24 “Fee” or “CMAR Fee” means, where a GMP has been selected by the Owner and CMAR as the basis for establishing a Phase II Construction Price for the Project or Bid Package, as applicable, the Fee to be charged by the CMAR, which shall either be (a) expressed as a percentage of the Cost of the Work, or (b) a fixed dollar amount based on the Cost of the Work, in each case agreed upon by the Owner and the CMAR at the time of execution of, and in accordance with, the Phase II Construction Price Amendment for the CMAR’s performance of the Work.

1.1.25 “Field Order” means minor changes in the Work if the changes do not involve an adjustment in the Phase II Construction Price or the Contract Times and are compatible with the design of the completed Project as a functioning whole as indicated by the Contract Documents.

1.1.26 “Final Completion” occurs on the date when the CMAR’s obligations under this Agreement are complete and accepted by the Owner and final payment becomes due and payable in accordance with Article 14 of the Phase II Construction Price Amendment and Paragraph 8.9 of the General Conditions. This date shall be confirmed by a Certificate of Final Completion signed by the Owner and the CMAR.

1.1.27 “Final Payment” has the meaning set forth in Article 14 of the Phase II Construction Price Amendment.

1.1.28 “Force Majeure,” as defined in the General Conditions in Paragraph 5.4.1.3.

1.1.29 The “General Conditions” to the Agreement is included as Exhibit A.

1.1.30 “GMP” or “Guaranteed Maximum Price” means, with regard to the Project as a whole or any Bid Package for construction of any portion of the Work where a GMP is selected by the Parties as the basis for the Phase II Construction Price, as may be further defined in the Phase II Construction Price Amendment for the Project , as applicable. The Guaranteed Maximum Price for the Work covered thereby, as established by a Phase II Construction Price Amendment executed by and between Owner and CMAR, is further defined as the Cost of Work plus Allowances and fee for such Work. Subject to Change Orders and other allowable adjustments made pursuant to this Agreement or the other Contract Documents, where the Phase II Construction Price for any Work is based on a GMP, the Phase II Construction Price for such Work shall not exceed the GMP for such Work plus any approved additions or deductions to the GMP.

1.1.31 “Governmental Authorities” means any federal, state, local, or other political subdivision thereof, any agency, authority, instrumentality, regulatory body, court, administrative tribunal, central bank, public office, court, arbitration or mediation panel, or other entity exercising executive, legislative, judicial, taxing, regulatory, or administrative powers or functions of government.

1.1.32 “Lump Sum” means a lump-sum contract price established for the Phase II Construction Phase Services in accordance with a Phase II Construction Price Amendment.

1.1.33 A “Material Supplier” is a person or entity retained by the CMAR or a Subcontractor to provide material or equipment for the Work.

1.1.34 “Others” means other contractors, Material Suppliers, and persons at the Worksite who are not employed by the CMAR or Subcontractors.

1.1.35 “Owner” is City of Minneola and includes the Owner’s representative and any other Owner authorized person or entity.

1.1.36 “Owner’s Approved Budget” means the sum of \$26,000,000.

1.1.37 “Owner Change Directive” means a directive issued by Owner to CMAR to undertake and perform a change in the Work prior to the time such Parties have reached agreement on the adjustment, if any, of the Phase II Construction Price or the Contract Time.

1.1.38 The Owner’s authorized representative is Fred Miller(the “Owner’s Representative”).

1.1.39 “Phase I” means the Preconstruction Phase.

1.1.40 “Phase II” means the Construction Phase Services performed by CMAR pursuant to this Agreement and the other Contract Documents.

1.1.41 “Phase II Construction Price” means the contract price established by the Parties for CMAR’s performance of the Work during the Construction Phase in accordance with this Agreement and the other Contract Documents and as reflected in the Phase II Construction Price Amendment, as the same may be modified by any Change Orders increasing or reducing such contract price and may be either a Lump-Sum price or GMP.

1.1.42 “Phase II Construction Price Amendment” has the meaning given to it in Exhibit B, Paragraph 1.15.

1.1.43 “Phase II Construction Price Proposal” means A detailed Phase II Construction Price Proposal for the Work covered thereby with an open-book line-item cost breakdown on direct and indirect costs, Contingency (with its basis), and any Clarifications, Assumptions, qualifications, and exclusions based on the design milestone(s) specified thereby.

1.1.44 “Preconstruction Phase” or “Preconstruction Phase Services” means the Phase I Preconstruction Services performed by CMAR in connection with the Project and described in Paragraph 2.1 of this Agreement.

1.1.45 “Project” is the building, facility, or other improvements for which the CMAR is to perform Work under this Agreement. It may also include construction by the Owner or Others which is not part of the Work of this agreement.

1.1.46 “Risk Register” is the result of an assessment led by either the Owner or the CMAR, and agreed to by both parties, that identifies potential project risks and the likelihood of occurrence and allocates the responsibility for mitigation of each risk element.

1.1.47 “Schedule” is the critical path method (CPM) schedule prepared by the CMAR that specifies the dates on which the CMAR plans to begin and complete various parts of the Work, including all activities during Phase I Preconstruction and Phase II Construction.

1.1.48 “Schedule Update” means any update to the Schedule prepared and submitted by CMAR to Owner concurrently with CMAR’s submission to Owner of a Phase II Construction Price Proposal, a Phase II Construction Price Amendment, or as otherwise required or permitted hereunder.

1.1.49 “Specifications” means the documents prepared by Owner, Engineer, or other consultant of Owner consisting of the written requirements for materials, equipment, construction systems, standards, and workmanship for the Work and performance of related services.

1.1.50 A “Subcontractor” is a person or entity retained by the CMAR as an independent contractor to provide the labor, materials, equipment, or services necessary to complete a specific portion of the Work. The Subcontractor obligations within this Agreement shall also apply to the CMAR for all self-perform trade work.

1.1.51 “Substantial Completion of the Work,” or “Substantially Complete” or a designated portion, occurs on the date when the Work is sufficiently complete in accordance with the Contract Documents so that the Owner may occupy or utilize the Work, or a designated portion, for the beneficial use for which it is intended. This date shall be confirmed by a certificate of Substantial Completion signed by the Engineer and CMAR with Owner’s consent. The issuance of a certificate of occupancy is not a prerequisite for Substantial Completion if the certificate of occupancy cannot be obtained due to factors beyond the CMAR’s control. In addition to and without limiting the generality of the foregoing requirements of this Paragraph 1.1.51, “Substantial Completion” of the Work or a portion of the Work shall not be deemed to have occurred unless and until the Project or a portion thereof is available for beneficial use and satisfies any other requirements set forth in the Phase II Construction Price Amendment.

1.1.52 A “Sub-subcontractor” is a person or entity who has an agreement with a Subcontractor to perform any portion of the Work.

1.1.53 “Work” means the construction and services necessary or incidental to fulfill the CMAR’s obligations for the Project in conformance with this Agreement and the other Contract Documents, including the Preconstruction Phase Services and the Construction Phase Services as set forth in the Scope of Work.

1.1.54 “Worksite” means the location of the Project as identified in Article 1 where the Work is to be performed.

Capitalized terms used herein but not defined herein shall have the meanings given them in the Phase II Construction Price Amendment, General Conditions, and other Contract Documents.

ARTICLE 2 — CMAR Responsibilities

2.1 Phase I Preconstruction Phase Services

2.1.1 Commencement. Preconstruction Phase Services, as described in **Exhibit B** attached hereto, shall commence no later than 7 calendar days following the Owner’s issuance of a Phase I Notice to Proceed in substantially the form of **Exhibit C** attached hereto and incorporated herein by this reference with the appropriate box checked. For the performance of the Preconstruction Phase Services CMAR shall be paid the Preconstruction Phase Services fees in the amount and in the manner set forth in Paragraph 6.1.

2.1.2 Early Work(s) Package(s). If applicable, Early Work(s) Package(s) commenced prior to mutual execution of a Phase II Construction Price Amendment shall be performed and paid for pursuant to **Exhibit D** to this Agreement but otherwise subject to the terms, covenants, and conditions of this Agreement and the other Contract Documents.

2.1.3 Completion. CMAR's Preconstruction Phase Services shall be deemed to have been completed upon mutual execution of a Phase II Construction Price Amendment for the Work, hereto attached as **Exhibit E**, covered by the Construction Phase Services. If the Owner and CMAR are unable to reach a written agreement on a Phase II Construction Price Amendment, the Owner may terminate this Agreement for convenience on 10 business days' written notice to the CMAR in accordance with Paragraph 10.3 of the General Conditions. In the event of such termination for convenience, the CMAR shall be compensated for (1) the portion of the CMAR's Preconstruction or Construction Phase Services, if any, performed to the date of such termination, but the CMAR shall not be entitled to compensation for Work not performed, plus (2) reasonable demobilization costs, if any, which shall include, but not be limited to, reasonable cost(s) incurred by CMAR to break contractual obligations with Subcontractors, Subconsultants, Suppliers, Vendors, and Materialmen entered prior to Subcontractor's receipt of the notice of termination. In such event, the CMAR shall have no obligation to perform the Scope of Work covered by such unexecuted Phase II Construction Price Amendment.

2.2 Construction Phase Services

2.2.1 Commencement. Unless otherwise provided to the contrary elsewhere in this Agreement or the other Contract Documents, CMAR's Construction Phase Services shall commence within 7 days of the Phase II Notice to Proceed.

2.2.2 Self-Perform Work. As part of the CMAR's Construction Phase Services, the CMAR may be entitled to self-perform work on a negotiated basis or competitively bid against the market in accordance with applicable law and Owner approval. Any self-perform Work, whether negotiated or competitively bid, that is approved by the Owner is subject to the terms and conditions of and as identified in **Exhibit B** and the following provisions of this Paragraph 2.2.2.

2.2.2.1 The CMAR may seek to perform portions of the Work itself, other than minor work that may be included in the CMAR's Construction General Conditions Costs, if the CMAR or CMAR team member submits its proposal and is awarded for those portions of Work in the same manner as all other Subcontractors. If the CMAR intends to submit a proposal for such Work, it shall notify Owner prior to soliciting Proposals and all such proposals shall be submitted directly to the Owner in accordance with **Exhibit B**. If the Owner determines that the CMAR's bid or CMAR team member's proposal provides the best value, based on cost and relevant experience for the

Owner, the CMAR or CMAR team member may be awarded that portion of the Work.

2.2.2.2 If a selected Subcontractor defaults in the performance of its Work or fails to execute a subcontract after being selected in accordance with this paragraph, the CMAR may, without advertising, fulfill the contract requirements through selection of an alternate Subcontractor or self-performance, in each case with the Owner's prior written approval. Owner shall be notified in the event of a Subcontractor default or failure to execute the subcontract.

2.2.2.3 Work identified pursuant to Exhibit B and performed directly by the CMAR shall be limited to those work packages specifically agreed upon during prior negotiations with the Owner. For any Work to be performed by the CMAR, bids or requests for proposals shall be submitted to and reviewed by the Owner's Representative, or another neutral party designated by the Owner, to avoid any conflict of interest.

ARTICLE 3 — Owner Responsibilities

3.1 Owner Responsibilities

Owner shall be responsible for providing the information and delivering the materials set forth in Article 3 of the General Conditions.

ARTICLE 4 — Subcontracts and Labor Relations

4.1 Subcontractors

The work not performed by the CMAR with its own forces shall be performed by Subcontractors. All subcontracts shall be issued on a Lump-Sum basis unless the Owner has given prior written approval of a different method of payment to the Subcontractor. Owner may require CMAR to competitively bid subcontracts for services or supplies that are over \$50,000. CMAR may subcontract any services or supplies that are under \$50,000 without the approval or competitive requirement to Subcontractors.

4.2 Labor Relations

4.2.1 Prevailing Wages.

4.2.1.1 Check if applicable: **Applicable laws.** The current prevailing wage rate determinations for public works contracts by the Owner, the Director of the State Department of Labor, and, if federal funding is used for the Project, the current General Wage Determination Decisions, as determined by the US Secretary of Labor, as same may be changed during the term of this Agreement, are incorporated by this reference.

4.2.1.1.1 Check if applicable: **Davis-Bacon.** Should Owner obtain federal funding for the Project, CMAR shall be responsible for ensuring that all subcontracts and Subcontractors fully comply with all applicable requirements of the Davis-Bacon Act, including but not limited to applicable prevailing wage, contractual provisions, and recordkeeping.

4.2.1.1.2 Check if applicable: CMAR shall pay any person performing labor necessary to complete any portion of Work on the Project not less than the highest general prevailing rate of wages. If federal funds are used for the Project, where the minimum rate of pay for any classification differs among city, state, and federal wage rate determinations, the highest rate of pay shall prevail.

4.2.1.1.3 Check if applicable: CMAR shall include, in any contract or subcontract relating to Work on the Project, a requirement that all persons performing labor under such contract or subcontract shall be paid not less than the highest prevailing rate of wages for the labor so performed.

4.2.2 Compliance Monitoring. CMAR shall require every subcontract to provide certified payroll reports with respect to all persons performing labor necessary to complete any portion of Work on the Project.

4.2.3 Nondiscrimination / Nonharassment. CMAR shall not engage in any form of discrimination or harassment because of race, color, creed, national origin, ancestry, age, sex, sexual orientation, disability, or any other protected classification against any employee or applicant for employment on the Project.

ARTICLE 5 — Time

5.1 Performance of the Work

5.1.1 Date of Commencement. The Date of Commencement of the Preconstruction Phase Services and Construction Services, as applicable, shall be as set forth in Subparagraph 5.1.1 of the General Conditions. The Work shall proceed in general accordance with the Schedule of Work as such Schedule may be amended from time to time, subject to other provisions of this Agreement. The Schedule is subject to allowable adjustments in the Contract Time as permitted herein or in the other Contract Documents.

5.1.2 Substantial / Final Completion. Unless the Parties agree otherwise, the Date of Substantial Completion and the Date of Final Completion shall be established pursuant to the Phase II Construction Price Amendment, subject to adjustments as provided for in the Contract Documents. If a Phase II Construction

Price is not established and the Parties desire to establish a Date of Substantial Completion or Date of Final Completion, it shall be set forth via Amendment.

5.1.3 The CMAR shall not knowingly commence the Work before the effective date of insurance to be provided by the CMAR and Owner as required by the Contract Documents.

5.2 Schedule of the Work

5.2.1 Owner will timely review the baseline Schedule submitted by CMAR. If the Owner determines that additional supporting data is necessary to fully evaluate the Schedule, the Owner will request additional supporting data in writing. Such data shall be furnished no later than 14 days after the date of such request. Owner will render a decision promptly and in any case within 14 days after the latter of the receipt of the Schedule update or the deadline for furnishing such additional supporting data. Owner shall review, approve, and/or provide comments in a reasonable time.

5.2.2 Contemporaneously with CMAR's submission of its Phase II Construction Price Proposal in accordance with Phase II Construction Price Amendment, the CMAR shall submit to the Owner and, if directed, the Engineer, a Schedule Update, in compliance with the requirements of this Paragraph 5.2, that shall show the dates on which the CMAR plans to commence and complete various parts of the Work, including dates on which information and approvals are required from the Owner.

5.3 Contract Time, Delays, and Extensions of Time

5.3.1 The Contract Time shall be determined with the execution of Exhibit E – Phase II Construction Price Amendment.

5.3.2 The Contract Time, as it may be modified from time to time in accordance with this Agreement and any other applicable Contract Documents, shall control the determination of liquidated damages payable to CMAR under Paragraph 5.4 and in the determination of any delay under Paragraph 5.3.

5.3.3 The CMAR will include 21 days of severe weather-related delays (ex: Hurricane or 50-year flood event) within the Project Construction Schedule. If the number of severe weather-related delays exceeds 21 days, the CMAR may be entitled to a commensurate extension of time and reimbursement of costs associated with the delay accordance with Article 5 of the General Conditions.

5.3.4 In the event delays to the Work are encountered for any reason, the CMAR shall provide prompt written notice to the Owner of the cause of such delays after CMAR first recognizes the delay. Excusable delays shall be adjusted upon and subject to the terms and conditions of Article 5 of the General Conditions.

5.3.5 A waiver of or failure by the Owner or Owner's Representative to enforce any requirement in this Article 5 hereof or the requirements of Article 5 of the General Conditions, including, without limitation, the requirements in Paragraph 5.3 thereof, in connection with any or all past delays shall not constitute a waiver of, and shall not preclude the Owner or Owner's Representative from enforcing such requirements in connection with any present or future delays.

5.4 Liquidated Damages

5.4.1 Substantial Completion. The Owner and the CMAR agree that this Agreement shall provide for the imposition of liquidated damages for any CMAR delay not excused by Paragraph 5.3 hereof or elsewhere in this Agreement.

5.4.1.1 The CMAR agrees that if the Work of the Project is not Substantially Completed on or before the Substantial Completion Date applicable to the Project or related Bid Package, the CMAR shall pay the Owner as liquidated damages and not as a penalty the sum of \$2500 per day for each day of unexcused delay past the Substantial Completion Date. The liquidated damages provided herein shall be the sole and exclusive remedy for any unexcused delay in the performance of CMAR's obligations hereunder and shall be in lieu of any and all other liability to the Owner for extra costs, losses, expenses, claims, penalties and any other damages of whatever nature (whether actual, compensatory, direct, indirect, special, consequential, punitive, or otherwise) incurred by the Owner and which are caused by any unexcused CMAR delay in timely achieving Substantial Completion on or before the Substantial Completion Date. The Parties acknowledge and agree that it would be extremely difficult, if not impossible, to quantify the economic loss incurred by the Owner as a result of such unexcused delay, that the liquidated damages contemplated herein are reasonable and represent a fair approximation of the economic loss to be incurred by Owner as a result of such unexcused delay, and that such liquidated damages shall be enforceable to the maximum extent permitted under Applicable Law.

ARTICLE 6 — Compensation

6.1 CMAR's Compensation for Preconstruction Phase Services

6.1.1 The Owner shall compensate CMAR for performance of the CMAR's Preconstruction Phase Services outlined in Paragraph 2.1 hereof on the following basis: Lump sum as detailed in Exhibit B. Such compensation shall be based on the direct personnel costs incurred by CMAR and includes the direct salaries of the CMAR's personnel providing Preconstruction Phase Services on the Project and CMAR's customary and mandatory contributions and benefits related thereto, such as employment taxes and other statutory employee benefits, insurance, sick leave, holidays, vacations, employee retirement plans and similar contributions

and, unless otherwise provided, includes all sales, use, consumer, and other taxes mandated by applicable law, and appropriate fee applied to such costs.

6.2 CMAR Compensation for Early Work(s) Package(s)

6.2.1 If the Parties agree to negotiate Early Work Packages, refer to **Exhibit D**. Services performed for Early Works shall be subject to this Agreement and the General Conditions and other provisions of the Contract Documents applicable to the Phase II Construction Services.

6.3 CMAR's Compensation for Construction Phase Services

6.3.1 The Owner shall compensate the CMAR for Work performed and described in a Phase II Construction Price Amendment on the basis of either a Lump-Sum Phase II Construction Price or Guaranteed Maximum Price, in each case as set forth in such Phase II Construction Price Amendment and General Conditions.

6.4 Hourly Rates

6.4.1 Where Work or portions thereof performed by the CMAR for Preconstruction Phase Services is charged on an hourly rate basis, such Work shall be subject to and completed in accordance with the CMAR's hourly rate schedule Exhibit B and shall be inclusive of markup for overhead and profit. A separate hourly rate schedule for Construction Phase Services shall be attached to the Phase II Construction Price Amendment upon Owner's and CMAR's mutual execution of the same and shall be at cost without markup for overhead and profit.

ARTICLE 7 — Changes

Changes in the Work that are within the general scope of this Agreement shall be accomplished, without invalidating this Agreement, by Change Order, Owner Change Directive, and Field Order, in each case in accordance with and subject to the terms and provisions of Article 7 of the General Conditions and any Phase II Construction Price Amendment executed in connection herewith for the Project.

ARTICLE 8 — Payment

Payments for Preconstruction Phase Services shall be made monthly in proportion to services performed unless otherwise agreed, in writing, by Owner and CMAR. Payments are due and payable upon presentation of the CMAR's request for payment. Undisputed Amounts unpaid more than 60 days after the invoice date shall bear interest at the rate of the statutory post judgement interest rate in effect on the date hereof in the state in which the project is Florida.

8.1 Payments for Construction Phase Services performed following the execution of a Phase II Construction Price Amendment for the same shall be made in accordance with such Amendment and the General Conditions.

ARTICLE 9 — Liability

9.1 Waiver of Consequential Damages

Except for (a) damages mutually agreed upon by the Parties as liquidated damages in Paragraph 5.4 hereof, and (b) subject to the following provisions set forth in this Paragraph 9.1, notwithstanding anything else herein to the contrary, the Owner and the CMAR agree to waive all claims against each other for any consequential or other special damages that may arise out of or relate to this agreement. The Owner agrees to waive consequential or other special damages including, but not limited to, the Owner's loss of use of the Project, any rental expenses incurred, loss of tax abatements or credits, cost of substitute facilities or services, cost of purchased or replacement product or claims from customers or suppliers of Owner, loss of income, profit, or revenue related to the Project, as well as the loss of business, opportunity, loss of financing, principal office overhead and expenses, loss of profits not related to this Project, loss of reputation or goodwill and/or insolvency regardless of whether any of the foregoing are found to be direct or indirect. The CMAR agrees to waive consequential damages including, but not limited to, loss of business, loss of financing, loss of profits not related to this Project, loss of bonding capacity, loss of reputation and / or insolvency. The provisions of this paragraph shall also apply to the termination of this Agreement and shall survive such termination.

9.2 CMAR's Limitation of Liability

Except for instances of gross negligence, intentional misconduct, or unlawful conduct, notwithstanding anything else to the contrary contained herein or in the other Contract Documents, the maximum liability, in the aggregate, of the CMAR, its Subcontractors, sureties (if any) and their respective officers, directors, shareholders, employees, agents, successors and assigns to Owner and anyone claiming by, through, or under Owner for any loss, damage, suit, action, liability, claim, or expense caused by, resulting from, or arising out of or relating in any way to this Agreement or the Project from any cause whatsoever, including, without limitation, the negligence, breach of contract, strict liability, express or implied warranty, indemnity, professional errors or omissions, or any other cause arising at law or in equity, shall in all events be limited to and not exceed 125% of the Phase II Construction Price. This limitation has been freely bargained for by the Parties for valuable consideration and shall be enforceable to the maximum extent permitted by applicable law.

9.3 Releases, waivers, and limitations on liability and remedies expressed in the Contract Documents shall apply even in the event of the fault, tort (including negligence), strict liability, breach of contract or warranty, or other basis of liability of the benefited Party, and shall extend to and benefit the Subcontractors, agents,

employees, officers, directors, assignees, affiliates, and vendors and each of their respective Subcontractors, agents, employees, officers, directors, assignees, affiliates, and vendors of each Party.

ARTICLE 10 — Dispute Mitigation and Resolution

10.1 Claims Procedures

Claims procedures are governed by Article 11 of the General Conditions.

10.2 Preconstruction Phase Services

If, during the Preconstruction Phase Services the Parties cannot reach resolution on a matter relating to or arising out of the Agreement, the Parties shall endeavor to reach resolution through good faith direct discussions between the Parties' representatives, who shall possess the necessary authority to resolve such matter and who shall record the date of first discussions. If the Parties' representatives are not able to resolve such matter within five (5) business days from the date of first discussion, the Parties' representatives shall immediately inform senior executives of the Parties in writing that resolution was not affected. Upon receipt of such notice, the senior executives of the Parties shall meet within five (5) business days to endeavor to reach resolution. If the dispute remains unresolved after fifteen (15) days from the date of first discussion, the Parties shall submit such matter to the mediation procedures identified in Paragraph 11.2.2 of the General Conditions as a condition precedent to any judicial forum or voluntary binding alternative dispute resolution proceeding subsequently agreed to by the Parties.

10.3 Construction Phase Services

During the Construction Phase Services, the Parties shall resolve any disputes between them in accordance with the dispute mitigation and resolution procedures selected by them in Article 11 of the General Conditions.

ARTICLE 11 — Miscellaneous Provisions

11.1 Governing Law and Venue

This Agreement shall be governed by the law in effect at the location of the Project. Venue for any action arising out of or related to this Agreement shall lie exclusively in a court of competent jurisdiction in Lake County, Florida.

11.2 Severability

The partial or complete invalidity of any one or more provisions of this Agreement shall not affect the validity or continuing force and effect of any other provision.

11.3 No Waiver of Performance

The failure of either Party to insist, in any one or more instances, on the performance of any of the terms, covenants, or conditions of this Agreement, or to exercise any of its rights, shall not be construed as a waiver or relinquishment of such term, covenant, condition, or right with respect to further performance or any other term, covenant, condition, or right.

11.4 Titles and Groupings

The titles given to the articles of this Agreement are for ease of reference only and shall not be relied upon or cited for any other purpose. The grouping of the articles in this Agreement and of the Owner's Specifications under the various headings is solely for the purpose of convenient organization and in no event shall the grouping of provisions, the use of paragraphs, or the use of headings be construed to limit or alter the meaning of any provisions.

11.5 Joint Drafting

The Parties expressly agree that this Agreement was jointly drafted, and that both had opportunity to negotiate its terms and to obtain the assistance of counsel in reviewing its terms prior to execution. Therefore, this Agreement shall be construed neither against nor in favor of either Party but shall be construed in a neutral manner.

11.6 RESERVED

11.7 Counterparts; Electronic Signatures

This Agreement, the General Conditions, and other Contract Documents may be executed in counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument. Facsimile or electronic signatures on this Agreement and/or the other Contract Documents, as applicable, shall be deemed originals for all purposes.

11.8 Attorneys' Fees

In the event of any claim, controversy, or dispute involving this Agreement, the Parties' performance hereunder or interpretation hereof, the substantially prevailing Party in such claim, controversy, or dispute shall be awarded its reasonable attorneys' fees and costs, including attorneys' fees and costs of any associated appeal.

11.9 Exhibits, Schedules, and Addenda

Exhibits, schedules, and addenda bearing on the payment and performance of the Construction Phase Services will be attached to the Phase II Construction Price Amendment for such Construction Phase Services. The following exhibits pertaining to the Preconstruction Phase Services are attached hereto and incorporated herein by this reference:

- Exhibit A General Conditions to Agreement
- Exhibit B CMAR Phase I Preconstruction Scope of Services
- Exhibit C Phase I Notice to Proceed
- Exhibit D Phase I Early Work(S) Package(S) (if applicable)
- Exhibit E Phase II Construction Price Amendment
- Exhibit F Florida Public Entity Addendum

This Agreement is entered into as of the date entered in Article 1.

OWNER:

CITY OF MINNEOLA, FLORIDA

BY:

PRINT NAME _____

PRINT TITLE _____

ATTEST:

Kristine Thompson, City Clerk

CONSTRUCTION MANAGER AT-RISK (CMAR)

VOGEL BROS. BUILDING CO.

BY:

PRINT NAME _____

PRINT TITLE _____

Exhibit A—General Conditions to Agreement

Exhibit B—CMAR Phase I Preconstruction Scope of Services

Exhibit C—Phase I Notice to Proceed

Exhibit D—Phase I Early Work(s) Package(s) (if applicable)

Exhibit E—Phase II Construction Price Amendment

Exhibit F— Florida Public Entity Addendum

CONSTRUCTION MANAGEMENT AT-RISK (CMAR)

Exhibit A – General Conditions to Agreement

CONTENTS

ARTICLE 1 — General Provisions.....2

**ARTICLE 2 — CMAR Preconstruction Phase and Construction Phase
Responsibilities4**

ARTICLE 3 — Owner’s Responsibilities.....19

ARTICLE 4 — Subcontracts.....22

ARTICLE 5 — Time23

ARTICLE 6 — Compensation.....29

ARTICLE 7 — Changes30

ARTICLE 8 — Payment.....32

ARTICLE 9 — Indemnity, Insurance, Waivers, and Bonds38

ARTICLE 10 — Suspension, Notice to Cure, and Termination of the Agreement ..40

ARTICLE 11 — Claims, Claims Procedures, Dispute Mitigation, and Resolution ..44

ARTICLE 12 — Miscellaneous Provisions.....51

Project Name
General Conditions to Agreement Dated
_____ , 20____ (“Agreement”)

Between

City of Minneola, as Owner (“Owner”), whose address is:

Attn: City Manager
800 N US Hwy 27
Minneola, FL 34715

and

_____, as Construction Manager at-Risk (“CMAR”),
whose address is:

For the following Project (“Project”):

City of Minneola Water Reclamation Facility Expansion

In which Tetra Tech, Inc. is the Engineer (“Engineer”).

Capitalized terms used herein but not defined herein shall have the meanings given them in the Agreement, Phase II Construction Price Amendment, and other Contract Documents.

ARTICLE 1— General Provisions

1.1 Contract; Order of Precedence

The Contract Documents are enumerated in the Agreement and consist of the Agreement, Conditions of the Contract (General, Supplementary, and other Conditions), Drawings, Specifications, addenda issued prior to execution of the Agreement, other documents or exhibits listed in or attached to the Agreement, and Modifications issued after execution of the Agreement. A “Modification” is (a) a written amendment to the Agreement signed by both the Owner and the CMAR (each a “Party” and collectively, the “Parties”), (b) a Change Order, (c) an Owner Change Directive, or (d) a written order for a minor change in the Work issued by the Engineer. Unless specifically enumerated in the Agreement, the Contract Documents do not include the advertisement or invitation to bid, instructions to bidders, sample forms, other information furnished by the Owner in anticipation of receiving bids or proposals, the CMAR’s bid or proposal, or portions of addenda relating to bidding or proposal requirements. Conflicts, ambiguities, or inconsistencies between or amongst the Contract Documents are governed by and subject to the order of precedence set forth in Paragraph 1.1.5 hereof.

1.1.1 The Drawings and Specifications are complementary. If Work is shown only on one but not on the other, the CMAR shall perform the Work as though fully described on both, in all cases consistent with the Contract Documents.

1.1.2 In case of conflicts or inconsistencies between the Drawings and Specifications, the Owner and the CMAR shall attempt to resolve the conflict or inconsistency through mutual and good faith discussions and if the Parties are unable to resolve the matter in a mutually satisfactory manner, the CMAR shall be entitled to submit a Claim in accordance with Article 11 hereof for the increased cost and time caused by or resulting from such conflict or inconsistency.

1.1.3 Where figures are given, they shall be preferred to scaled dimensions.

1.1.4 Any terms that have well-known technical or trade meanings, unless otherwise specifically defined in the Agreement or these General Conditions, shall be interpreted in accordance with their well-known meanings.

1.1.5 In the event of a conflict between provisions of any of the Contract Documents which cannot be resolved by giving effect to both provisions, the order of precedence of the Contract Documents in descending order, shall be as follows:

1.1.5.1 Amendments and Change Orders, with precedence of amendments and Change Orders in reverse order of execution;

1.1.5.2 The Agreement, including all exhibits thereto; in event of a conflict between the body of the Agreement and (or between) Agreement exhibits which cannot be resolved by giving effect to both provisions, the order of

precedence shall be the body of the Agreement followed by the exhibits in the order they are attached to the body of the Agreement, with precedence of such exhibits given in the order in which they are attached to the Agreement except that the Florida Public Entity Addendum (Exhibit "F") shall control over any conflicting terms in the Agreement and/or other Exhibits attached to the Agreement;

1.1.5.3 Supplementary Conditions, if any, to the Contract Documents;

1.1.5.4 These General Conditions;

1.1.5.5 Drawings and Specifications; and

1.1.5.6 Notice to Proceed.

If any provision of the Agreement conflicts with or is inconsistent with any other provision of other Contract Documents, the provisions of the Florida Public Entity Addendum govern, followed by the Agreement, unless the other provision specifically refers to the provision it supersedes and replaces it in the Agreement or unless otherwise superseded by the order of precedence set forth above in this Paragraph 1.1.5.

1.1.6 The Agreement and other Contract Documents are solely for the benefit of the Owner and the CMAR except to the extent expressly provided in the Agreement, represents the entire and integrated agreement between such Parties, and supersedes all prior negotiations, representations, or agreements, either written or oral.

1.2 Relationship of Parties

The Owner and the CMAR agree to proceed with the Project based on mutual trust, good faith, and fair dealing.

1.2.1 The CMAR shall furnish preconstruction, permitting assistance, construction, administration, and management services and use the CMAR's reasonable efforts to perform the Work in an expeditious manner consistent with the Contract Documents. The Owner and CMAR shall endeavor to promote harmony and cooperation among all Project participants.

1.2.2 The CMAR represents that it is an independent contractor and that in its performance of the Work it shall act as an independent contractor.

1.2.3 Neither the CMAR nor any of its agents or employees shall act on behalf of or in the name of the Owner except as provided in the Agreement unless authorized in writing by the Owner's Representative.

1.2.4 The Owner's Representative shall possess full authority to give instructions from the Owner and shall be able to issue directions and Change Orders to the CMAR.

1.2.5 The CMAR Representative shall possess full authority to receive instructions from the Owner and to act on those instructions. The CMAR shall notify the Owner in writing of a change in the designation of the CMAR Representative. Upon such notice, the Owner will have 14 Business Days to approve or reject the change in designation. Should the Owner reject the CMAR Representative, the CMAR and Owner shall meet within one (1) Business Day to decide on who will serve as the CMAR Representative.

1.2.6 The Owner and the CMAR shall perform their obligations with integrity, ensuring at a minimum that:

1.2.6.1 Conflicts of interest shall be avoided or disclosed promptly to the other Party; and

1.2.6.2 The Owner and the CMAR warrant that they have not and shall not pay nor receive any contingent fees or gratuities to or from the other Party, including their agents, officers, and employees, Subconsultants, or Others from whom they may be liable, to secure preferential treatment.

1.3 Engineer

The Owner, through its Engineer, shall provide all engineering and other design services necessary for the completion of the Work. The Owner shall obtain from the Engineer either a license for the CMAR and Subcontractors to use the design documents prepared by the Engineer or ownership of the copyrights for such design documents, and shall indemnify, defend, and hold harmless the CMAR against any suits or claims of infringement of any copyrights or licenses arising out of the use of the design documents except if used by the CMAR or any other entity on work not contemplated by this Agreement or work outside the Project.

ARTICLE 2 — CMAR Preconstruction Phase and Construction Phase Responsibilities

2.1 General Responsibilities

2.1.1 The CMAR shall provide all labor, materials, equipment, and services necessary to complete the Work, all of which shall be provided in full accord and consistent with the Contract Documents as being necessary to produce the indicated results.

2.1.2 The CMAR shall be responsible for the supervision and coordination of the Work, including the construction means, methods, techniques, sequences, and

procedures used, unless the Contract Documents give other specific instructions. In such case, the CMAR shall not be liable to the Owner for damages resulting from compliance with such instructions unless the CMAR recognized and failed to timely report to the Owner any error, inconsistency, omission, or unsafe practice that it discovered in the specified construction means, methods, techniques, sequences, or procedures. The CMAR shall not be required to provide professional services which constitute the practice of architecture or engineering except as otherwise provided in Subparagraph 2.1.6 nor shall the CMAR be liable for professional services rendered by or design documents prepared by the Engineer or any of its consultants or subconsultants at any tier. The CMAR shall be entitled to rely upon the adequacy, accuracy, and completeness of all design, engineering, and other consulting services provided by the Engineer and its consultants and subconsultants at all tiers and/or other consultants retained directly or indirectly by the Owner. The CMAR shall have no liability to the Owner or any other Party for the failure of any Drawings, Specifications, or other design or engineering produced by Others to be adequate, correct, complete, and free from defect for any purpose or to comply with Applicable Law, all of which shall remain the responsibility of the Engineer.

2.1.3 The CMAR shall perform Work only within locations allowed by the Contract Documents, applicable permits, and Applicable Law.

2.1.4 The CMAR and its Subcontractors shall review and compare each of the Contract Documents with the others and with information furnished or made available by Owner and shall, subject to limitations set forth in Subparagraph 2.1.2 hereof, promptly report in writing to Owner's Representative any errors, inconsistencies, or omissions it discovers in the Contract Documents or inconsistencies it discovers with Applicable Law observed by the CMAR or its Subcontractors. The CMAR and its Subcontractors shall take field measurements, verify field conditions, and compare with the Contract Documents with such field measurements and conditions before commencing any of the Work. The observations and measurements are for the purpose of facilitating coordination and construction by the CMAR and are not for the purpose of discovering errors, omissions, or inconsistencies in the Contract Documents; however, they are opportunities for the CMAR to identify any readily observable or potential errors, omissions, or inconsistencies in the Contract Documents. Readily observable errors, inconsistencies, or omissions discovered by the CMAR shall be promptly reported in writing to Owner's Representative. The CMAR maintains responsibility for losses, including the costs of correcting Defective Work involving an error, inconsistency, or omission by the CMAR and/or its Subcontractors which are caused by or are attributable to the CMAR, but the CMAR does not have responsibility for losses arising from design or engineering errors or omissions and it is recognized that the CMAR's review, observations, and measurements are made in the CMAR's capacity as a construction manager and not as a licensed design or engineering professional.

2.1.5 Worksite Visit. The CMAR acknowledges that it has visited, or has had the opportunity to visit, the Worksite to visually inspect the general and local conditions which could affect the Work and, during the Preconstruction Phase, has participated in Owner/Engineer work sessions and provided input and feedback to the Owner and Engineer on the design and engineering of the Project, both from a constructability and a budgeting and cost-trending analysis standpoint. The CMAR will advise the Owner if it requires additional visits to increase its familiarity with the general and local conditions of the Worksite which may impact the Work.

2.1.6 Professional Services. The CMAR may be required to procure professional services to carry out its responsibilities for construction means, methods, techniques, sequences, and procedures or as such services are specifically called for by the Contract Documents. The CMAR shall obtain these professional services and any design certifications required from licensed design professionals. All Drawings, Specifications, calculations, certifications, and submittals prepared by such design professionals shall bear the signature and seal of such design professionals and the Owner and the Engineer shall be entitled to rely upon the adequacy, accuracy, and completeness of such design services. If professional services are specifically required by the Contract Documents, the Owner, through the Engineer, shall indicate all required performance and design criteria. The CMAR shall not be responsible for the adequacy of such performance and design criteria. The CMAR shall not be required to provide such services in violation of Applicable Law in the jurisdiction where the Project is located. Should the CMAR refuse to provide services based on the inadequacy of design criteria or because of a violation of existing Applicable Law, the CMAR shall provide notice and an explanation to Owner within 7 Business Days of the CMAR becoming aware of the issue. The CMAR shall work with Owner to mitigate the issue.

2.2 Preconstruction Phase Services

The CMAR's Scope of Work responsibilities include the Preconstruction Phase Services defined and described in the Agreement. The CMAR shall perform such Preconstruction Phase Services at the time, in the manner, and for the Fee set forth in Article 2 of the Agreement. Unless otherwise mutually agreed in writing by the Owner and the CMAR, such Preconstruction Phase Services do not require or obligate the CMAR to generate or produce any design or engineering for the Project but will require the CMAR to participate in Owner/Engineer work sessions and provide input and feedback to the Owner and Engineer on the design and engineering of the Project from a constructability, budgeting, schedule, and cost-trending analysis standpoint. The CMAR, when providing input and feedback, shall not be responsible or liable for any design or engineering related work or services. However, the CMAR shall be responsible for any temporary works or related construction engineering necessary to implement the construction of the Project.

2.3 Construction Phase Services

2.3.1 Commencement. Unless otherwise provided to the contrary elsewhere in this Agreement or the other Contract Documents, the CMAR's Construction Phase Services shall commence upon execution of a Phase II Construction Price Amendment for the Project or specific Bid Package or other portion of the Work.

2.3.2 Coordination. The CMAR shall supervise, coordinate, and direct the Work using the CMAR's ordinary skill and attention. Subject to Subparagraph 2.1.2, the CMAR shall be solely responsible for and have control over construction means, methods, techniques, sequences, procedures, and the coordination of all portions of the Work. The CMAR shall manage and administer all phases of construction activities to achieve the completion of all Work within the requirements of the Contract Documents. The CMAR shall coordinate the Work of its Subcontractors and Material Suppliers to optimize efficiency and minimize conflict and interference between the various Subcontractors on-site. It is recognized, however, that the CMAR is not acting in the capacity of a licensed design professional, and that the CMAR's examination is to facilitate construction and does not create an affirmative responsibility to detect errors, omissions, or inconsistencies in the design Drawings or plans created by the Engineer or to ascertain from the design Drawings or plans created by the Engineer compliance with Applicable Laws. The CMAR does not have an affirmative responsibility to detect errors or omissions by the Engineer.

2.3.3 Cost Reporting. The CMAR shall keep such full and detailed accounts as are necessary for proper financial management under this Agreement. The CMAR shall maintain a complete set of all books and records prepared or used by the CMAR with respect to the Project. The CMAR's records supporting its performance and billings under this Agreement shall be current, complete, and accurate and maintained according to Generally Accepted Accounting Principles, consistently applied. The Owner shall be afforded access to all the CMAR's records, books, correspondence, instructions, Drawings, receipts, vouchers, memoranda, and similar data relating to this Agreement. The CMAR shall preserve all such records for a period of three years after the Final Payment in accordance with Paragraph 8.9 hereof or longer where required by law.

2.3.4 Construction Personnel and Supervision

2.3.4.1 The CMAR shall provide competent supervision for the performance of the Work. Before commencing the Work, the CMAR shall notify the Owner in writing of the name and qualifications of its proposed superintendent(s) and project manager so the Owner may review the individual's qualifications. If, for reasonable cause, the Owner refuses to approve the individual, or withdraws its approval after once giving it, the CMAR shall name a different superintendent for the Owner's review. Any disapproved superintendent shall not perform in that capacity thereafter at the Worksite.

2.3.4.2 The CMAR shall be responsible to the Owner for acts or omissions of Parties or entities performing portions of the Work for or on behalf of the CMAR or any of its Subcontractors and Material Suppliers.

2.3.4.3 The CMAR shall permit only fit and ordinarily skilled persons to perform the Work. The CMAR shall enforce safety procedures, discipline, and good order among persons performing the Work. If the Owner reasonably determines that a particular person does not follow safety procedures, or is unfit or unskilled for the assigned Work, the CMAR shall immediately reassign the person on receipt of the Owner's written notice to do so.

2.3.5 Submittals

2.3.5.1 The CMAR shall be responsible to the Owner for the accuracy and conformity of its submittals to the Contract Documents. The CMAR shall prepare and deliver its submittals to the Owner and Engineer in such time and sequence so as not to delay the performance of the Work or the work of the Owner and Others. When the CMAR delivers its submittals to the Owner, the CMAR shall identify in writing for each submittal all changes, deviations, or substitutions from the requirements of the Contract Documents. The review and approval of any CMAR submittal shall not be deemed to authorize changes, deviations, or substitutions from the requirements of the Contract Documents unless express written approval is obtained from the Owner specifically authorizing such deviation, substitution, or change. To the extent a change, deviation or substitution causes an impact to the Phase II Construction Price or Contract Time, such approval shall be promptly memorialized in a Change Order. Further, the Owner shall not make any change, deviation, or substitution through the submittal process without specifically identifying and authorizing such deviation to the CMAR. If the Contract Documents do not contain submittal requirements pertaining to the Work, the CMAR agrees upon request to submit in a timely fashion to the Owner for review and approval any submittals, samples, product data, manufacturers' literature, or similar submittals as may reasonably be required by the Owner.

2.3.5.2 The CMAR shall perform all Work strictly in accordance with approved submittals. Approval does not relieve the CMAR from responsibility for Defective Work resulting from errors or omissions of any kind on the approved submittals.

2.3.5.3 Record copies of the following, incorporating field changes and selections made during construction, shall be maintained at the Worksite and available to the Owner upon request: Drawings, Specifications, addenda, and other Modifications, and required submittals including product data, samples, and shop drawings.

2.3.5.4 No substitutions shall be made in the Work unless permitted in the Contract Documents and then only after the CMAR obtains all approvals required under the Contract Documents for substitutions. All such substitutions shall be memorialized promptly by written approval by the Owner no later than seven (7) days following the Owner's receipt of a written request for approval thereof. If required, the CMAR will prepare a Change Order request within seven (7) days following approval by the Owner and, if applicable, provide for an adjustment in the Phase II Construction Price or Contract Time.

2.3.5.5 The CMAR shall prepare and submit to the Owner updated electronic data, in accordance with Subparagraph 3.8.1.

2.3.6 Cooperation with Work of Owners and Others

2.3.6.1 The Owner may perform work at the Worksite directly or by Others. Any agreements with Others to perform construction or operations related to the Project shall include provisions pertaining to insurance, indemnification, waiver of subrogation, coordination, interference, cleanup, and safety which are substantively the same as the corresponding provisions of this Agreement.

2.3.6.2 If the Owner elects to perform work at the Worksite directly or by Others, the CMAR and Owner shall coordinate the activities of all forces at the Worksite and agree upon fair and reasonable schedules and operational procedures for Worksite activities. The Owner shall require each separate contractor to cooperate with the CMAR and assist with the coordination of activities and the review of construction schedules and operations. The Phase II Construction Price or the Date of Substantial Completion or the Date of Final Completion may be equitably adjusted, as mutually agreed by the Parties, for changes made necessary by the coordination of construction activities, and the Schedule of the Work shall be revised accordingly. The CMAR, Owner, and Others shall adhere to the revised Schedule of the Work until it may subsequently be revised.

2.3.6.3 With regard to the work of the Owner and Others, the CMAR shall (a) proceed with the Work in a manner which does not hinder, delay, or interfere with the work of the Owner or Others or cause the work of the Owner or Others to become defective, (b) afford the Owner or Others reasonable access for introduction and storage of their materials and equipment and performance of their activities, and (c) coordinate the CMAR's construction and operations with theirs as required by Subparagraph 2.3.6.2.

2.3.6.4 Before proceeding with any portion of the Work affected by the construction or operations of the Owner or Others, the CMAR shall visually examine such work performed by the Owner or Others and give the Owner

prompt, written notification of any defects the CMAR discovers therein of their work which will prevent the proper execution of the Work. The CMAR's obligations in this Subparagraph 2.3.6.4 do not create a responsibility for the work of Others but are for the purpose of facilitating the Work. If the CMAR does not notify the Owner of patent defects interfering with the performance of the Work, the CMAR acknowledges that to the CMAR's reasonable knowledge at the time, the work of the Owner or Others is not defective and is acceptable for the proper execution of the Work. Following receipt of written notice from the CMAR of defects, the Owner shall promptly inform the CMAR what action, if any, the CMAR shall take regarding the defects.

2.3.7 Cutting, Fitting, and Patching

2.3.7.1 The CMAR shall perform cutting, fitting, and patching necessary to coordinate the various parts of the Work and to prepare its Work for the work of the Owner or Others, if within the CMAR's Scope of Services.

2.3.7.2 Cutting, patching, or altering the work of the Owner or Others shall be done with the prior written approval of the Owner. Such approval shall not be unreasonably withheld.

2.3.8 Cleaning Up

2.3.8.1 The CMAR shall regularly remove debris and waste materials at the Worksite resulting from the Work. Prior to discontinuing Work in an area, the CMAR shall clean the area and remove all rubbish and its construction equipment, tools, machinery, waste, and surplus materials. The CMAR shall minimize and confine dust and debris resulting from construction activities. At the completion of the Work, the CMAR shall remove from the Worksite all construction equipment, tools, surplus materials, waste materials, and debris created by the CMAR and its Subcontractors.

2.3.8.2 If the CMAR fails to commence compliance with cleanup duties within two (2) Business Days after written notification from the Owner of noncompliance, the Owner may implement appropriate cleanup measures without further notice and the cost shall be deducted from any amounts due or to become due the CMAR in the next payment period.

2.3.9 Access to Work. The CMAR shall facilitate the access of the Owner, its Engineer, and Others to Work in progress. The Owner, Engineer, and Others shall follow safety protocols in effect and in compliance with OSHA.

2.3.10 Materials Furnished by the Owner or Others

2.3.10.1 In the event the Work includes installation of materials or equipment furnished by the Owner or Others, it shall be the responsibility of the CMAR to visually examine the items so provided and thereupon handle,

store, and install the items, unless otherwise provided in the Contract Documents, with such skill and care as to provide a satisfactory and proper installation. Loss or damage due to acts or omissions of the CMAR shall be the responsibility of the CMAR and may be deducted from any amounts due or to become due the CMAR. Any defects discovered in such materials or equipment shall be reported at once to the Owner. Following receipt of written notice from the CMAR of defects, the Owner shall promptly inform the CMAR what action, if any, the CMAR shall take regarding the defects.

2.3.11 Tests and Inspections

2.3.11.1 The CMAR shall schedule all required tests, approvals, and inspections of the Work or portions thereof at appropriate times so as not to delay the progress of the Work or other Work related to the Project. The CMAR shall give proper notice to all required Parties of such tests, approvals, and inspections. If feasible, the Owner and Others may timely observe the tests at the normal place of testing. Except as provided in Subparagraph 2.3.11.3 below or unless otherwise required by the Contract Documents, the Owner shall bear all expenses associated with tests, inspections, and approvals required by the Contract Documents which, unless otherwise agreed to, shall be conducted by an independent testing laboratory or entity retained by the Owner. Unless otherwise required by the Contract Documents, required certificates of testing, approval, or inspection shall be secured by the CMAR and promptly delivered to the Owner.

2.3.11.2 If the Owner or appropriate authorities determine that tests, inspections, or approvals in addition to those required by the Contract Documents will be necessary, the CMAR shall arrange for the procedures and give timely notice to the Owner and Others who may observe the procedures. Costs of the additional tests, inspections, or approvals are at the Owner's expense except as provided in Subparagraph 2.3.11.3.

2.3.11.3 If the procedures described in Subparagraph 2.3.11.1 and 2.3.11.2 indicate that portions of the Work fail to comply with the Contract Documents due to the negligence of the CMAR, the CMAR shall be responsible for costs of correction and retesting.

2.4 Warranty

2.4.1 The CMAR warrants that all materials and equipment furnished under the Construction Phase of this Agreement will be new unless otherwise specified, of good quality, and in conformance with the Specifications set forth in the Contract Documents. The CMAR further warrants that the Work shall be free from defects in materials and workmanship not intrinsic in the design or materials required in the Contract Documents. The CMAR's warranty does not include remedies for defects or damages caused by normal wear and tear during normal usage, use, or operation for a purpose for which the Project was not intended, improper or

insufficient maintenance, inadequate, incomplete, or defective design, modifications performed by the Owner or Others, or abuse. TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, ALL IMPLIED WARRANTIES OF MERCHANTABILITY, SUITABILITY, AND FITNESS FOR PARTICULAR PURPOSE ARE HEREBY DISCLAIMED AND ARE NULL AND VOID. The CMAR's warranty pursuant to this Subparagraph 2.4.1 shall commence on the earlier of (a) the Date of Substantial Completion of the Work or the designated portion as agreed to by the Owner and the CMAR, and (b) the date the Owner takes beneficial use of the Work or designated portion of the Work as agreed to by the Owner and the CMAR.

2.4.2 The CMAR shall use commercially reasonable efforts to obtain from its Subcontractors and Material Suppliers any special or extended warranties expressly required by the Contract Documents. The CMAR's liability for such warranties shall be limited to the one-year correction period referred to in Subparagraph 2.5. After that period, the CMAR shall assign them to the Owner and provide reasonable assistance to the Owner in enforcing the obligations of Subcontractors and Material Suppliers.

2.5 Correction of Defective Work

2.5.1 If prior to Substantial Completion and within one year after the date of Substantial Completion of the Work any Defective Work is found, the Owner shall promptly notify the CMAR in writing. Unless the Owner provides written acceptance of the condition, the CMAR shall promptly correct the Defective Work. If the Owner discovers a defect, the Owner shall notify the CMAR within 30 Business Days of the date of discovery. Work that is found not to conform to the requirements of the Agreement prior to Substantial Completion but does not prevent achievement of Substantial Completion may be corrected prior to Final Completion.

2.5.2 With respect to any portion of Work first performed after Substantial Completion, the one-year correction period for the Defective Work shall be extended by the time period between Substantial Completion and the actual performance of the later Work.

2.5.3 If the CMAR fails to correct Defective Work within a mutually agreed time after receipt of written notice from the Owner prior to Final Payment, the Owner may correct it in accordance with the Owner's right to carry out the Work in Subparagraph 10.2.3. In such case, an appropriate Change Order shall be issued deducting the cost of correcting such deficiencies from payments then or thereafter due the CMAR. If payments then or thereafter due the CMAR are not sufficient to cover such amounts, the CMAR shall pay the difference to the Owner.

2.5.4 If after the one-year correction period but before the periods of limitations and repose applicable to the Work in the jurisdiction in which the Project is located have run the Owner discovers any Defective Work, the Owner shall, unless the

Defective Work requires emergency correction, promptly notify the CMAR. If the CMAR elects to correct the Work, it shall provide written notice of such intent within fourteen (14) days of its receipt of notice from the Owner. The CMAR shall complete the correction of Work within a mutually agreed time frame. If the CMAR does not elect to correct the Work, the Owner may have the Work corrected by itself or Others and charge the CMAR for the reasonable cost of the correction. The Owner shall provide the CMAR with an accounting of correction costs it incurs.

2.5.5 If the CMAR's correction or removal of Defective Work causes damage to or destroys other completed or partially completed Work or existing building, the CMAR shall be responsible for the cost of correcting the destroyed or damaged property.

2.5.6 The one-year period for correction of Defective Work does not constitute a limitation period with respect to the enforcement of the CMAR's other obligations under the Contract Documents.

2.5.7 Prior to Final Payment, at the Owner's option and with the CMAR's agreement, the Owner may elect to accept Defective Work rather than require its removal and correction. In such cases, the Phase II Construction Price may be equitably adjusted for any diminution in the value of the Project, if any, caused by such Defective Work.

2.6 Correction of Covered Work

2.6.1 On request of the Owner, Work that has been covered without a requirement that it be inspected prior to being covered may be uncovered for the Owner's inspection. The Owner shall pay for the costs of uncovering and replacement if the Work proves to be in conformance with the Contract Documents, or if the defective condition was caused by the Owner or Others and the CMAR shall be entitled to a Change Order adjusting the Contract Time and/or the Phase II Construction Price for any resulting delay or added cost. If the uncovered Work proves to be defective, the CMAR shall pay the costs of uncovering and replacement.

2.6.2 If a portion of the Work is covered, contrary to specific requirements in the Contract Documents or contrary to a specific request from the Owner, the Owner, by written request, may require the CMAR to uncover the Work, at a mutually convenient time, for the Owner's observation. In this circumstance, the Work shall be replaced at the CMAR's expense and with no adjustment to the Contract Time.

2.6.3 The CMAR is required to correct in a timely fashion any Work rejected by the Owner which fails to comply with the Contract Documents prior to the commencement of the warranty period(s) or during the correction period(s) established under Paragraph 2.5. The CMAR shall correct at its own cost and time and bear the expense of additional services required for correction of any Defective Work for which it is responsible.

2.7 Safety of Persons and Property

2.7.1 Safety Precautions and Programs. The CMAR shall have overall responsibility for safety precautions and programs in the performance of the Work. While this Paragraph 2.7 establishes the responsibility for safety between the Owner and CMAR, it does not relieve the Engineer or Subcontractors of their responsibility for the safety of persons or property in the performance of their Work, nor for compliance with the provisions of Applicable Laws.

2.7.2 The CMAR shall seek to avoid injury, loss, or damage to persons or property by taking reasonable steps to protect:

2.7.2.1 Its employees and other persons at the Worksite;

2.7.2.2 Materials and equipment stored at on-site or off-site locations for use in the Work; and

2.7.2.3 Property located at the Worksite and adjacent to Work areas, whether the property is part of the Work.

2.7.3 CMAR's Safety Representative. The CMAR shall designate an individual at the Worksite in the employ of the CMAR who shall act as the CMAR's authorized safety representative with a duty to prevent accidents in accordance with Subparagraph 2.7.2. The CMAR shall report immediately in writing all accidents and injuries occurring at the Worksite. When the CMAR is required to file an accident report with a public authority, the CMAR shall furnish a copy of the report to the Owner concurrent with the report's distribution with the public authority.

2.7.4 The CMAR shall provide the Owner with copies of all notices required of the CMAR by Applicable Law. The CMAR's safety program shall comply with the requirements of Governmental Authorities having jurisdiction.

2.7.5 Damage or loss not insured under property insurance which may arise from the Work to the extent caused by negligent acts or omissions of the CMAR, or anyone for whose acts the CMAR may be liable, shall be promptly remedied by the CMAR. If the Owner deems any part of the Work or Worksite unsafe, and such safety concerns are due to the fault or neglect of the CMAR, its Subcontractors, or anyone else for whom such Parties are responsible, the Owner, without assuming responsibility for the CMAR's safety program, may require the CMAR to stop performance of the Work or take corrective measures satisfactory to the Owner, or both. If the CMAR does not adopt corrective measures, the Owner may perform them and deduct their cost from the Phase II Construction Price. The CMAR agrees to make no claim for damages, or an increase in the Phase II Construction Price, or for a change in the Dates of Substantial or Final Completion based on the CMAR's compliance with the Owner's reasonable request.

2.8 Emergencies

2.8.1 In an emergency, the CMAR shall act in a reasonable manner to prevent personal injury or property damage. If appropriate, an equitable adjustment in the Phase II Construction Price or Date of Substantial Completion or Date of Final Completion may be determined in a Change Order.

2.9 Hazardous Materials

2.9.1 A Hazardous Material is any substance or material identified now or in the future as hazardous under any federal, state, or local law or regulation, or any other substance or material that may be considered hazardous or otherwise subject to statutory or regulatory requirement governing handling, disposal, or cleanup. The CMAR shall not be obligated to commence or continue Work until any unknown Hazardous Material discovered or encountered at the Worksite has been removed, rendered, or determined to be harmless by the Owner as certified by an independent testing laboratory and approved by the appropriate government agency. The Owner shall retain generator status of any preexisting hazardous materials contained on-site and shall sign manifests for removal of preexisting hazardous materials.

2.9.2 If after the commencement of the Work, unknown Hazardous Material is discovered or encountered at the Worksite, the CMAR shall be entitled to immediately stop Work in the affected area. The CMAR shall report the condition to the Owner, the Engineer, and, if required, the Governmental Authority with jurisdiction.

2.9.3 The CMAR shall not be required to perform any Work relating to or around Hazardous Material without written mutual agreement.

2.9.4 The Owner shall be responsible for retaining an independent testing laboratory to determine the nature of the material encountered and whether the material requires corrective measures or remedial action. Such measures shall be the sole responsibility of the Owner and shall be performed in a manner minimizing any adverse effects upon the Work. The CMAR shall resume Work in the area affected by any Hazardous Material only upon written agreement between the Parties after the Hazardous Material has been removed or rendered harmless and only after approval, if necessary, of the Governmental Authority with jurisdiction.

2.9.5 If the CMAR incurs additional costs or is delayed due to the presence or remediation of Hazardous Material, the CMAR may be entitled to an equitable adjustment in the Phase II Construction Price and in the Dates of Substantial and Final Completion.

2.9.6 To the extent not caused by the negligent acts or omissions of the CMAR, its Subcontractors and Sub-subcontractors, and the agents, officers, directors, and employees of each of them (collectively, the "CMAR Indemnitees"), the Owner shall defend, indemnify, and hold harmless the CMAR Indemnitees from and against any and all direct or indirect claims, suits, damages, losses, costs, and

expenses (including, but not limited to, attorneys' fees and costs) incurred by any such CMAR Indemnitees in connection with or arising out of or relating to the performance of the Work in any area contaminated or affected by Hazardous Material or any bodily injury or property damage suffered or incurred by any CMAR Indemnitee, in each case arising out of, relating to, resulting from, or incurred in connection with the generation, location, transportation, or the existence, remediation, or removal of any Hazardous Materials located on, under, in, or adjacent to the Project Site or transported to or from such Project Site, in each case where such generation, location, transportation, or the existence, remediation, or removal resulted from events or circumstances either (a) occurred prior to the CMAR's execution of any Phase II Construction Price Amendment and entry onto the Project site at commencement of the Construction Phase Services covered by such Phase II Construction Price Amendment, and/or (b) did not result from or arise out of any errors or omissions of the CMAR or its Subcontractors at any tier. To the fullest extent permitted by law, such indemnification shall apply regardless of the fault, negligence, breach of warranty or contract, or strict liability of the Owner and such indemnity obligations shall survive the termination of this Agreement and/or the completion of the Work and the transactions contemplated herein.

2.9.7 To the extent not caused by the acts or omissions of the Owner, its Engineer or other consultants, the agents, officers, directors, and employees of any of them, or any person or entity in the chain of title to the real property comprising the Project or any portion thereof, whether as owner, tenant, guest, licensee, invitee, or otherwise (collectively, the "Owner Indemnitees"), the CMAR shall defend, indemnify and hold harmless the Owner Indemnitees from and against any and all direct or indirect claims, suits, damages, losses, costs, and expenses (including, but not limited to, attorneys' fees and costs) incurred by any such Owner Indemnitees in connection with or arising out of or relating to any Hazardous Materials first introduced onto the Project site by the CMAR or its Subcontractors on or after the date of the Agreement; provided however, that in no event shall such indemnity and defense obligations apply to (a) any Hazardous Materials specified for the Work by the Owner, the Engineer, any consultants of such Parties or any other person or entity for whom the Owner is legally responsible, or (b) common cleaning solvents used by the CMAR in the performance of the Work. To the fullest extent permitted by law, such indemnification shall survive the termination of this Agreement and/or the completion of the Work and the transactions contemplated herein.

2.9.8 Removal of Hazardous Materials

2.9.8.1 To the extent the Hazardous Materials not the subject of Subparagraph 2.9.7 above are identified in other applicable provisions above of this Paragraph 2.9, the CMAR shall proceed with remediation and removal of such Hazardous Materials as agent for the Owner in accordance with this Subparagraph 2.9.8.

2.9.8.2 The Owner hereby appoints the CMAR as its agent to act in the Owner's name and on the Owner's behalf to negotiate, enter, and execute contracts with third parties to remove, transport, and/or dispose of Hazardous Materials. The CMAR's scope of authority as agent does not include the execution of any manifests or governmental documents related to the Hazardous Materials. All documents executed by the CMAR acting within the CMAR's scope of authority shall provide that the CMAR is acting solely as agent for the Owner. The CMAR shall maintain appropriate records of all acts undertaken as agent for the Owner and all such documents shall be available for audit by the Owner.

2.9.8.3 The authority of the CMAR to act as agent on behalf of the Owner shall terminate upon termination or assignment of the Construction Agreement.

2.10 Materials Brought to the Worksite

2.10.1 Material Safety Data (MSD) sheets as required by law and pertaining to materials or substances used or consumed in the performance of the Work, whether obtained by the CMAR, Subcontractors, the Owner, or Others, shall be maintained at the Worksite by the CMAR and made available to the Owner, Subcontractors, and Others.

2.10.2 The CMAR shall be responsible for the proper delivery, handling, application, storage, removal, and disposal of all materials and substances brought to the Worksite by the CMAR in accordance with the Contract Documents and used or consumed in the performance of the Work.

2.10.3 To the extent caused by the negligent acts or omissions of the CMAR, its agents, officers, directors, and employees, the CMAR shall defend, indemnify, and hold harmless the Owner, its agents, officers, directors, and employees, in accordance with Paragraph 2.9.7 hereof, from and against claims, damages, losses, costs, and expenses, including, but not limited to, reasonable attorneys' fees, costs, and expenses incurred in connection with any dispute resolution process, in each case arising out of or relating to the delivery, handling, application, storage, removal, and disposal of all materials and substances.

2.11 Differing Site Conditions

2.11.1 If the CMAR encounters Differing Site Conditions, the CMAR shall stop Work and shall provide the Owner and the Engineer with written notice of its claim for Differing Site Conditions within the time period set forth in Paragraph 11.1. Any change in the Phase II Construction Price, estimated Cost of the Work and/or CMAR's Fee (where applicable), Date of Substantial Completion, or Date of Final Completion and, if appropriate, the Compensation for Construction Phase Services because of the Differing Site Conditions shall be determined as provided in Article 11. The CMAR shall only be entitled to pursue a claim for Differing Site

Conditions if the Parties have not agreed, in writing, that Differing Site Conditions have occurred after the CMAR's submission of appropriate backup documentation.

2.12 Permits And Taxes

2.12.1 The CMAR shall give public authorities all notices required by law and, except for permits and fees which are the responsibility of the Owner pursuant to Paragraph 3.6 hereof, shall obtain and pay for all necessary permits, licenses, and renewals pertaining to the Work. The CMAR shall provide to the Owner copies of all notices, permits, licenses, and renewals required under this Agreement.

2.12.2 The CMAR shall pay all applicable taxes legally enacted when bids are received or negotiations concluded for the Work provided by the CMAR.

2.12.3 The Phase II Construction Price shall be adjusted for additional costs, subject to approval by the Owner, resulting from Applicable Laws enacted after the date of this Agreement, including increased taxes.

2.13 Confidentiality

2.13.1 The CMAR shall treat as confidential and shall not use for its own benefit nor disclose to third persons, except as is necessary for the performance of the Work, any of the Owner's confidential information, know-how, discoveries, production methods, and the like that may be disclosed to the CMAR or which the CMAR may acquire in connection with the Work. The Owner shall treat as confidential information all of the CMAR's estimating systems and historical and parameter cost data and identified related proprietary information that may be disclosed to the Owner in connection with the performance of this Agreement. The Owner and the CMAR shall each specify those items to be treated as confidential and shall mark them as "Confidential." The provisions of this Subparagraph 2.13.1 shall survive the termination or completion of this Agreement and the transactions contemplated hereby.

ARTICLE 3 — Owner's Responsibilities

3.1 Adequate Funding for Project

At the CMAR's request following execution of the Phase II Construction Price Amendment and prior to the Owner's issuance of a Notice to Proceed with the Construction Phase Services, the Owner shall promptly furnish reasonable evidence satisfactory to the CMAR that the Owner has adequate funds available and committed to fulfill all of the Owner's payment obligations under the Contract Documents. If the Owner fails to furnish such financial information in a timely manner, the CMAR may stop Work under Section 10.4 of the General Conditions or exercise any other right permitted under the Contract Documents. Following the Owner's issuance of **the Phase II** Notice to Proceed, so long as the Owner satisfies its payment obligations under the Agreement and other Contract Documents, the

Owner shall not be required to furnish any further financial evidence of its ability to satisfy its payment obligations under the Contract Documents.

3.2 Owner's Representative

The Owner will identify the Owner's Representative, or any other authorized person or entity as defined in Subparagraph 1.1.38 of the Agreement, to act on behalf of the Owner. The Owner may change the Owner's Representative upon written notice to the CMAR.

The Owner's authorized representative shall be fully acquainted with the Project and shall have the authority to bind the Owner in all matters requiring the Owner's approval, authorization, or written notice. If the Owner changes its representative or the representative's authority as listed above, the Owner shall immediately notify the CMAR in writing.

3.3 Information And Services

Any information or services to be provided by the Owner shall be provided in a timely manner so as not to delay the Work. The Owner shall establish and update an overall budget for the Project in accordance with Paragraph 2.1 of the Agreement hereof, based on consultation with the CMAR and Engineer, which shall include Contingencies for changes in the Work and other costs which are the responsibility of the Owner.

3.4 Worksite Information

Except to the extent that the CMAR knows of any inaccuracy, the CMAR is entitled to rely on the following Project information furnished by the Owner pursuant to this Paragraph 3.4. To the extent the Owner has obtained, or is required elsewhere in the Contract Documents to obtain, the following Project information, the Owner shall provide such information to the CMAR at the Owner's expense and with reasonable promptness so as not to delay the Schedule:

3.4.1 Information describing the physical characteristics of the Worksite, including surveys, Worksite evaluations, legal descriptions, data or Drawings depicting existing conditions, subsurface conditions and environmental studies, reports, and investigations.

3.4.2 Tests, inspections, and other reports dealing with environmental matters, Hazardous Material, and other existing conditions, including structural, mechanical, and chemical tests required by the Contract Documents or by law.

3.4.3 Any other information or services requested in writing by the CMAR which are relevant to the CMAR's performance of the Work and under the Owner's control. The information required by this Subparagraph 3.4.3 shall be provided in

reasonable detail. Legal descriptions shall include easements, title restrictions, boundaries, and zoning restrictions. Worksite descriptions shall include existing buildings and other construction and all other pertinent site conditions. Adjacent property descriptions shall include structures, streets, sidewalks, alleys, and other features relevant to the Work. Utility details shall include available services, lines at the Worksite and adjacent thereto, and connection points. The information shall include public and private information, subsurface information, grades, contours, and elevations, drainage data, exact locations and dimensions, and benchmarks that can be used by the CMAR in laying out the Work.

3.4.4 All licenses and other rights to use of the Drawings, Specifications, and any other intellectual property necessary or required for the CMAR's performance of the Work as well as any other rights to use of any other documents, materials, and/or information generated or produced by the Engineer or its consultants at any level in connection with the design, engineering, or programing for the Project.

3.5 Engineer

Unless otherwise expressly provided to the contrary in this Agreement, the Owner shall be responsible for retaining and paying the Engineer and all other professional design and engineering consultants required for construction of the Project or portions thereof.

3.6 Building Permit, Fees, And Approvals

Except for those permits and fees related to the Work which are the responsibility of the CMAR pursuant to Paragraph 2.12, the Owner shall secure and pay for all other permits, approvals, easements, assessments, and fees required for the development, construction, use, or occupancy of permanent structures or for permanent changes in existing facilities, including the building permit. Assuming the CMAR has performed all necessary and reasonable actions to obtain permits, the CMAR shall not be liable for any delays related to obtaining permits and shall be entitled to any cost or Schedule impacts related thereto so long as not caused by any acts, errors, or omissions of the CMAR.

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3.7 Public Construction Project Bond

A Public Construction Bond (Performance and Payment Bond), written by a Surety firm satisfactory to the Owner on forms compliant with Section 255.05(1), Florida Statutes, will be required to guarantee delivery of a complete project under this Agreement in strict accordance with the Contract Documents and that CMAR will, after receiving payment from the Owner, pay promptly all persons supplying the CMAR with labor or materials for the work.

Commented [IO1]: Why the original verbiage was deleted?

Commented [JK2R1]: Attorney required revision. Discuss.

Commented [JK3R1]: IM OK

Commented [JK4R1]: JENNIFER TO REVIEW

Commented [GW5R1]: These would be damages for delays, including delays that the City might not have had anything to do with. Historically the City has not been agreeable to delay damages and will only agree to an extension of time (especially if the City didn't cause the delay). This is Mark's call.

The Public Construction Bond shall be for an amount not less than the GMP as agreed to and amended by both parties.

This bond shall be written by a qualified Surety firm and through a reputable and responsible surety bond agency licensed to do business in the State of Florida and Lake County and meet the following requirements:

The Surety must be rated as "A" or better as to strength by Best's Insurance Guide, published by Alfred M. Best Company, Inc., 75 Fulton Street, New York, New York.

Bonding Limit - Any One Risk: The Bonding Limit of the Surety shall not exceed ten (10) percent of the policy-holders surplus (capital and surplus) as listed by the aforementioned Best's Insurance Guide. The completed Bond shall be executed in four (4) counterparts and delivered to the City with the required Power-of-Attorney and executed contract.

3.8 Contract Documents

Unless otherwise specified, Owner shall provide electronic or hard copies of the Contract Documents to the CMAR as may be agreed to by the Owner and CMAR and without cost to the CMAR.

3.8.1 Electronic Documents. If the Owner requires that the Owner, Engineer, and CMAR exchange documents and data in electronic or digital form, prior to any such exchange the Owner, Engineer, and CMAR shall agree on a written protocol governing all exchanges which, at a minimum, shall specify: (1) the definition of documents and data to be accepted in electronic or digital form or to be transmitted electronically or digitally; (2) management and coordination responsibilities; (3) necessary equipment, software, and services; (4) acceptable formats, transmission methods, and verification procedures; (5) methods for maintaining version control; (6) privacy and security requirements; and (7) storage and retrieval requirements. Except as otherwise agreed to by the Parties in writing, the Parties shall bear their own costs as identified in the protocol. In the absence of a written protocol, use of documents and data in electronic or digital form shall be at the sole risk of the recipient.

3.9 If the CMAR incurs additional costs or is delayed due to such loss or damage, the CMAR may be entitled to an equitable adjustment in the Phase II Construction Price estimated Cost of the Work, CMAR's Fee, Date of Substantial Completion, or Date of Final Completion.

3.10 Submittals

The Owner shall be responsible for review and approval of submittals with reasonable promptness to avoid causing delay and shall cause the Engineer to respond to such submittals and to either approve or reject the same no later than

30 days following Engineer's receipt of same, unless an earlier or later response deadline is provided elsewhere in the Contract Documents.

3.11 Access

The Owner shall provide the CMAR and its Subcontractors and Materials Suppliers at all tiers with appropriate physical and legal access to the Project Site and other areas necessary for the proper and timely performance and completion of the Work.

ARTICLE 4 — Subcontracts

4.1 Subcontractors

The Work not performed by the CMAR with its own forces shall be performed by Subcontractors. All subcontracts shall be issued on a Lump-Sum cost basis unless the Owner has given prior written approval of a different method of payment to the Subcontractor.

4.2 Award of Subcontracts and Other Contracts for Portions of the Work

4.2.1 As soon after the execution of this Agreement as possible, the CMAR shall provide the Owner and, if directed, the Engineer with a written list of the proposed Subcontractors and significant Material Suppliers. If the Owner has a reasonable objection to any proposed Subcontractor or Material Supplier, the Owner shall notify the CMAR in writing. Failure to promptly object shall constitute acceptance. Subcontractors shall be secured by the CMAR in accordance with the Subcontractor Procurement Plan.

4.2.2 If the Owner has reasonably and promptly objected as provided in Subparagraph 4.2.1, the CMAR shall not contract with the proposed Subcontractor or Material Supplier, and the CMAR shall propose another acceptable to the Owner. If the substituted Subcontractor or Material Supplier is more or less expensive or use of such Party will result in a change in the Contract Time, the Owner shall execute an appropriate Change Order that shall reflect any increase or decrease in the Phase II Construction Price or Dates of Substantial or Final Completion because of the substitution.

The CMAR agrees to bind every Subcontractor and Material Supplier (and require every Subcontractor to so bind its Subcontractors and Material Suppliers) to all the provisions of this Agreement and the Contract Documents as they apply to the Subcontractors' and Material Suppliers' portions of the Work.

4.2.3 The CMAR shall be responsible for ensuring Subcontractor compliance with Applicable Law, including applicable registration and reporting requirements.

4.3 Contingent Assignment of Subcontracts

4.3.1 If this Agreement is terminated for cause in accordance with Paragraph 10.1 hereof, each subcontract agreement shall be assigned by the CMAR to the Owner, subject to the prior rights of any surety, provided that the Owner accepts such assignment after termination by notifying the Subcontractor or Material Supplier and CMAR in writing, and assumes all rights and obligations of the CMAR pursuant to each subcontract agreement.

4.3.2 If the Owner accepts such an assignment, and the Work has been suspended for more than thirty (30) consecutive days following termination, the Subcontractor's compensation may be equitably adjusted because of the suspension.

ARTICLE 5 — Time

5.1 Performance of the Work

5.1.1 Date of Commencement. Unless otherwise provided to the contrary in the Agreement or other Contract Documents, the Date of Commencement of the Preconstruction Phase Services is the date of issuance of a Phase I Notice to Proceed for the same in accordance with Paragraph 2.1 of the Agreement. Unless otherwise provided to the contrary in the Agreement, the Date of Commencement of the Construction Phase Services is the date construction of those services commence following issuance of a Phase I Notice to Proceed by the Owner for some or all the Work covered by such Construction Phase Services as described in a Phase II Construction Price Amendment executed by the Owner or the CMAR for the same. The Work shall proceed in general accordance with the Schedule of Work as such Schedule may be amended from time to time, subject to other provisions of this Agreement. The Schedule is subject to allowable adjustments in the Contract Time as permitted herein or in the other Contract Documents.

5.1.2 Substantial/Final Completion. Unless the Parties agree or otherwise, the Date of Substantial Completion or the Date of Final Completion shall be established pursuant to the Phase II Construction Price Amendment, subject to adjustments as provided for in the Contract Documents. If a Phase II Construction Price is not established and the Parties desire to establish a Date of Substantial Completion or Date of Final Completion, it shall be set forth via Amendment.

5.1.3 Time limits stated above are of critical importance to this Agreement.

5.1.4 The CMAR shall not knowingly commence the Work before the effective date of the insurance to be provided by the CMAR and Owner as required by the Contract Documents.

5.2 Schedule of the Work

5.2.1 The CMAR shall submit an initial and updated Project Construction Schedule to the Owner in the form and within the time limits acceptable to the Owner. The Owner will determine the acceptability of the initial and updated Project Construction Schedule within a reasonable period of time. If the Owner deems the Project Construction Schedule unacceptable, it shall specify in writing to the CMAR the basis for its objection.

5.2.2 The initial and updated Project Construction Schedule shall represent a practical plan to complete the Work within the Contract Time. Schedules showing the Work completed in less than the Contract Time may be acceptable if judged by the Owner to be practical.

5.2.3 The CMAR shall use the Critical Path Method (“CPM” or “Critical Path”) to schedule and manage the Work. The CMAR shall create and manage the Schedule. If the CMAR does not have staff capable of preparing and managing CPM Schedules, the CMAR shall obtain such qualified personnel on a subcontract basis for supporting the Contract Documents.

5.2.4 All CPM scheduling shall be performed using CPM precedence diagramming method (PDM) scheduling software such as Primavera Project Planner or an Owner or Engineer required platform with import capabilities commercially available and reasonably acceptable to the CMAR. The CMAR shall submit all Schedules and associated reports to the Owner in digital (pdf) and native file or another specified format commercially available in the marketplace to allow the Owner and Engineer to complete the analysis and review of the Schedule.

5.3 Delays and Extensions of Time

~~If the CMAR is delayed at any time in the commencement or progress of the Work by Excusable Delay (as hereinafter defined), then, upon agreement of the Parties:~~

~~The Contract Time shall be extended by Change Order for a reasonable time based on the impact of such delay or concurrent delays to the Critical Path of the Project Schedule.~~

~~Provided the CMAR has mitigated the effects of such delay (such as, by way of example and not of limitation, through rescheduling, resequencing, or other measures), the Phase II Construction Price shall be adjusted to the extent reasonably necessary to compensate the CMAR for any increases in the Cost of the Work due to additional time to which the CMAR is entitled under this Paragraph 5.3.~~

~~Any adjustments made pursuant to Sections 5.3.1.1 or 5.3.1.2 shall be subject to limitations set forth in Article 7 hereof of these General Conditions and the provisions of Paragraphs 5.6 and 5.7 of these General Conditions. The CMAR shall not be entitled to an adjustment in the Phase II Construction Price or the~~

~~Contract Time for CMAR Delays.~~ If the CMAR is delayed at any time in the commencement or progress of the Work by Excusable Delay (as hereinafter defined), then ~~CMAR shall not be entitled to any additional compensation or adjustment to the contract price but may be entitled to an extension of time.~~ Nevertheless, CMAR may submit a request for extension of time and/or equitable compensation or reimbursement to Owner, who shall review any such request in good faith, but Owner's decision to approve or disapprove such request shall lie in Owner's sole discretion. ~~The City's decision will be final, upon agreement of the Parties:~~

~~The Contract Time shall be extended by Change Order for a reasonable time based on the impact of such delay or concurrent delays to the Critical Path of the Project Schedule. The CMAR shall not be entitled to an adjustment in the Phase II Construction Price for Owner Delays or to the Phase II Construction Price or Contract Time for CMAR Delays.~~

Commented [IO6]: We don't think it's fair to not be compensated for delays not caused by the CMAR.

Commented [JK7R6]: Attorney required revision. Discuss.

Commented [JK8R6]: IM OK TO ADD BACK IN

Commented [JK9R6]: JENNIFER TO REVIEW

Commented [GW10R6]: Historically the City has not been agreeable to damages for delays and will only agree to an extension of time, especially if the City has no fault for the delay. This is up to Mark.

5.4 Other Terms Defined

5.4.1 For purposes of the Contract Documents, the following terms shall have the meanings indicated for each:

5.4.1.1 "CMAR Delay" means each day of delay to the completion of the Work to the extent such delay was caused by and/or within the control of the CMAR, and (a) actually causes a delay in the Critical Path of such Work, and (b) is not caused by an Excusable Delay, Force Majeure, or Owner Delay. Delays attributable to and within the control of the CMAR, its Subcontractors of all tiers, its Material Suppliers, Architect, Engineer, Consultant, or other Party for whom the CMAR is responsible shall be deemed to be CMAR Delay.

5.4.1.2 "Excusable Delay" means any act, omission, condition, event, or circumstance beyond the CMAR's reasonable control and due to no fault of the CMAR including, but not limited to, the Owner's suspension of the Work without cause or the CMAR's suspension of the Work due to nonpayment, Owner Delay, delays or impacts caused by or attributable to a third party, delay caused by or resulting from Differing Site Conditions, or a Force Majeure Delay.

5.4.1.3 "Force Majeure" means any conditions, occurrences, or acts of God, and not within the reasonable control of the CMAR, not constituting Owner Delay, delay caused by Differing Site Conditions, or CMAR Delay, which impacts the Work or prevents or delays the CMAR from performing its obligations under the Contract Documents, including without limitation any one or more of the following:

(The following list is an example definition of Force Majeure events. The Owner and the CMAR shall determine the applicable conditions or occurrences that are defined as events of Force Majeure.)

5.4.1.3.1 Damage or destruction by fire or casualty.

5.4.1.3.2 Unusually severe weather including lightning, tornado, earthquake, flood, windstorm, weather event, named storm, wind, natural disasters.

5.4.1.3.3 Pandemic, epidemic, quarantine, declaration of public health emergency, and/or governmental orders issued in connection with such public health emergencies.

5.4.1.3.4 Weather related delays beyond the number provided for in Paragraph 5.3.3 of the Agreement or as otherwise allowed or permitted, if applicable, in the Phase II Construction Price Amendment.

5.4.1.3.5 Strike or other labor dispute not specifically directed at the CMAR or any person or entity for whom the CMAR is responsible under the Contract Documents.

5.4.1.3.6 Nationwide or global unavailability or shortage of materials or equipment resulting in Critical Path delay. To the extent that any alleged delay relates to nationwide or global unavailability or shortage of materials or equipment, the CMAR shall be required to provide documented proof to the Owner that the CMAR did not reasonably anticipate such unavailability as of the Effective Date (as defined in the Phase II Construction Price Amendment) of the Phase II Construction Price Amendment and made diligent and timely efforts to obtain (buy out) such materials or equipment as a condition precedent to any extension of the Contract Time or increase of the Phase II Construction Price under this paragraph.

5.4.1.3.7 Unavailability of utilities (not caused in whole or in part as a result of fault on the part of the Owner or the CMAR).

5.4.1.3.8 Riots, insurrections, acts of a public enemy, acts of domestic and/or foreign terrorism, or vandalism.

5.4.1.3.9 Bomb scares or similar third-party threats or disruptions.

5.4.1.3.10 Moratoriums or other unusual or unforeseeable delays in the issuance of any required approvals from any Governmental Authorities or utilities.

5.4.1.3.11 Delays caused by actions or inactions of Governmental Authorities (not caused in whole or in part as a result of fault on the part of the Owner or the CMAR) including, but not limited to, enactment or revision of Applicable Laws or official interpretations subsequent to the execution of the Agreement.

For the avoidance of doubt, the Owner's financial insolvency or inability to perform its financial obligations under the Agreement and the other Contract Documents shall not constitute an event of Force Majeure.

5.4.1.4 "Owner Delay" means a cost impact or each day of delay that actually impacts the completion of the Work and is caused by any one or more of the following actions or omissions of the Owner (or any tenant of the Owner) at the Project related to:

(The following list is an example definition of Owner Delay events. The Owner and the CMAR shall determine the applicable conditions or occurrences that are defined as events of Owner Delay.)

5.4.1.4.1 Any Change in the Work initiated by the Owner.

5.4.1.4.2 The Owner's failure to timely approve or disapprove any item for which Owner approval is required under the Contract Documents except to the extent that the Owner's failure is deemed to mean approval pursuant to the terms of the Agreement and except to the extent that the Owner cures such failure within seven (7) Business Days after receipt of written notice from the CMAR of such failure.

5.4.1.4.3 Any failure of the Owner to (a) comply with the CMAR's reasonable requirements relative to access to areas of the Work reasonably necessary for the performance of Work, including, without limitation, the hoist, freight elevators, and/or defined path of travel established with respect to the Work; (b) utilize labor which can work in harmony with labor employed by the CMAR and its Subcontractors; (c) comply with the CMAR's safety rules; or (d) comply with all requirements applicable to the Owner's separate work for the Project undertaken by the Owner or its separate Contractors and Subcontractors at any tier in each case to the extent any such failure is not cured within five (5) Business Days after written notice is given by the CMAR to the Owner and only to the extent any such failure actually impacts the CMAR's already scheduled Work.

5.4.1.4.4 Failure by the Owner to comply with its obligations under this Agreement.

5.4.1.4.5 Any defects, delay, or impacts from the Owner's separate work for the Project undertaken or failed to be undertaken by the Owner or its separate Contractors and Subcontractors at any tier, or which delays the Work or the issuance of a certificate of occupancy or another applicable certificate of completion for the Work by any governmental entity having jurisdiction over the Project or the Work, in each case to the extent not cured within five (5) Business Days after written notice is given by the CMAR to the Owner.

5.4.1.4.6 Any other event or circumstance caused by or attributable to the Owner.

5.5 Claims / Modifications for Excusable Delays

If any delay to the Work is caused by Excusable Delay, any adjustments to time shall be made in accordance with Section 5.3.

5.6 Construction General Conditions Costs

In the event of an Excusable Delay pursuant to which the CMAR, subject to consultation with and approval of the Owner, is may be entitled to an adjustment in the Contract Time in accordance with Paragraph 5.3.1 hereof but not otherwise, the CMAR [shall / may], subject to consultation with and approval of the Owner, be entitled to an equitable adjustment of the Phase II Construction General Conditions Costs, as negotiated between the Parties. The CMAR shall, in the event of an occurrence likely to cause Excusable Delay, cooperate in good faith with the Owner to minimize and mitigate the impact of any such occurrence and do all things reasonable under the circumstances to achieve this goal.

5.7 Monitoring Progress and Costs

Following acceptance by the Owner of the Phase II Construction Price, the CMAR and the Owner shall establish a process for monitoring costs against the Phase II Construction Price and actual progress against the Schedule of Work. The CMAR shall provide written reports to the Owner at monthly intervals on the status of the Work, showing variances between costs and the Phase II Construction Price and actual progress as compared to the Project Construction Schedule, including estimates of future costs and recovery programs if actual progress indicates that the Dates of Substantial Completion or Final Completion may not be met.

5.8 Owner Approval

Notwithstanding anything contained herein or in the other Contract Documents to the contrary, any decision by the Owner to approve (or disapprove) any requested adjustments in the Contract Time and/or the Phase II Construction Price (including

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~~any increase in the Construction General Conditions Costs) resulting from an Excusable Delay shall be made by the Owner in its sole but good faith discretion. Any failure by the Parties to reach an agreement hereunder shall not prejudice the CMAR's entitlement to price and Schedule relief otherwise provided and may constitute a Claim for purposes of the dispute-related provisions in this Agreement.~~

~~Notwithstanding anything contained herein or in the other Contract Documents to the contrary, any decision by the Owner to approve (or disapprove) any requested adjustments in the Contract Time resulting from an Excusable Delay shall be made by the Owner in its sole but good faith discretion. Any failure by the Parties to reach an agreement hereunder shall not prejudice the CMAR's entitlement to Schedule relief otherwise provided and may constitute a Claim for purposes of the dispute-related provisions in this Agreement.~~

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ARTICLE 6— Compensation

6.1 CMAR's Compensation for Preconstruction Phase Services

The Owner shall compensate the CMAR for the performance of the CMAR's Preconstruction Phase Services in accordance with Paragraph 6.1.1 of the Agreement.

6.2 CMAR's Compensation for Early Work(s) Package(s)

Any Early Works compensation will be agreed to by the Parties pursuant to a separate written amendment to the Agreement.

6.3 CMAR's Compensation for Construction Phase Services

The Owner shall compensate the CMAR for Work performed and described in a Phase II Construction Price Amendment on the basis of a Guaranteed Maximum Price, in each case as set forth in such Phase II Construction Price Amendment.

6.4 Contingency and Allowances

Contingency and/or Allowances, if any, and the use thereof, shall be as set forth in, and subject to the terms, covenants, and conditions of the Phase II Construction Price Amendment executed in connection therewith.

ARTICLE 7 — Changes

Changes in the Work that are within the general scope of this Agreement shall be accomplished, without invalidating this Agreement, by Change Order, Owner Change Directive, and/or Field Order.

7.1 Change Order

7.1.1 The CMAR may request, or the Owner may order, changes in the Work or the timing or sequencing of the Work that impacts the Phase II Construction Price, where applicable the estimated Cost of the Work and CMAR's Fee, the Date of Substantial Completion, and/or the Date of Final Completion. All such changes in the Work shall be formalized in a Change Order. Any such requests for changes in the Work shall be processed in accordance with this Article 7.

7.1.2 The Phase II Construction Price will may be adjusted only for Excusable Delay in accordance with and subject to the terms, conditions, and limitations set forth in Article 5.3 hereof.

7.2 Owner Change Directives and Field Orders

7.2.1 The Owner may issue a written Owner Change Directive directing a change in the Work prior to reaching agreement with the CMAR on the adjustment, if any, in the Phase II Construction Price or the Date of Substantial Completion or Date of Final Completion.

7.2.2 The Owner and the CMAR shall negotiate expeditiously and in good faith for appropriate adjustments, as applicable, to the Phase II Construction Price or the Contract Time arising out of Owner Change Directives. If the Owner and the CMAR are unable to reach agreement within 30 Days, the issue shall be elevated to the CMAR's management and the Owner's Representative for a determination. As the Work associated with the Owner Change Directive is performed, the CMAR shall submit its costs for such Work with its Application for Payment and the CMAR shall be paid for the Work performed in accordance with the Phase II Contract Price Amendment. The Owner shall prepare an Owner Change Directive, utilizing the Owner's available funds, for any undisputed portion of the costs. Contingency funds may only be used for Owner Change Directives upon written agreement of the Parties.

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7.2.3 When the Owner and the CMAR agree upon the adjustments in the Phase II Construction Price, the Date of Substantial Completion, and/or Date of Final Completion for a change in the Work directed by an Owner Change Directive, such agreement shall be the subject of an appropriate Change Order.

7.2.4 The Owner may authorize Field Orders. Such Field Orders will be binding on the Owner and on the CMAR, which shall perform the Work involved promptly. If the CMAR believes that a Field Order justifies an adjustment in the Phase II Construction Price or Contract Times or both, then the CMAR shall submit a Change Order Proposal.

7.3 Determination of Cost

7.3.1 An increase or decrease in the Phase II Construction Price established in a Phase II Construction Price Amendment or changes to the Project Construction Schedule or the Schedule/Contract Time resulting from a change in the Work that affect the Phase II Construction Price shall, in each case, be determined by one or more of the following methods:

7.3.1.1 Unit prices set forth in this Agreement or as subsequently agreed.

7.3.1.2 A mutually accepted, itemized Lump Sum, based on the Cost of the Work definition appearing in the Phase II Construction Price Amendment.

7.3.1.3 Cost of Work (as defined in the Phase II Construction Price Amendment) calculated on a basis agreed upon by the Owner and the CMAR, plus CMAR's Fee.

7.3.1.4 If an increase or decrease cannot be agreed to as set forth in Clauses .1 through .3 above, and the Owner issues an Owner Change Directive, the cost of the change in the Work shall be determined by the reasonable actual expense and savings of the performance of the Work resulting from the change. Where applicable, if there is a net increase or decrease in the GMP, the CMAR's Fee shall be adjusted accordingly. The CMAR shall maintain a documented, itemized accounting evidencing the expenses and savings.

7.3.2 If unit prices are set forth in the Contract Documents or are subsequently agreed to by the Parties, but the character or quantity of such unit items as originally contemplated is so different in a proposed Change Order that the original unit prices will cause substantial inequity to the Owner or the CMAR, such unit prices may be equitably adjusted.

7.3.3 If the Owner and the CMAR disagree as to whether work required by the Owner is within the Scope of the Work, the CMAR shall furnish the Owner with an estimate of the costs to perform the disputed work in accordance with the Owner's

interpretations. Any such disagreement shall be resolved in accordance with Article 11.

ARTICLE 8 — Payment

8.1 Schedule of Values

Concurrently with the CMAR's preparation and delivery to the Owner of any cost model or progressive cost model as required for the Phase I Preconstruction Services Scope of Work through and including the date on which a Phase II Construction Price Amendment for any portion of the Work is executed by the CMAR, the CMAR shall prepare and submit to the Owner and, if directed, the Engineer, a Schedule of Values apportioned to the various divisions or phases of the Work in increasing level of detail. At the time a Phase II Construction Price Amendment is executed for the Work or any portion thereof, each line item contained in the Schedule of Values shall be assigned a value such that the total of all items shall equal the Phase II Construction Price for such Work or portion thereof.

8.2 Progress Payments for Preconstruction Phase Services

Progress Payment for Preconstruction Phase Services shall be made in accordance with Paragraph 6.1 of the Agreement.

8.3 Progress Payments for Construction Phase Services

Applications for Payment for Construction Phase Services shall be submitted by the CMAR to the Owner and the same paid, in each case in accordance with and subject to the terms and provisions of this Article 8, the Phase II Construction Price Amendment, and other applicable provisions of the Agreement and other Contract Documents.

8.3.1 Applications. The CMAR shall submit to the Owner and, if directed, its Engineer a monthly application for payment for Construction Phase Services no later than the 7th day of the calendar month for the preceding thirty (30) days; the CMAR's applications for payment shall be itemized and supported by the CMAR's Schedule of Values and any other substantiating data as required by these General Conditions and the other Contract Documents. Payment applications shall include payment requests on account of properly authorized Change Orders or Owner Change Directives. The Owner shall pay amounts not in dispute and otherwise due no later than thirty (30) days after the CMAR has submitted a complete and accurate payment application. The Owner may deduct from any progress payment amounts as may be retained pursuant to Subparagraph 8.3.3 below, as well as amounts in dispute.

8.3.2 Bond Waivers and Claims.

8.3.2.1 Partial Lien Waivers and Affidavits. As a prerequisite for payment, but subject to the CMAR's receipt of payment, the CMAR shall provide partial conditional payment bond waivers in the amount of the application for payment and affidavits from its Subcontractors and Material Suppliers for the Work completed during the period covered by the current application for payment and partial unconditional payment bond waivers from the CMAR and all Subcontractors and Material Suppliers paid from the previous month's application payment. In no event shall the CMAR be required to sign an unconditional waiver of lien or claim, either partial or final, prior to receiving payment nor shall the CMAR be required to execute or deliver any bond waiver for the Work not covered by such bond waiver or in an amount more than what it has been paid.

8.3.2.2 Responsibility for Claims. If the Owner has made payments in the time required by this Article 8 and is otherwise not in breach of its obligations, the CMAR shall, within thirty (30) days after written notice of filing, cause the removal or bonding over of any liens filed against the premises or public improvement fund by any Party or Parties performing labor or services or supplying materials in connection with the Work by, among other things, securing a bond around the lien. If the CMAR fails to take such action on a lien, the Owner may cause the lien, after 30 days written notice, to be removed at the CMAR's expense, including bond costs and reasonable attorneys' fees. This Clause shall not apply if there is a dispute pursuant to Article 11 relating to the subject matter of the lien.

8.3.3 Retainage. Retainage shall be withheld and disbursed in accordance with the terms and provisions of the Phase II Construction Price Amendment.

8.3.4 Stored Materials and Equipment. Unless otherwise provided in the Contract Documents, applications for payment may include materials and equipment not yet incorporated into the Work but delivered to and suitably stored on-site or off-site, including applicable insurance, storage, and costs incurred transporting the materials to an off-site storage facility. Approval of payment applications for stored materials and equipment stored off-site shall be conditioned on submission by the CMAR of bills of sale and proof of required insurance, or such other procedures satisfactory to the Owner to establish the proper valuation of the stored materials and equipment, the Owner's title to such materials and equipment, and to otherwise protect the Owner's interests therein, including transportation to the Worksite.

8.4 Adjustment of CMAR's Payment Application

The Owner may adjust or reject a payment application or nullify a previously approved payment application, in whole or in part, as may reasonably be necessary to protect the Owner from loss or damage based upon the following, to the extent that the CMAR is responsible therefor under the Agreement:

8.4.1 The CMAR's failure to perform the Work as required by the Contract Documents.

8.4.2 Loss or damage arising out of or relating to this Agreement and caused by the CMAR to the Owner or Others to whom the Owner may be liable.

8.4.3 The CMAR's failure to properly pay Subcontractors and Material Suppliers following receipt of such payment from the Owner.

8.4.4 Defective Work not corrected in a timely fashion.

8.4.5 Reasonable evidence of delay in performance of the Work such that the Work will not be completed by the Dates of Substantial or Final Completion.

8.4.6 Reasonable evidence demonstrating that the unpaid balance of the Phase II Construction Price is insufficient to fund the cost to complete the Work.

8.4.7 Third-party claims involving the CMAR or reasonable evidence demonstrating that third-party claims are likely to be filed unless and until the CMAR furnishes the Owner with adequate security in the form of a surety bond, letter of credit or other collateral or commitment sufficient to discharge such claims if established.

No later than 7 days after receipt of an application for payment, the Owner shall give written notice to the CMAR, at the time of disapproving or nullifying all or part of an application for payment, stating its specific reasons for such disapproval or nullification, and the remedial actions to be taken by the CMAR in order to receive payment. When the above reasons for disapproving or nullifying an application for payment are removed, payment will be promptly made for the amount previously withheld.

Undisputed portions of any Application for Payment shall be promptly paid by the Owner in accordance with the terms of the Agreement, these General Conditions, and other applicable Contract Documents.

8.5 Acceptance of Work

Neither the Owner's payment of progress payments nor its partial or full use or occupancy of the Project constitutes acceptance of Work not complying with the Contract Documents.

8.6 Payment Delay

If for any reason, not the fault of the CMAR, the CMAR does not receive a progress payment from the Owner in accordance with the Agreement and Phase II Construction Price Amendment, the CMAR, upon giving the Owner such written notice, if any, as specified in the Phase II Construction Price Amendment, and

without prejudice to and in addition to any other legal remedies, may stop Work until payment of the full amount owing to the CMAR has been received, including interest from the date payment was due in accordance with the Agreement and Phase II Construction Price Amendment. The Phase II Construction Price and Dates of Substantial or Final Completion may be equitably adjusted by a Change Order for reasonable cost and delay resulting from shutdown, delay, and startup.

8.7 Substantial Completion

8.7.1 The CMAR shall notify the Owner and, if directed, its Engineer when it considers Substantial Completion of the Work or a designated portion to have been achieved. The Owner, with the assistance of its Engineer, shall promptly conduct an inspection to determine whether the Work or designated portion can be occupied or utilized for its intended use by the Owner without excessive interference in completing any remaining unfinished Work by the CMAR. If the Owner determines that the Work or designated portion has not reached Substantial Completion, the Owner, with the assistance of its Engineer, shall promptly compile a list of items to be completed or corrected so the Owner may occupy or utilize the Work or designated portion for its intended use. The CMAR shall promptly complete all items on the list.

8.7.2 When Substantial Completion of the Work or a designated portion is achieved, the CMAR shall prepare a Certificate of Substantial Completion that shall establish the date of Substantial Completion, and the respective responsibilities of the Owner and the CMAR for interim items such as security, maintenance, utilities, insurance, and damage to the Work, and fixing the time for completion of all items on the list accompanying the Certificate. The Certificate of Substantial Completion shall be submitted by the CMAR to the Owner and, if directed, to its Engineer for the Owner's written acceptance of responsibilities assigned in the Certificate.

8.7.3 Unless otherwise provided in the Certificate of Substantial Completion, warranties required by the Contract Documents shall commence on the earlier of (a) the date of Substantial Completion of the Work or a designated portion, and (b) the date the Owner takes beneficial use of the Work or a designated portion of the Work.

8.8 Partial Occupancy or Beneficial Use

8.8.1 The Owner may occupy, or use completed or partially completed portions of the Work, beneficially when (a) the portion of the Work is designated in a Certificate of Substantial Completion, (b) appropriate insurer(s) consent to the occupancy or use, and (c) public authorities authorize the occupancy or use. The CMAR shall not unreasonably withhold consent to partial occupancy or use. The Owner shall not unreasonably refuse to accept partial occupancy. The CMAR shall be entitled to a Change Order if the Owner's partial use or occupancy of completed

or partially completed portions of the Work adversely impacts completion of other portions of the Work through no fault of the CMAR.

8.9 Final Completion and Final Payment

8.9.1 Upon notification from the CMAR that the Work has reached Final Completion and is ready for final inspection and acceptance, the Owner, with the assistance of its Engineer, shall promptly conduct an inspection to determine if the Work has reached Final Completion and is acceptable under the Contract Documents.

8.9.2 When the Work has reached Final Completion, the CMAR shall prepare for the Owner's acceptance a final application for payment stating that to the best of the CMAR's knowledge, and based on the Owner's inspections, the Work has reached Final Completion in accordance with the Contract Documents.

8.9.3 Final Payment shall be due on the CMAR's submission of the following to the Owner:

8.9.3.1 An affidavit declaring any indebtedness connected with the Work, e.g., payrolls or invoices for materials or equipment, to have been paid, satisfied, or to be paid with the proceeds of Final Payment, so as not to encumber the Owner's property.

8.9.3.2 As-built Drawings, manuals, copies of warranties, and all other close-out documents required by the Contract Documents.

8.9.3.3 Release of any liens, conditioned only on Final Payment being received.

8.9.3.4 Consent of any surety, if applicable.

8.9.3.5 Any outstanding known and unreported accidents or injuries experienced by the CMAR or its Subcontractors at the Worksite.

8.9.4 If, after Substantial Completion of the Work, the Final Completion of a portion of the Work is materially delayed through no fault of the CMAR, the Owner shall pay the balance due for portion(s) of the Work fully completed and accepted. If the remaining contract balance for Work not fully completed and accepted is less than the retained amount prior to payment, the CMAR shall submit to the Owner and, if directed, the Engineer the written consent of any surety to payment of the balance due for portions of the Work that are fully completed and accepted. Such payment shall not constitute a waiver of claims, but otherwise shall be governed by this Paragraph 8.9.

8.9.5 Claims not reserved in writing with the making of Final Payment shall be waived except for claims relating to liens or similar encumbrances, warranties, and Defective Work.

8.9.6 Acceptance of Final Payment. Unless the CMAR provides written identification of unsettled claims with an application for Final Payment, its acceptance of Final Payment constitutes a waiver of such payment claims.

8.10 Late Payment

Payments due but unpaid shall bear interest until paid at the rate set forth in Article 9 of the Phase II Construction Price Amendment.

8.11 Change Of Payment

Upon execution of the Agreement, the CMAR shall provide the Owner with written payment instructions and all necessary forms required by the Owner to effectuate payments to the CMAR by wire transfer (the "Payment Information"). The CMAR shall submit the initial Payment Information to the Owner by certified mail or hand delivery only. If the Owner receives a request to change such Payment Information, the Owner agrees that it will not modify or make a change to this Payment Information without oral confirmation, followed by written confirmation, from the CMAR's Chief Financial Officer or the CMAR's VP of Finance. The Owner shall make no changes to the Payment Information if it does not receive the oral and written confirmations as stated herein.

ARTICLE 9 — Indemnity, Insurance, Waivers, and Bonds

9.1 Indemnity

9.1.1 The CMAR shall indemnify, defend, and hold harmless the Owner and its directors, officials, councilmembers, managers, officers, employees, insurers, successors, and assigns from and against any and all claims, legal actions, causes of action, proceedings, suits, judgments, liens, liabilities, losses, damages, and levies, including reasonable attorneys' fees and disbursements to the extent caused by the negligence, recklessness, intentional, or willful acts or omissions of CMAR (or by its Subcontractor, Sub-subcontractors regardless of tier, and/or Material Suppliers) in the performance of the Work.

9.1.2 The CMAR's indemnity obligations under Paragraph 9.1 shall not apply (a) to the extent of the gross negligence or willful or intentional misconduct of the Owner, its officers, agents, employees, successors, or assigns, or (b) to any loss, cost, claim, suit, damage, liability, or expense (including attorneys' fees and costs) for which the Owner is required to indemnify the CMAR Indemnitees in accordance with the Contract Documents.

9.1.3 Notwithstanding any provision or term to the contrary herein, under no circumstances shall either Party be liable to the other for any consequential, incidental, special, or punitive damages and as provided in Article 9 of the Agreement.

9.2 CMAR's Insurance

9.2.1 Insurance and Bond requirements are provided in Attachment 16 of the Phase II Construction Price Amendment.

9.3 Property Insurance

Builder's Risk Insurance shall be obtained and maintained for the Project upon and subject to the terms and conditions of the Phase II Construction Price Amendment.

9.4 Risk Of Loss

Risk of loss or damage to the Work shall be upon the CMAR until the Date of Substantial Completion but only to the extent such loss or damage is paid by Builder's Risk Insurance specified in the Phase II Construction Price Amendment, unless otherwise agreed to by the Parties.

9.5 Adjustment of Loss

A loss insured under the Builder's Risk Insurance Policy required pursuant to the Phase II Construction Price Amendment to the Agreement shall be adjusted by the Party obtaining such Builder's Risk Insurance and made payable to such Party for the insureds, as their interests may appear, subject to requirements of any applicable mortgagee clause, the Phase II Construction Price Amendment, and Paragraph 9.6 hereof. The CMAR shall pay Subcontractors their just shares of insurance proceeds received by the CMAR, and by appropriate agreements, written where legally required for validity, shall require Subcontractors to make payments to their Sub-subcontractors in similar manner.

9.6 Insurance Payouts

If required in writing by a Party in interest, the Party obtaining such Builder's Risk Insurance shall, upon occurrence of an insured loss, give bond for proper performance of such Party's duties. The cost of required bonds shall be charged against proceeds received by each Party. Such Party shall deposit in a separate account proceeds so received, which such Party shall distribute in accordance with such agreement as the Parties in interest may reach, or in accordance with Article 11 of these General Conditions. The CMAR shall not be required to repair or replace lost or damaged Work until a mutually acceptable Change Order, in accordance with Article 7, is executed and funds are available to pay for such loss or damage.

9.7 Bonds

Payment and performance bonds or other forms of substitute security, if any, shall be required as set forth in the Phase II Construction Price Amendment.

9.8 Royalties, Patents, and Copyrights

The CMAR shall pay all royalties and license fees which may be due on the inclusion of any patented or copyrighted materials, methods, or systems selected by the CMAR and incorporated in the Work. The CMAR shall indemnify and hold the Owner harmless from all suits or claims for infringement of any patent rights or copyrights arising out of such selection. The Owner agrees to indemnify and hold the CMAR harmless from any suits or claims of infringement of any patent rights or copyrights arising out of any patented or copyrighted materials, methods, or systems specified by the Owner or Engineer or otherwise included in the Drawings,

Specifications, and other documents, materials, or information provided by the Owner or the Engineer for construction of the Work, whether pursuant to this Agreement or otherwise.

ARTICLE 10 — Suspension, Notice to Cure, and Termination of the Agreement

10.1 The Owner may suspend Work at any time and, without cause, suspend the Work or any portion thereof for a period of not more than 14 days in the aggregate by notice in writing to the CMAR and the Engineer, which shall fix the date on which Work shall resume. The CMAR shall resume the Work on the date so fixed.

The CMAR will be allowed an increase in the Phase II Construction Price or an extension of the Contract Time, or both, for delayed or added costs, directly attributable to any suspension (but not lost profits) if the CMAR makes a claim therefor as provided in Articles 5 and 7.

If the CMAR fails to correct Defective Work as required by Paragraphs 2.5 and 2.6 herein or fails to perform the Work in accordance with the Contract Documents, the Owner or Owner's Representative may direct the CMAR to stop the Work, or any portion thereof, until the cause for such order has been eliminated by the CMAR. The CMAR shall not be entitled to any adjustment of Contract Time or Phase II Construction Price because of any such order. The Owner and Owner's Representative have no duty or responsibility to the CMAR or any other Party to exercise the right to stop the Work.

10.2 Owner Termination

10.2.1 The Owner May Terminate Agreement upon the occurrence of any one or more of the following events:

10.2.1.1 If the CMAR is adjudged a bankrupt or insolvent.

10.2.1.2 If the CMAR makes a general assignment for the benefit of creditors.

10.2.1.3 If a trustee or receiver is appointed for the CMAR or for any of the CMAR's property.

10.2.1.4 If the CMAR files a petition to take advantage of any debtor's act, or to reorganize under the bankruptcy or similar laws.

10.2.1.5 If the CMAR fails to perform the Work in accordance with the Contract Documents, including, but not limited to, failure to supply sufficient skilled workmen or suitable materials or equipment or failure to adhere to the progress Schedule established and adjusted in accordance with pursuant to Article 5 of the Agreement and Article 5 hereof.

10.2.1.6 If the CMAR, without justification, repeatedly fails to make timely payments to Subcontractors or Material Suppliers for labor, materials, or equipment.

10.2.2 The Owner may, without prejudice to any other right or remedy, serve written notice upon the CMAR and the CMAR's surety of the Owner's intention to terminate the Agreement for any breach set forth in this Paragraph 10.2. Said notice to contain the reasons for such intention to terminate the Agreement and provide that unless within 14 days after the service of such notice all such violations have been corrected and remedied, the Contract Documents shall cease and terminate, and the CMAR shall be excluded from the site. In such case, the CMAR shall not be entitled to receive any further payment until the Work is finished by Others.

10.2.2.1 The foregoing notwithstanding, if the nature of the alleged reason for termination is not capable of being corrected or remedied within 14 days, such correction or remedy shall commence and be completed with reasonable diligence and in no event later than 30 days following the occurrence of such default.

10.2.3 In the event of any such termination, the Owner shall immediately serve written notice thereof upon the surety and the CMAR, and the surety shall have the right to take over and perform the Contract Documents, provided, however, that if the surety, within 14 days after the serving upon it of a notice of termination, does not give the Owner written notice of their intention to take over and perform the Contract Documents, or does not commence performance thereof within 14 days from the date of serving said notice, Owner may take possession of the Work incorporate in the Work all materials and equipment stored at the site or for which Owner has paid the CMAR but which are stored elsewhere that were intended to be incorporated into the Work, and finish the Work as Owner may deem expedient for the account and at the expense of the CMAR. The CMAR's surety shall be liable to the Owner for any excess costs or other damage occasioned the Owner thereby. If the unpaid Balance of the Phase II Construction Price exceeds the direct and indirect costs of completing the Work, including but not limited to, compensation for additional professional services and all costs generated to insure or bond the Work of substituted Contractors or Subcontractors utilized to complete the Work, such excess shall be paid to the CMAR. If such costs exceed the unpaid balance, the CMAR shall pay the difference to the Owner promptly upon demand; on failure of the CMAR to pay, the surety shall pay on demand by Owner. Any portion of such difference not paid by the CMAR or surety within 30 days following the mailing of a demand for such costs by the Owner shall earn interest rate authorized by state law. Such costs incurred by the Owner shall be verified by the Owner's Representative and incorporated in a Change Order, but in finishing the Work, the Owner shall have the obligation to mitigate its damages, but not be required to obtain the lowest figure for the Work performed. Any dispute under this section shall be addressed in accordance with Article 11 in this Agreement.

10.2.4 Where the CMAR's services have been so terminated by the Owner, the termination shall not affect any rights of the Owner against the CMAR then existing or which may thereafter accrue. Any retention or payment of monies due the CMAR by the Owner will not release the CMAR from liability.

10.2.5 The Owner may terminate the Agreement for convenience in accordance with Paragraph 10.3 hereof. In the event of such termination for convenience, the CMAR shall be compensated for the portion of the CMAR's Preconstruction or Construction Phase Services, if any, performed to the date of such termination, but the CMAR shall not be entitled to compensation for Work not performed.

10.3 Upon 30 days written notice to the CMAR, the Owner may, without cause and without prejudice to any other right or remedy of the Owner, terminate the Agreement for convenience. In the event of termination for convenience, all finished or unfinished deliverable items prepared by the CMAR under this Agreement shall, at the option of the Owner, become the Owner's property. In such case, the CMAR shall be paid for (without duplication of any items):

10.3.1 Work executed in accordance with the Contract Documents prior to the effective date of termination, including CMAR Fee for Construction General Conditions Costs on such Work, as applicable.

10.3.2 Expenses sustained prior to the effective date of termination in performing services and furnishing labor, materials, or equipment as required by the Contract Documents in connection with uncompleted Work, plus fair and reasonable sums for Construction General Conditions Costs and CMAR Fee thereon.

10.3.3 Other reasonable expenses directly attributable to termination, including demobilization costs, cancellation charges and fees, and costs incurred to prepare a termination for convenience cost proposal and cancellation costs related to material and equipment subcontracts.

~~10.3.310.3.4 In no event shall the Owner be liable for anticipated profits, unperformed work, office overhead, consequential damages, or lost business opportunities.~~

~~In no event shall the Owner be liable for anticipated profits, unperformed work, office overhead, consequential damages, or lost business opportunities. services completed in accordance with the Contract Documents.~~

- Commented [IO29]:** This seems to be off for this paragraph
- Commented [JK30R29]:** Attorney required revision. Discuss.
- Commented [JK31R29]:** ANY ISSUE OR JUST ADDING BACK TO NOT CHANGE DOCUMENT FLOW?
- Commented [JK32R29]:** JENNIFER TO REVIEW

10.4 CMAR Termination

If, through no act or fault of the CMAR, the Work is suspended for a period of more than 14 days in the aggregate by the Owner or under an order of court or other public authority, or the Owner fails to pay within 30 days to the CMAR any undisputed amounts due, or the Owner breaches any other material provision of the Agreement and the same is not cured within 30 days following the Owner's receipt of written notice thereof from the CMAR, then the CMAR may, upon 30 days written notice to the Owner, terminate the Agreement and recover from the Owner payment for all Work executed and any expense sustained plus reasonable termination expenses, provided the Owner does not remedy such suspension or failure within that time. In addition, and in lieu of terminating the Contract Documents, if the Owner has failed to make any payment as aforesaid of undisputed amounts, the CMAR may, upon 30 days written notice to the Owner, stop the Work until payment of all amounts then due.

10.4.1 In addition to, and without limiting the generality of the CMAR's suspension and termination rights under Paragraph 10.4, if the Owner directs the CMAR or its Subcontractors or Material Suppliers at any tier to perform Work that the CMAR informs the Owner is illegal or involves an imminent danger to human health, the environment, or the Owner's property or other nearby or adjoining properties, the CMAR shall have the right to notify the Owner, in writing, of such illegality or danger and the Owner shall meet with the CMAR within 30 days following the Owner's receipt of such notice to review and discuss such concerns and work cooperatively and in good faith with the CMAR to resolve them. Any resolution shall include an appropriate adjustment in the Phase II Construction Price and Project Construction Schedule to account for the added cost and time to the CMAR in objecting to and attempting to resolve such concerns. If the Owner fails to respond to the CMAR within 30 days following the CMAR's notification of such concerns, or the Parties, after meeting to discuss the same are unable, within an additional 30 days to resolve the concerns to the CMAR's reasonable, good faith satisfaction, the CMAR shall thereafter have the right to terminate this Agreement for convenience and without cause upon an additional 30 days' written notice to the Owner. In such event, the Owner shall pay the CMAR the same amounts owing to the CMAR for an Owner's termination for convenience pursuant to Paragraph 10.3.

ARTICLE 11— Claims, Claims Procedures, Dispute Mitigation, and Resolution

11.1 Claims for Additional Cost or Time

Except as provided in any applicable Phase II Construction Price Amendment, for any claim for an increase in the Phase II Construction Price or the change in or extension to the Date of Substantial Completion or Date of Final Completion (each a “Claim”), the CMAR shall give the Owner written notice of the Claim within 14 days after the CMAR has become aware of the occurrence giving rise to the Claim. Except in an emergency, notice shall be given before proceeding with the Work. Any change in the Phase II Construction Price or the Date of Substantial Completion or Date of Final Completion resulting from such Claim shall be authorized by Change Order.

11.1.1 Claims Procedures

Submission of a Claim, in full conformance with all requirements of this Article, and rejection of all or part of said Claim by the Owner, is a condition precedent to any action by the CMAR against the Owner, including, but not limited to, the filing of a lawsuit, request for mediation, or demand for arbitration.

11.1.2 Notice of Claim

11.1.2.1 If the CMAR disagrees with the decision in, or in any case where the CMAR deems additional compensation or a time extension to the Contract Time is due the CMAR for work or materials not covered in the Contract Documents or which the Owner has not recognized as extra work, the CMAR shall notify the Owner, in writing, of its intention to make a Claim.

11.1.2.2 Written notice shall use the words “Notice of Potential Claim.”

11.1.2.2.1 Such Notice of Potential Claim shall state the circumstances and the reasons for the Claim but need not state the amount.

11.1.2.2.2 A Notice of Potential Claim and all notices and other communications required or permitted under this Agreement or the other Contract Documents shall be in writing and delivered by hand delivery, certified first class mail return receipt requested, or reputable overnight courier to:

If to: Owner City of Minneola
 Attn: City Manager
 800 N US HWY 27
 MINNEOLA, FL 34715

If to: CMAR: Vogel Bros. Building Co.
 4223 S Pipkin Rd
 Lakeland, FL 33811

and shall be deemed given and received by certified mail.

11.1.2.3 Claims pertaining to decisions or such other determinations by the Owner relating to any Claim from the CMAR shall be communicated by the CMAR with the Owner in writing within 14 days following receipt of such decision.

11.1.2.4 All other Claims by the CMAR shall be filed in writing within 14 days after the event or occurrence giving rise to the Claim.

11.1.2.5 Additionally, no Claim for additional compensation or extension of time for a delay will be considered unless the provisions for Delays and Time Extensions are complied with.

11.1.2.6 Unless expressly permitted in the Phase II Construction Price Amendment or other Contract Documents, no Claim for additional compensation for Work performed filed by the CMAR after the date of Final Payment will be considered.

11.1.3 Records of Extra Work

11.1.3.1 In proceeding under a Claim for extra Work, the CMAR shall keep accurate records in such a manner as to provide a clear distinction between the direct costs of extra Work paid and the costs of other operations.

11.1.3.2 Daily extra work reports shall:

11.1.3.2.1 Be signed by the CMAR or the CMAR Representative.

11.1.3.2.2 Itemize the materials used and state the direct cost of labor and the charges for equipment rental, whether furnished by the CMAR, Subcontractor, or any specialized forces.

11.1.3.2.3 Provide names or identifications and classifications of workers, the hourly rate of pay and hours

worked, and also the size, type, and identification number of equipment and hours operated.

11.1.3.2.4 Substantiate material charges with attached valid copies of vendor's invoices and, if not available, the invoices shall be submitted within 30 days after the date of delivery of the material or within 30 days after the acceptance of the Contract Documents, whichever occurs first.

11.1.3.3 Such information shall be submitted to the Owner monthly. The Owner shall review, disapprove, and request adjustments, or agree upon and sign daily extra work reports upon receipt from the CMAR. The CMAR and the Owner shall agree on the contents of the extra work reports daily.

11.1.3.3.1 The Owner will compare the Owner's records with the completed daily extra work reports furnished by the CMAR and make any necessary adjustments.

11.1.3.3.2 When these daily extra work reports are agreed upon and signed by both Parties, the reports shall become the basis of payment for the Work performed but shall not preclude subsequent adjustment based on a later audit by the Owner.

11.1.3.4 The CMAR's and Subcontractor's records pertaining to the Project shall be open to inspection or audit by representatives of the Owner, during the life of the Agreement, and for a period of three (3) years after the date of acceptance thereof, and the CMAR and all Subcontractors shall retain those records for that period. Such audit shall not include the CMAR's proprietary information, including, but not limited to, the CMAR's formula or other data or communications used in calculating pricing.

11.1.3.4.1 Where payment for materials or labor is based on Work performed by Subcontractors and other forces not employees of the CMAR, the CMAR shall make every reasonable effort to ensure that the cost records of those other forces will be open to inspection and audit by representatives of the Owner on the same terms and conditions as the cost records of the CMAR.

11.1.3.4.2 If an audit is to be commenced more than 30 days after the acceptance date of the Agreement, the CMAR will be given a reasonable notice of the time when the audit is to begin.

11.1.3.5 The CMAR and Subcontractors shall keep full and complete records of the costs and additional time incurred for any Work for which a Claim for additional compensation is made.

11.1.3.5.1 The Owner Representative or any designated Claim investigator or auditor shall have access to those records and any other records as may be required by the Owner Representative to determine the facts or contentions involved in the Claims.

11.1.3.6 The Owner, or its authorized representatives, shall have access, upon reasonable notice, during normal business hours, to the CMAR and Subcontractors' books, documents, and accounting records, including, but not limited to, bid worksheets, bids, Subcontractor bids and proposals, estimates, cost accounting data, accounting records, payroll records, time sheets, canceled checks, profit and loss statements, balance sheets, project correspondence including, but not limited to, correspondence between the CMAR and its sureties and Subcontractors/Vendors, project files, scheduling information, and other records of the CMAR and Subcontractors directly or indirectly pertinent to the Work, original as well as change and Claimed extra Work, to verify and evaluate the accuracy of cost and pricing data submitted with any Change Order, prospective or completed, or any Claim for which additional compensation has been requested or Claim has been tendered.

11.1.3.6.1 Such access shall include the right to examine and audit such records, and make excerpts, transcriptions, and photocopies at the Owner's cost.

11.1.3.7 In case the Claim is found to be just, it shall be allowed and paid for as provided by the Contract Documents.

11.2 Dispute Resolution

11.2.1 Direct Discussions. If the Parties cannot reach resolution on a matter relating to or arising out of the Agreement or the Project, the Parties shall endeavor to reach resolution through good faith direct discussions between the Parties' representatives, who shall possess the necessary authority to resolve such matter and who shall record the date of first discussions. If the Parties' representatives are not able to resolve such matter within 30 Business Days from the date of first discussion, the Parties' representatives shall immediately inform senior executives of the Parties in writing that resolution was not affected. Upon receipt of such notice, the senior executives of the Parties shall meet within 14 Business Days to endeavor to reach resolution. If the dispute remains unresolved after 60 days from the date of first discussion, the Parties shall submit such matter to the dispute resolution procedures selected herein.

11.2.2 Mediation. Unless otherwise provided to the contrary in the Phase II Construction Price Amendment, Claims and other disputes or matters in controversy arising out of or related to the Agreement or Project that are not resolved pursuant to other provisions of this Article 11 shall be mediated prior to recourse to litigation or other binding dispute resolution proceeding. Such mediation shall, unless the Parties mutually agree otherwise, be conducted by a mediator mutually agreeable to the Parties in the city or town nearest where the Project is located in accordance with the American Arbitration Association Construction Industry Mediation Procedures in effect on the date of this Agreement. A request for mediation shall be made in writing, delivered to the other Party to the Agreement, and filed with the person or entity administering the mediation. The request may be made concurrently with the filing of litigation or other binding dispute resolution proceedings, and, in such event, mediation shall proceed at an appropriate time mutually agreed upon by the Parties or as directed by the court. The mediator shall be agreed to by the mediating Parties; in the absence of an agreement, the Parties shall each submit one name from the mediators listed by the American Arbitration Association in the locality in which the Project is located or other agreed-upon services. Such mediation shall be held for a period not to exceed one (1) day unless otherwise agreed in writing by the Parties. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction thereof. Neither Party shall be deemed the prevailing Party and each Party shall pay its own attorneys' fees and costs and one-half of the mediator's fees and costs. Disputes that are not resolved through mediation in accordance with this Paragraph 11.2.2 shall be resolved in the manner selected by the Parties in Paragraph 11.2.3 below.

11.2.3 Dispute Resolution. If the matter remains unresolved after submission of the matter to direct management discussions or mediation, the Parties shall submit the matter to the binding dispute resolution procedure selected below (**check one box**):

11.2.3.1 **By litigation.** Litigation shall commence in any court having jurisdiction over the Project site. Notwithstanding any contrary provision herein, nothing in the Contract Documents shall be construed as a waiver of a defending Party's right to remove a suit to any US District Court having jurisdiction, provided that the threshold requirements for removal and diversity are satisfied. The matter shall proceed as a bench trial tried to a single judge. **THEREFORE, THE PARTIES TO THIS AGREEMENT, INCLUDING ANY ASSIGNEES, HEREBY KNOWINGLY, VOLUNTARILY, AND IRREVOCABLY WAIVE ANY AND ALL RIGHT TO TRIAL BY JURY.**

11.2.3.2 **By mandatory binding arbitration as provided herein.** Unless otherwise mutually agreed, the Parties agree to the appointment of one neutral arbitrator. The Parties agree that should formal arbitration proceedings be initiated that a person identified by the Parties in an amendment to the Contract Documents as a neutral arbitrator shall

serve as the neutral Arbitrator (the "Arbitrator"). If an Arbitrator is not so identified and the Parties are otherwise unable to agree to an Arbitrator within 30 days of the declaration of a dispute by either Party, or if an Arbitrator is identified and the Arbitrator declines or is unable to serve, then the Parties agree that the American Arbitration Association (AAA) shall appoint a neutral arbitrator with the same powers and authorities to serve as the Arbitrator. **THEREFORE, THE PARTIES TO THIS AGREEMENT, INCLUDING ANY ASSIGNEES, HEREBY KNOWINGLY, VOLUNTARILY, AND IRREVOCABLY WAIVE ANY AND ALL RIGHT TO TRIAL BY JURY.**

11.2.3.2.1 If voluntary binding arbitration is selected by the Parties as the chosen dispute resolution procedure pursuant to this Subparagraph 11.2.3.2, the following terms and provisions shall apply:

11.2.3.2.1.1. The Arbitrator shall administer and preside over the arbitration. In administering the arbitration proceeding, the Arbitrator shall utilize, to the extent applicable and to the extent not inconsistent with Applicable Law, the then current ENGINEERING AND CONSTRUCTION ARBITRATION RULES ESTABLISHED FROM TIME TO TIME BY JAMS.

11.2.3.2.1.2. Unless mutually agreed to in writing by the Parties, the Arbitrator shall be a construction attorney licensed in the state in which the Project is located with at least twenty (20) years of experience practicing construction law.

11.2.3.2.1.3. The award of the Arbitrator shall be prepared in conformity with the Rules for Construction Industry Arbitration established, from time to time, by the AAA and in the event such award directs a Party to undertake a definitive course of action, the award shall specify the time by which the definitive action shall be commenced and the time by which such definitive action shall be Substantially Complete. In order to avoid any further conflict, controversy, or litigation among the Parties, the Parties agree absolutely and unconditionally to comply with the directives of the Arbitrator, as contained in his award. In the further event that

a Party fails to substantially comply with the directives contained in an arbitration award including, but not limited to, time, quality, and completion requirements of the award, then the Party in whose favor the award has been rendered (the "Successful Party") shall be entitled to petition the Arbitrator and receive a supplemental award which will compel the noncomplying Party to pay monetary damages to the Successful Party in such amount as the Arbitrator shall, in their absolute and sole discretion, award based upon the information made available to them as of the time of the award. It shall not be a condition precedent to the granting of such a supplemental award that the Arbitrator hold any formal or informal hearings with the Parties or receive or consider any additional written or documentary evidence. Under such circumstances the Arbitrator shall have the authority, in their discretion, to require the submission of additional evidence and/or conduct a hearing, if such is determined by the Arbitrator to be necessary in order to reasonably assess monetary damages.

11.2.3.2.1.4. The fees and reasonable expenses of the Arbitrator will be paid on a monthly basis, with each Party or Parties advancing its or their pro rata share of the cost of each monthly billing. In determining the pro rata share to be paid by the Parties, the monthly billing shall be divided by the number of Parties participating in the arbitration proceeding and each Party shall pay an equal amount.

11.2.3.2.1.5. The Arbitrator's award may be enforced and entered as a judgment in any federal or state court with jurisdiction.

11.2.4 Survival. The dispute resolution provisions of the Agreement shall survive the completion of the Work and/or the expiration or termination of the Contract Documents.

11.3 Venue

The venue of any binding dispute resolution procedure shall be the location of the Project unless the Parties agree on a mutually convenient location. The Parties waive any objection to such venue on the basis of inconvenient forum.

11.4 Multiparty Proceeding

The Parties agree that all Parties necessary to resolve a claim shall be Parties to the same dispute resolution proceeding. Appropriate provisions shall be included in all other contracts relating to the Work to provide for the joinder or consolidation of such dispute resolution procedures.

11.5 Lien Rights

Nothing in this Article 11 or other applicable provisions of the Contract Documents shall limit any rights or remedies not expressly waived by the CMAR which the CMAR may have under Applicable Law.

ARTICLE 12 — Miscellaneous Provisions

12.1 Assignment

Neither the Owner nor the CMAR shall assign its interest in the Agreement or the other Contract Documents without the written consent of the other except as to the assignment of proceeds. The terms and conditions of the Agreement and the other Contract Documents shall be binding upon both Parties, their partners, successors, assigns, and legal representatives. Neither Party to the Agreement or the other Contract Documents shall assign the Agreement without written consent of the other except that the Owner may assign the Agreement to a wholly owned subsidiary of the Owner when the Owner has fully indemnified the CMAR or to an institutional lender providing construction financing for the Project as long as the assignment is no less favorable to the CMAR than the Agreement. In the event of such assignment, the CMAR shall execute any consent reasonably required. In such event, the wholly owned subsidiary or lender shall assume the Owner's rights and obligations under the Contract Documents and the CMAR shall not be obligated to perform for such wholly owned subsidiary or lender unless the CMAR is fully paid for its Work under the Agreement in accordance with the terms and provision thereof. If either Party attempts to make such an assignment, that Party shall nevertheless remain legally responsible for all obligations under the Agreement, unless otherwise agreed by the other Party.

EXHIBIT B

PHASE 1 - PRECONSTRUCTION **SCOPE OF SERVICES**

MINNEOLA WATER RECLAMATION FACILITY (MWRF) EXPANSION

I. PROJECT BACKGROUND

The City of Minneola is committed to enhancing its wastewater treatment capabilities to support continued growth and ensure reliable service to the community. The existing Minneola Water Reclamation Facility (MWRF) currently provides wastewater service to approximately 7,000 residential and commercial customers. The MWRF is designed and permitted for a treatment capacity of 1.2 million gallons per day (MGD) on an annual average daily flow (AADF) basis. The facility utilizes a phased isolation oxidation ditch process to provide secondary treatment and a moderate degree of nitrogen control. Treated effluent from the facility is discharged to on-site rapid infiltration basins (RIBs) or is used for irrigation.

To accommodate projected growth and increased wastewater demand, the City plans to expand the facility's treatment capacity to 2.5 MGD. To achieve this objective, the City has selected the Construction Manager at Risk (CMAR) delivery method to promote early collaboration, proactive cost and schedule management, and enhanced constructability throughout the design and construction phases. This delivery approach facilitates coordination among City operations staff, the design team, and the CMAR, enabling informed decision making, mitigation of potential risks, and optimization of overall project outcomes.

Through this project delivery method, the City intends to negotiate an agreement with Vogel Bros. for the construction of the facility expansion to 2.5 MGD. The project design is currently in development, and 90% deliverable is anticipated to be submitted by the engineer to the city in June 2026. Due to the advanced level of design, the preconstruction services associated with the 2.5 MGD expansion are limited and as described herein. Construction phase services will be defined and authorized under a subsequent amendment to the CMAR Agreement as the design progresses and project requirements are further refined.

The 2.5 MGD expansion represents the initial phase of a broader long-term program to increase the treatment capacity of the MWRF. Future phases may include additional facility improvements and infrastructure expansions to increase the plant's capacity to up to 5.0 MGD in order to meet long-term service demands and regulatory requirements.

II. SCOPE OF SERVICES

TASK 100 – PROJECT MANAGEMENT

The Construction Manager (CMAR) will lead and manage the processes of performing the CMAR services as detailed in this scope to provide an overall coordination of the project work and its deliverables. The activities that comprise these processes are detailed in the following Tasks and Subtasks.

TASK 100.1 – General Project Management

The CMAR shall coordinate with project stakeholders including the City and Design Professional throughout the preconstruction phase to support the design development and facilitate effective communication, information exchange, and overall alignment between the design and construction

objectives.

TASK 100.2 – Site Visit & Investigation

The CMAR will perform one (1) site visit to investigate existing conditions, review spatial constraints, evaluate structure placements, develop ingress & egress plan for construction, and analyze site conditions.

TASK 100.3 – Project Schedule

The CMAR will be responsible for developing and maintaining a comprehensive project schedule throughout the duration of the project preconstruction phase which is anticipated to last 6 months based on the consultant schedule. The schedule will be crafted using Primavera P6 software, enabling cost loading to support Earned Value Management (EVM) activities. It will encompass all activities outlined in the CMAR preconstruction scope of services, as well as design tasks and will broadly outline tasks anticipated in subsequent project phases. The schedule will be presented in a Gantt chart format, highlighting the interrelationships between tasks and key project timelines. Both the original baseline and actual progress will be reflected in this schedule.

A preliminary baseline schedule will be submitted to the City for review and approval. To ensure ongoing alignment and transparency, the project schedule will be updated monthly and provided electronically to the City as part of the routine monthly progress reports and invoicing.

Task 100.3 Deliverables:

- Draft and final Project Schedule baseline and monthly updates (electronic format only (.xer and .pdf)).

TASK 100.4 – Risk Management

The CMAR will develop a Risk Management Plan (RMP) and will undertake comprehensive risk management activities in accordance with the RMP. The objective of these activities is to enhance the likelihood and impact of positive risks while minimizing the probability and impact of negative risks. The risk management process will involve the following steps:

- **Identify Risks:** The CMAR will identify both specific risks to the project and broader sources of risk, documenting these in a risk register.
- **Perform Qualitative Risk Analysis:** Risks will be assessed and prioritized based on their likelihood of occurrence, potential impacts, and other relevant characteristics.
- **Perform Quantitative Risk Analysis:** The CMAR will quantitatively evaluate the combined impact of all identified risks and other uncertainties on the project's overall objectives.
- **Risk Responses:** Strategies will be developed and selected to manage overall project risk exposure and address specific risks. Agreements will be reached on actions to mitigate these risks.
- **Implement Risk Responses:** The CMAR will put into action the agreed-upon strategies to address identified risks.
- **Monitor Risks:** Ongoing monitoring will track the effectiveness of implemented risk responses, assess the status of identified risks, identify new risks, and evaluate the overall effectiveness of the risk management process.

A risk register will be established at the onset of risk identification and will be continuously updated as new risks emerge. This register will detail the outcomes from the risk management activities for each

identified risk, providing a quantitative foundation for establishing project contingencies for the subsequent construction phase. The CMAR will provide the City with a comprehensive and updated risk register as required.

Task 100.4 Deliverables:

- **Draft and final RMP:** To be provided in a searchable and bookmarked PDF format.
- **Risk Register and assessment updates.** (Electronic format only “.xls”)

TASK 100.5 – Project Controls and Reporting

The CMAR will implement project controls strategies to maintain rigorous oversight of the project's progress through **Earned Value Management (EVM)**. Utilizing the cost-loaded schedule developed in Task 100.3, supplemented by specialized **Excel Macros**, and integration with our accounting software **Acumatica**, the CMAR will assess and report on the overall health of the project. The following reports will be systematically generated and delivered:

- **Cash Flow Curves:** Available in both electronic format and PDF.
- **Project Status and Progress Reports:** These detailed reports will be provided in a searchable and bookmarked PDF format, including:
 - **Completed Work:** Summary of work completed since the last report.
 - **Anticipated Work:** Overview of work expected in the upcoming month.
 - **Budget Status:** Details on the contracted amount, total expenditure to date, remaining funds, percentage of budget spent, and actual project completion percentage.
 - **Schedule Status:** Analysis of any variances by project milestones and deliverables, including a comprehensive view of the entire project.
 - **Upcoming Milestones and Deliverables:** Dates and descriptions of expected milestones and deliverables for the next reporting period.
 - **Coordination and Information Requirements:** A list of required actions or information, specifying responsible parties.
 - **Challenges Encountered:** Description of any encountered problems with proposed resolutions, covering technical, budgetary, and scheduling issues.
 - **Potential Scope Changes:** Identification of possible changes, reasons for such adjustments, and their potential impacts on budget and schedule.
 - **Issues Needing Resolution:** List of critical issues requiring resolution, including parties involved and deadlines to avoid project delays.
 - **Earned Value Analysis (EVA):** This will cover:
 - **Trend Analysis:** Conducted as needed to assess progress trends.
 - **Variance Analysis:** Performed as necessary to identify deviations from the plan.
 - **Forecasting:** Implemented when required to predict future project metrics.
 - **Reserves/Contingency Analysis:** Evaluation of reserves and contingencies to manage unforeseen changes effectively.
 - **What-If Scenarios:** Conducted when necessary to anticipate potential future challenges and plan appropriate responses.

Task 100.5 Deliverables:

- **Cash Flow Curves:** One-time deliverable after approval of the baseline schedule and SOV.
- **Earned Value Management (EVM) Baseline Metrics:** to be delivered next month following the approval of the baseline schedule and SOV.
- **Project Status & Progress Report with EVA:** will be delivered monthly by the day 15th of

the month following the reporting period in a searchable and bookmarked PDF.

TASK 100.6 – Project Meetings & Workshops

a) Project Kickoff Meeting

CMAR will attend one (1) project kickoff meeting with the City and the Design Consultant.

b) Design Meetings and Workshop Attendance (Conducted by others):

The CMAR will attend the following design meetings and workshops:

- **Design Review Meetings:**
 - 90% Design Review Meeting
 - 100% Design Review Meeting

c) Meetings and Workshops Conducted by the CMAR.

The CMAR will not only attend but also facilitate, set agendas for, and prepare minutes for the following meetings and workshops:

- GMP Review Meeting (Draft and Final) – at 90% Drawings
-
- Workshop: Sequence of Construction and Maintenance of Plant Operations (MOPO) Draft – one workshop after the 90% engineering deliverable.

Task 100.6 Deliverables:

- Meeting Minutes for all meetings and workshops listed under section c.

TASK 200 – DESIGN SUPPORT AND PRECONSTRUCTION COORDINATION

The CMAR will ensure ongoing coordination with the design consultant and the project team to enhance the design of infrastructure and utilities affected by the project. This will be achieved through the execution of specific subtasks designed to integrate and optimize various aspects of the project.

TASK 200.1 – Quality Management

The CMAR will diligently monitor and document the outcomes of the quality management activities to evaluate the quality performance and ensure that all project deliverables are complete, correct, and align with the City's expectations. The approach to achieving these goals includes the following detailed subtasks.

TASK 200.1.1 – Design and Constructability Review

The CMAR will perform quality checks for each design deliverable (90%, and 100%). These evaluations will include detailed reviews of plans, specifications, and typical details, as well as constructability reviews to confirm coordination among various discipline groups, including process/mechanical, civil, structural, architectural, HVAC, and plumbing.

To systematically document findings and actions, review logs will be maintained. These logs will capture all comments and concerns identified during the internal QA/QC activities, along with the corrective actions taken by the Design Consultant to address each item. Upon completing the

design review process, a copy of the QC logs will be submitted to the city.

Task 200.1.1 Deliverables:

- **Design Review Logs:** These logs will be continuously updated with comments and actions related to each design deliverable and provided in an electronic (.xls) format.

TASK 200.1.2 – Value Engineering (VE)

The CMAR will conduct a thorough review of all design documents and specifications to identify opportunities for value engineering. Recommendations resulting from these reviews will be compiled and presented to the City in a tabulated format. Each recommendation will include a description of the proposed change, along with a high level budgetary estimate of the potential cost and/or schedule savings associated with each VE alternative presented.

The City will evaluate each alternative and make the final determination regarding its adoption. These decisions, along with any associated savings, will be documented in the VE form to maintain a record and facilitate tracking.

Task 200.1.2 Deliverables:

- **VE Alternatives Proposal:** Detailed proposals for VE alternatives associated with each design deliverable will be provided in an electronic format (.xls).

TASK 200.2 – Preliminary Sequence of Construction and Maintenance of Plant Operations (MOPO) Plan

The CMAR will develop a preliminary Sequence of Construction and Maintenance of Plant Operations (MOPO) plan for the project at 90% design milestone. This plan will be documented in a separate report and submitted to the City and Design Consultant for review and input.

Following incorporation of the City's feedback, a Final Report will be prepared and submitted to ensure the final design has incorporated the provisions required to facilitate the execution of the MOPO plan.

Task 200.2 Deliverables:

- **Draft and Final (at 90% design) Preliminary Sequence of Construction and MOPO Plan:** These documents will be provided in a searchable and bookmarked PDF format.

TASK 300 – GUARANTEED MAXIMUM PRICE (GMP) DEVELOPMENT

After the City has provided comments on the 90 percent design, the CMAR will prepare a draft GMP proposal. The GMP proposal will account for construction costs and fees and will include a contingency to address potential costs associated with the construction of the remaining 10% design and any remaining risks identified through risk management activities and documented in the risk register. This scope assumes that only one (1) Guaranteed Maximum Price (GMP) proposal will be developed.

- **Contract Price:** The total cost for the contract as proposed.
- **Basis of Estimates:** Detailed explanation of how the estimates were determined.
- **List of Assumptions and Clarifications:** Supplementing the drawings and specifications, detailing assumptions and clarifications made during the proposal's preparation.

- **Construction Schedule:** Will be developed in Primavera P6 Software.
- **Allowance Items:** (If applicable) A list of allowance items, their values, and the rationale behind these values.
- **Schedule of Alternate Prices:** (If applicable) An outline of alternate price schedules.
- **Schedule of Unit Prices:** (If applicable) A detailed list of unit prices.
- **Additional Services:** (If applicable) A statement outlining any additional services that may be performed, which are not included in the proposal but may affect the contract price and/or duration if undertaken.
- **Savings Provision:** (If applicable) Details of any potential savings provisions included in the proposal.

Task 300 Deliverables:

- **Draft and Final GMP Proposals:** To be provided in a searchable and bookmarked PDF format.

Task 300.1 Competitive Bidding Process and Procurement

The CMAR will handle the procurement of responses from vendors and subcontractors for work packages that are not planned to self-perform. The procurement process will encompass several key steps to ensure a competitive and fair bidding environment:

- **Prequalify Potential Bidders and Suppliers:** Evaluate and select bidders and suppliers who meet the project's standards and requirements.
- **Establish Bid Schedules:** Define clear timelines for the bidding process to ensure timely completion of procurement activities.
- **Prepare Bid Documents:** Develop comprehensive bid packages that include all necessary specifications and requirements.
- **Advertise Bids:** Invite prequalified bidders to bid opportunities and stimulates bidder's interest.
- **Conduct Pre-Bid Conferences:** Organize meetings to discuss bid documents, project scope, and address any queries from potential bidders.
- **Receive, Review, and Analyze Bid Responses:** Assess all received bids for compliance and suitability and formulate recommendations for awarding contracts.

Task 300.1 Deliverables:

- **Analysis of Bid Responses with Recommendations:** To be provided in a searchable and bookmarked PDF format.

TASK 400 – PERMITTING SUPPORT

The anticipated permit required for the expansion of the Minneola Water Reclamation Facility includes:

City of Minneola Building Department Permit

TASK 400.1 Building Permit

Pre-application Meeting: Participate in a meeting with the City's Building Department to discuss the expansion design and anticipated permit requirements. It is anticipated that this meeting will be led by the City's Design Professional as well as creating the official meeting minutes.

Application Development: The CMAR will develop and submit a Building Permit application package to allow construction to begin. Note: Permit application fees are not included in this scope.

Response to RAIs: Offer construction-related expertise to help the City’s Design Consultant respond to any Requests for Additional Information (RAI) from the Building Department.

Task 400.1 Deliverables:

- Building permit.

III. FEE AND COMPENSATION

For the performance of the services detailed in this agreement, the City agrees to compensate the Construction Manager at Risk (CMAR) for the Not-To-Exceed amount of **\$191,720** for Tasks **100** through **400**, as outlined in the following table. Payments to the CMAR will be based on the percentage of each task completed.

TASK	DESCRIPTION	COST
100S	PROJECT MANAGEMENT, MEETINGS & WORKSHOPS, AND PROJECT CONTROLS	\$81,425
200S	DESIGN SUPPORT, QUALITY MANAGEMENT AND PRECONSTRUCTION COORDINATION	\$44,835
300S	GUARANTEED MAXIMUM PRICE (GMP) DEVELOPMENT	\$63,140
400S	PERMITTING SUPPORT	\$2,320
	Not-to-Exceed Total	\$191,720

The CMAR will submit monthly invoices, which the City will pay based on the percentage of each task completed. All compensation will be provided in accordance with the terms outlined in the Agreement.

IV. PRECONSTRUCTION TIMELINE

The schedule outlined below assumes that several tasks will be performed concurrently and represents only the CMAR’s critical activities duration to complete each critical deliverable. It does not account for the time required for City review, nor that of regulatory agencies and other stakeholders, which is necessary to complete the project. Consequently, this schedule should not be interpreted as the full term of the AGREEMENT.

Within 30 days of receiving the Notice to Proceed (NTP) for preconstruction, a comprehensive Primavera P6 project schedule will be submitted to the City. The schedule will include all project tasks and deliverables, even those not listed here as they are not considered critical but are expected to be completed within the same estimated timeframe as the critical tasks.

Critical Milestones/Tasks	Calendar Days
<u>PROJECT MANAGEMENT PLAN, RISK MANAGEMENT AND PROJECT CONTROLS</u>	
100.3 PROJECT SCHEDULE	30 days from NTP
100.4 RISK MANAGEMENT PLAN AND REGISTER	30 days from NTP
100.5 CASH FLOW CURVES AND EV BASELINE METRICS	45 days after approval of BL schedule and SOV
<u>DESIGN SUPPORT AND PRECONSTRUCTION COORDINATION</u>	
200.1.1 DESIGN AND CONSTRUCTABILITY REVIEW	30 days following receipt of each design deliverable (90%, and 100%)
200.1.2 VALUE ENGINEERING	45 days following receipt of each design deliverable (90%)
200.2 CONSTRUCTION PHASING AND MOPO PLAN	45 days following receipt of each design deliverable (90%)
<u>GUARANTEED MAXIMUM PRICE (GMP)</u>	
300 GUARANTEED MAXIMUM PRICE (GMP)	90 days following receipt of 90% Design

V. ASSUMPTIONS AND OTHER CONSIDERATIONS

1. Permit application fees are not considered part of the scope.
2. Contract Amendments. Subsequent construction phase services will be included in separate scope of work statements.
3. **City-Provided Information and Services:** The City shall furnish the CMAR all available studies, reports and other data pertinent to the CMAR preconstruction services; obtain or authorize the CMAR to obtain or provide additional reports and data as requested; and furnish to the CMAR services of others required for the performance of the CMAR's services hereunder. The CMAR shall be entitled to use and rely upon all such information and services provided by the City or others in performing the CMAR's services under this Scope of Services, and in accordance with the standard of care.
4. City agrees to review all deliverables and provide comments to the CMAR in a timely fashion, typically within three weeks of submittal.
5. Estimates and Projections. In providing opinions of cost, financial analyses, economic feasibility projections, and schedules for potential projects, The CMAR has no control over cost or price of labor and material; unknown or latent conditions of existing equipment or structures that may affect operation and maintenance costs; competitive bidding procedures and market conditions; time or quality of performance of third parties; quality, type, management, or direction of operating personnel; and other economic and operational factors that may materially affect the ultimate project cost or schedule. Therefore, the CMAR makes no warranty that the City's actual project costs, financial aspects, economic feasibility, or schedules will not vary from the CMAR's opinions, analyses, projections, and estimates. Once executed the GMP, the actual project cost to the city is guaranteed to be equal or less than the GMP executed.
6. Billing rates are good for the duration of this preconstruction scope of services, a rate increase will be considered for the next phase should it be needed.
7. **The scope outlined herein has been developed based on the following engineering deliverables from the City's Design Consultant:** 90%, and 100% Design Deliverable. Any CMAR services needed to review or supplement any other design deliverable not expressly included herein will be considered additional work.
8. **This scope assumes that only one (1) Guaranteed Maximum Price (GMP) proposal will be developed at 90% design.**
9. **Fees Determination for Ongoing Tasks:** For tasks where completeness is not marked by a specific tangible deliverable, and where the extent of completion is relative to the ongoing preconstruction services (General Project Management), fees have been established based on an estimated preconstruction phase duration of 6 months.

VI. SERVICES NOT INCLUDED

The following services are not included in the above-described Scope of Services but may be provided If requested by the city. The CMAR can provide the following services for additional compensation as agreed upon and authorized by the City.

1. Subsurface Utility Engineering (SUE) investigations.
2. Geotechnical Investigations & Materials Laboratory Services.
3. Minorities Business Outreach.
4. Any other services not expressly included in this scope of services.
5. Permit application fees.

CONSTRUCTION MANAGEMENT AT-RISK (CMAR)

Exhibit C – Notice to Proceed

NOTICE TO PROCEED FORM

Commented [IO1]: This form can be added to the execution of the agreement as example but can't be executed (used) for precon. It will be needed to establish the NTP, SC, and FC of the Phase II-construction

Date: _____

RE: Notice to Proceed on Project: **City of Minneola**
Water Reclamation Facility Expansion

You are notified that the Contract Time under the above contract will commence to run on _____. On that date you are to start performing the Work and your other obligations under the Contract Documents. Based on the Contract Time stated in the Agreement, we calculate that the dates of Substantial Completion and Final Completion are _____ and _____, respectively.

OWNER: _____
City of Minneola

BY: _____
(Contractor)

800 N. US Hwy. 27

(Address)

Minneola, FL 34715

(Authorized Signature)

(Authorized Signature
Acknowledge of Receipt of Notice)

Project Manager

(Title)

(Title)

(Date)

Copy to: Mark Johnson, City Manager

CONSTRUCTION MANAGEMENT AT-RISK (CMAR)

*Exhibit D – Phase I Early Work(s)
Package(s)*

TBD

CONSTRUCTION MANAGEMENT AT-RISK (CMAR)

Exhibit E – Phase II Construction Price Amendment

CONTENTS

ARTICLE 1 — Phase II Construction Price Amendment	1
ARTICLE 2 — The Work	2
ARTICLE 3 — Contract Time	2
ARTICLE 4 — Phase II Construction Price	3
ARTICLE 5 — Cost of the Work	5
ARTICLE 6 — Excluded Costs	7
ARTICLE 7 — Discounts	8
ARTICLE 8 — Schedule of Values	8
ARTICLE 9 — Interest on Past Due Payments	8
ARTICLE 10 — Contingency	8
ARTICLE 11 — Savings	10
ARTICLE 12 — Early Completion Bonus	10
ARTICLE 13 — Retainage	10
ARTICLE 14 — Final Payment	11
ARTICLE 15 — Fee for Termination for Convenience	11
ARTICLE 16 — Dispute Resolution	11
ARTICLE 17 — Miscellaneous	11
Attachment 1—Scope of the Work	13
Attachment 2—Phase II Construction Price and Construction General Conditions Cost Summaries	14
Attachment 3—Schedule of Values	15
Attachment 4—Project Construction Schedule	16
Attachment 5—Drawings and Specifications for the Work	17
Attachment 6—List of Allowances	18

Attachment 7—Subcontractor Procurement Plan19

Attachment 8—Performance Testing Protocols20

Attachment 9—Commissioning Protocols.....21

Attachment 10—Phase II Notice to Proceed22

Attachment 11—Project Technical Performance Requirements.....23

Attachment 12—Phase II Technical Scheduling Requirements.....24

Attachment 13—Submittal Specifications.....25

Attachment 14—CMAR’s Hourly Rate Schedule26

Attachment 15—Escrow Agreement.....27

Attachment 16—Insurance and Bond Requirements.....28

Attachment 16.1—Owner’s/Contractor’s Controlled Insurance Program29

Attachment 17—Payment Bond Form30

Attachment 17.1—Performance Bond Form31

Attachment 18—Supplemental Conditions32

Attachment 19—SBE/MBE/WBE/DBE/LBE Requirements.....33

Attachment 20—Federal, State, or Local Procurement Guidelines34

Attachment 21—Davis-Bacon and Other Wage Requirements35

Attachment 22—Insurance Certificates.....36

**Attachment 23—CMAR Schedule of Qualifications, Assumptions, Clarifications,
and Exclusions37**

**Attachment 24—Sales, Consumer, Use, and Similar Taxes for the Work Included
in the Phase II Construction Price38**

Attachment 25—Equipment Rates39

Exhibit E

Phase II Construction Price Amendment

Effective Date of this Amendment:	
Effective Date of CMAR Construction Agreement and General Conditions	
Owner:	
CMAR:	
Facility:	
Project:	
Project No.:	
Contract No.:	

This Phase II Construction Price Amendment (this “Amendment”) is entered into pursuant to Paragraph 1.15 of Exhibit B of that certain Construction Agreement with an Effective Date referenced above (the “Agreement”), by and between the Owner and the CMAR, for the Project identified in the Agreement. The Agreement is supplemented by, among other things, the General Conditions between the Owner and the CMAR dated the Effective Date and attached to the Agreement (the “General Conditions”) and the Florida Public Entity Addendum attached to the Agreement as Exhibit “F”. The Owner and CMAR desire to establish a Phase II Construction Price for the Work defined and described below and in the other Contract Documents relating to such Work. This Amendment, when accepted by the Owner, shall be a Contract Document and part of the Agreement for all purposes. To the extent there exists any conflict between this Amendment and the Agreement, this Amendment shall govern and control the respective rights, duties, and obligations of the Parties hereto with regard to the Scope of the Work, Phase II Construction Price (including Cost of the Work and CMAR’s Fee where applicable), Owner’s Contingency and CMAR’s Contingency (where applicable; such CMAR Contingency being a part of the Cost of the Work), Owner Allowances, and the terms, provisions, and conditions of **Attachments 1-25** attached hereto and incorporated herein by this reference, including any CMAR exclusions mutually agreed upon by the CMAR and the Owner. Capitalized terms used herein but not defined herein shall have the meanings given them in the Agreement, General Conditions, and other Contract Documents.

ARTICLE 1 — Phase II Construction Price Amendment

This Phase II Construction Price Amendment includes the following documents attached hereto and incorporated by this reference:

Attachment 1	Scope of the Work
Attachment 2	Phase II Construction Price and Construction General Conditions Cost Summaries in a Form Developed by Owner and CMAR
Attachment 3	Schedule of Values
Attachment 4	Project Construction Schedule
Attachment 5	Construction Drawings and Specifications for the Work
Attachment 6	List of Allowances

Attachment 7	Subcontractor Procurement Plan
Attachment 8	Performance Testing Protocols
Attachment 9	Commissioning Protocols
Attachment 10	Phase II Notice to Proceed
Attachment 11	Project Technical Performance Requirements
Attachment 12	Phase II Technical Scheduling Requirements
Attachment 13	Submittal Specifications
Attachment 14	CMAR's Hourly Rate Schedule
Attachment 15	Escrow Agreement
Attachment 16	Insurance and Bond Requirements
Attachment 16.1	Owner's/Contractor's Controlled Insurance Program
Attachment 17	Payment Bond Form
Attachment 17.1	Performance Bond Form
Attachment 18	Supplemental Conditions
Attachment 19	SBE, MBE, WBE, DBE, LBE Requirements
Attachment 20	Federal, State, or Local Procurement Guidelines
Attachment 21	Davis-Bacon and Other Wage Requirements
Attachment 22	Insurance Certificates
Attachment 23	CMAR Schedule of Qualifications, Assumptions, Clarifications, and Exclusions
Attachment 24	Sales, Consumer, Use, and Similar Taxes for the Work included in the Phase II Construction Price
Attachment 25	Equipment Rates

ARTICLE 2— The Work

The Work to be performed under this Amendment is limited to the construction and completion of the Work and improvements described in **Attachment 5** attached hereto, in strict accordance with the Contract Documents, subject only to the CMAR's Schedule of Qualifications, Assumptions, Clarifications, and Exclusions attached as **Attachment 23** hereto.

ARTICLE 3 — Contract Time

3.1 Substantial and Final Completion

The CMAR shall complete all Work under the Contract in accordance with the Project Construction Schedule attached hereto as **Attachment 4**.

3.2 Notwithstanding Paragraph 3.1 of this Amendment, the Owner may designate separate periods of time and dates of Substantial Completion of discrete phases of the Project, in which case, each phase shall have a separate number of days from the Commencement Date to achieve Substantial Completion, and a separate Final Completion Date, and designated Close-Out Period.

ARTICLE 4 — Phase II Construction Price

4.1 As full consideration for performance and furnishing of the Work, and subject to the other terms and conditions of the Contract Documents, the Owner shall pay the CMAR the following (the “Phase II Construction Price”) (**check applicable box**):

4.1.1 The Lump-Sum Contract amount of \$[NUMBER]; subject to Change Orders and other applicable provisions of the Contract Documents and this Amendment that permit or require an increase in the Lump-Sum Contract amount.

4.1.2 An amount equal to the Cost of the Work (defined below) plus the CMAR’s Fee (defined below) paid in proportion to the Work performed, provided, however, the CMAR guarantees that the sum of the Cost of the Work and the CMAR’s Fee shall not exceed \$ _____ (the “GMP” or “Guaranteed Maximum Price”). The Guaranteed Maximum Price is the amount beyond which the Phase II Construction Price may not exceed, subject to Change Orders and other applicable provisions of the Contract Documents and this Amendment that permit or require an increase in the GMP.

4.1.3 Any authorized amount of Allowances as detailed in **Attachment 6** of this Phase II Construction Price Amendment.

4.2 The compensation to be paid shall be limited to the Phase II Construction Price established pursuant to this Amendment, as the same may be adjusted under applicable provisions of the Contract Documents and this Amendment. To the extent the CMAR’s cost to complete the Work exceeds the Lump-Sum Contract amount described in Paragraph 4.1.1 above (in cases where a Lump Sum Phase II Construction Price has been selected by the Parties) or the Cost of the Work plus the CMAR’s Fee exceeds the Guaranteed Maximum Price (in cases where a GMP Phase II Construction Price has been selected by the Parties in accordance with Paragraph 4.1.2 above), as modified, the CMAR shall bear such costs in excess of the applicable Phase II Construction Price without reimbursement or additional compensation from the Owner.

4.2.1 Payment for Work performed shall be as set forth in Article 8 of the General Conditions.

4.3 CMAR FEE

Check if applicable. **Check if not applicable.** The Fee (“CMAR’s Fee” or “Fee”) payable by the Owner to the CMAR equals 8% of the Cost of the Work and is included in, and a part of, the Phase II Construction Contract Price agreed upon by the Owner and the CMAR pursuant of this Amendment. The CMAR’s Fee includes all the CMAR’s home office overhead and profit. Construction General

Conditions Costs are an element of the Cost of Work and are not included in the CMAR's home office overhead.

4.3.1 Adjustment in the CMAR's Fee shall be made as follows:

4.3.1.1 The CMAR's Fee of 8% of the Cost of the Work shall be multiplied by the Cost of the Work included in additive changes in the Work as provided in Article 7 of the Agreement and Article 7 of the General Conditions, and such CMAR Fee, together with the Cost of the Work reflected in such additive change in the Work shall be added to the GMP. Deductive Change Orders shall result in a corresponding decrease in the CMAR's Fee.

4.3.1.2 For delays in the Work not caused by the CMAR, any adjustment to CMAR's Fee shall be determined in Owner's discretion in accordance with Article 5 of the General Conditions.

4.3.1.3 In the event the Owner issues a Field Order or Owner Change Directive, as defined in Article 1 of the Agreement, compensation to the CMAR will be as follows:

4.3.1.3.1 Lump sum, with appropriate documentation, if agreed to by the Parties; or

4.3.1.3.2 In the absence of such an agreement, Cost of the Work plus a Fee of 8%.

4.3.1.4 If the CMAR is retained by the Owner pursuant to a separate written agreement to undertake construction or replacement of an insured or uninsured loss, the CMAR shall be paid an additional fee in the same proportion that the CMAR's Fee bears to the estimated Cost of the Work for the replacement.

4.3.1.5 For the CMAR's Contingency used as provided for in Article 10 of this Amendment, the CMAR's Fee of 8% will be applied but only after the time such CMAR Contingency is used and not beforehand.

ARTICLE 5 — Cost of the Work

The Cost of the Work ("Cost of the Work"), when determining the Phase II Construction Price based on a GMP, consists of all costs incurred in connection with the Work, including, without limitation, the following, unless such items are expressly stated to be excluded costs:

5.1 Wages and salaries including payroll taxes and benefits paid for labor in the direct employ of the CMAR in the performance of the Work, including compensation for craft or trade labor performed by CMAR's personnel.

- 5.2** Construction General Conditions Costs, as negotiated between the Owner and the CMAR.
- 5.3** Reasonable transportation, travel, hotel, and moving expenses of the CMAR personnel incurred in connection with the Work.
- 5.4** Cost of all materials, supplies, and equipment incorporated in the Work, including costs of inspection and testing if not provided by the Owner; transportation, storage, and handling.
- 5.5** Payments made by the CMAR to Subcontractors for work performed under the Contract Documents.
- 5.6** Cost, including transportation and maintenance, of all materials, supplies, equipment, temporary facilities, and hand tools not owned by the workers that are used or consumed in the performance of the Work, less salvage value or residual value; and cost less salvage value on such items used, but not consumed, that remain the property of the CMAR.
- 5.7** Rental charges of all necessary machinery and equipment, exclusive of hand tools owned by workers, used at the Worksite, whether provided by the CMAR or rented from Others, in each case agreed-upon rates in effect in the market in which the Project is located and including installation, repair, and replacement, dismantling, removal, maintenance, transportation, and delivery costs. Rental from unrelated third parties shall be reimbursed at the aforementioned agreed-upon rate(s). In the case equipment is provided by CMAR rates shall be included in Attachment 25 - Equipment Rates.
- 5.8** Cost of the premiums for all insurance and surety bonds which the CMAR is required to procure (including, but not limited to, the payment and performance bond required by Section 255.05, Florida Statutes) or deems necessary, including major Subcontractors and equipment system suppliers, and as approved by the Owner, including any additional premium incurred because of any increase in the GMP.
- 5.9** Sales, use, gross receipts, or other taxes, tariffs, duties, or impositions or exactions related to the Work for which the CMAR is liable.
- 5.10** Permits, fees, licenses, tests, royalties, damages for infringement of patents or copyrights, including costs of defending related suits for which the CMAR is not responsible as set forth in Paragraphs 3.4.4 and 9.8 of the General Conditions, and deposits lost for causes other than the CMAR's negligence.
- 5.11** Losses, expenses, or damages to the extent not compensated by insurance or otherwise, and the cost of corrective work during the Construction Phase and for a period of 30 days following the Date of Substantial Completion, provided that

such losses, expenses, damages, or corrective work did not arise from the gross negligence or willful misconduct of the CMAR.

- 5.12** All costs associated with establishing, equipping, operating, maintaining, and demobilizing the field office.
- 5.13** All costs associated with demobilizing and remobilizing the field office and the CMAR's workforce, including Subcontractor workforces, because of a suspension of the Work by the Owner.
- 5.14** Reproduction costs, photographs, facsimile transmissions, long-distance telephone calls, data processing costs and services, postage, express delivery charges, data transmission, telephone (including cell phone) service, and computer-related costs at the Worksite to the extent such items are used and consumed in the performance of the Work or are not capable of use after completion of the Work.
- 5.15** All water, power, heating, fuel, chemicals for commissioning, and other utility costs necessary for the Work.
- 5.16** Cost of removal of all nonhazardous substances, debris, and waste materials.
- 5.17** Costs incurred due to an emergency affecting the safety of persons or property.
- 5.18** Costs related to the Work for safety, OSHA, EEO, and other regulatory reporting as well as Project time, personnel, and data records and reports. Payment of OSHA fines of the CMAR or its Subcontractors is not an allowable Cost of Work.
- 5.19** Additional costs resulting from laws, ordinances, rules, regulations, and taxes enacted after the date of the Contract Documents.
- 5.20** Self-insured retentions and deductibles resulting from any insured loss or casualty.
- 5.21** All costs directly incurred in the performance of the Work or in connection with the Project, and not included in the CMAR's fee as set forth in Article 4.
- 5.22** Any Contingencies identified and selected in Article 10 hereof, excluding, however, any Owner Contingency.
- 5.23** Allowances, when authorized, become a part of the Cost of the Work. Allowances are not included in the CMAR's Contingency. If an Allowance is projected to be exceeded, the Owner shall be required to fund the additional incremental cost and the Contract Price shall be adjusted accordingly. The initial list of Allowances is included as **Attachment 6** of this Phase II Construction Price Amendment.

ARTICLE 6 — Excluded Costs

The Cost of the Work, when determining the Phase II Construction Price based on a GMP, does not include:

- 6.1** Salaries and other compensation of CMAR's personnel stationed at CMAR's principal office or offices other than the Site office, except as specifically provided in Paragraph 5.3 and/or other costs and expenses that are not necessary to execute, or do not otherwise support, the Work.
- 6.2** Except only to the extent that the costs enumerated in this Paragraph 6.2 are covered by the Builder's Risk Policy of insurance required by the Contract Documents and the proceeds of such policy are actually paid to the Owner on account of such costs.
- 6.3** Costs incurred due to the gross negligence or willful misconduct by the CMAR, any Subcontractor, anyone directly or indirectly employed by them, or anyone for whom they are liable, or to the failure of the CMAR to fulfill a specific responsibility to the Owner set forth in the Contract Documents.
- 6.4** Legal, mediation, and arbitration fees and costs arising from disputes between the Owner and the CMAR.
- 6.5** Costs that would cause the Guaranteed Maximum Price to be exceeded.

ARTICLE 7 — Discounts

Check if applicable (only applies to GMP Contract pricing). All discounts for prompt payment shall accrue to the Owner to the extent such payments are made directly by the Owner.

ARTICLE 8 — Schedule of Values

The Phase II Construction Price shall be broken out on the Schedule of Values, to be attached to this Amendment as **Attachment 3**, and shall reflect all requirements of the Contract Documents.

ARTICLE 9 — Interest on Past Due Payments

Undisputed amounts unpaid more than 60 days after the invoice date shall bear interest at statutory interest rate in effect on the date hereof in the state in which the Project is located unless otherwise agreed to by the Owner and the CMAR pursuant to a written Change Order.

ARTICLE 10 — Contingency

The following Contingencies are hereby established by the Owner and the CMAR, shall be included in the Cost of the Work (where applicable), and shall be held, used, and disbursed in accordance with this Article 10 (**check applicable box[es]**):

10.1 A CMAR Contingency in the amount of **[\$NUMBER] [NUMBER% OF THE COST OF THE WORK]** for use by the CMAR for Rework or Work covered up prior to inspection. Such Contingency may be drawn upon by the CMAR at any time for any reason.

10.2 Separate Owner Contingency and CMAR Contingency. The amount of the CMAR Contingency and, where applicable, Owner Contingency, shall be as follows:

10.2.1 For Owner Contingency, the sum of 5% of the cost of work.

10.2.2 For CMAR Contingency, the sum of **[\$NUMBER] [NUMBER% OF THE COST OF THE WORK]** of the cost of work, which is available for the CMAR's exclusive use, including for unanticipated costs it has incurred that are not the basis for a Change Order.

10.2.3 The status of the CMAR Contingency and Owner Contingency shall be reported by the CMAR to the Owner at the following Schedule milestones: Monthly.

10.3 Unused CMAR Contingency on Work remaining at Final Completion of the Work shall be treated as follows: Returned to Owner.

10.4 As used in this Article 10, "Owner Contingency" means the dollar amounts set forth in the Preconstruction Phase and Construction Phase budgets for the Project and is outside of and not included in the Phase II Construction Price and used and controlled solely and exclusively by the Owner for the Owner's sole and exclusive use on the Project.

10.5 As used in this Article 10, the "CMAR Contingency" means the dollar amount set forth in Paragraph 10.1 or Paragraph 10.2.2 hereof for cost the CMAR incurs as a result of any unforeseen event or circumstance that are not the basis for a Change Order, and other costs and expenses not included in a Change Order but reimbursable as a Cost of the Work or Lump Sum Phase II Construction Price, as applicable. Adjustments to the amount of the CMAR Contingency and the milestones, if any, for release of unused CMAR Contingency, if any, are as set forth in Paragraph 10.5.1. In no event shall the CMAR Contingency be used for Owner-directed changes in the Scope of the Work or the design for the Project.

10.5.1 The CMAR shall track, report, and reconcile the CMAR Contingency and any savings (where applicable) to the Owner on each pay application. Where applicable, at each of the milestones described in Paragraph 10.2.3 above or as follows: Monthly, any savings realized by the CMAR in the Cost of the Work and other services provided by the CMAR hereunder for the period covered thereby

shall be added to the CMAR's Contingency and a report shall be prepared and provided by the CMAR to the Owner identifying the amount of savings and any additions or subtractions made to the CMAR's Contingency, in each case in accordance with this Amendment. Unless otherwise provided to the contrary herein, the CMAR Contingency does not include the CMAR's Fee (where applicable), which shall be added to the CMAR Contingency to reach the GMP. The CMAR Contingency will be allocated to specific line items in the Schedule of Values through the use of a Contingency Expenditure (each a "Contingency Expenditure") signed by the Owner and the CMAR, including a description of the items covered by the CMAR Contingency Expenditure. The allocation of the CMAR Contingency shall not increase the GMP or Lump Sum Phase II Construction Price, as applicable, and in no event shall the CMAR be entitled to any increase in the GMP or Lump Sum Phase II Construction Price, as applicable, for any phase or the Project as a whole beyond that established by this Amendment in any case or circumstance where the CMAR has exhausted the entire CMAR Contingency and has not previously obtained the Owner's prior written agreement to any such increase.

10.5.2 The Owner shall not unreasonably withhold approval of a Contingency Expenditure to use the CMAR Contingency so long as (a) the Contingency amount accessed does not cause the GMP or Lump Sum Phase II Construction Price, as applicable, to be exceeded, and (b) the CMAR uses the CMAR Contingency for items required for the Project that are recoverable as part of the Work under the Contract Documents, but do not justify an increase in the GMP or Lump Sum Phase II Construction Price, as applicable.

10.5.3 Any unused CMAR Contingency remaining at Substantial Completion of the Project shall be treated as follows: Returned to Owner.

ARTICLE 11 — Savings

Check if applicable. **Check if not applicable.** Where a GMP has been selected by the Parties in accordance with Paragraph 4.1.2 hereof, if the sum of the actual Cost of the Work and the CMAR'S Fee is less than the GMP, as such GMP may have been adjusted over the course of the Project, the net positive difference ("savings") shall be shared as follows: 25% to CMAR and 75% to the Owner. In such event, savings shall be calculated and paid as part of the Final Payment under Article 14 of this Amendment and Paragraph 8.9 of the General Conditions, with the understanding that to the extent the CMAR incurs costs after Final Completion that would have been payable to the CMAR as a Cost of the Work, the Parties shall recalculate the savings considering the costs so incurred, and the CMAR shall be paid by the Owner accordingly. Unless otherwise agreed to in writing by the Owner and the CMAR, unused CMAR Contingency remaining at Final Completion of the Work shall be disbursed in accordance with Paragraph 10.3 hereof.

ARTICLE 12 — Early Completion Bonus

Check if applicable. Check if not applicable. If the CMAR substantially completes the Work prior to the Substantial Completion Date in accordance with the terms and provisions of the Agreement and other Contract Documents, the CMAR shall be paid on the Final Completion Date an early completion bonus in the amount of \$[NUMBER] per day for each day the Project was completed prior to the Substantial Completion Date. Such bonus shall be subject to a maximum cap of \$[NUMBER].

ARTICLE 13 — Retainage

From each progress payment, the Owner may retain funds in accordance with this Article 13 of the amount otherwise due after deduction of any amounts as provided in Paragraph 8.3 of the General Conditions and in no event shall such percentage exceed any applicable statutory requirements. If the Owner chooses to use this retainage provision, then:

13.1 Retention in the amount of 5% (tied to state public contracting requirements) shall be withheld from each Progress Payment until the Work is 100% complete, except as noted below in Paragraph 13.2, and thereafter retainage shall be reduced to 2.5%. The CMAR Fee shall not be subject to any retention.

13.2 Retention for the Phase II Construction Price shall be released upon Substantial Completion of the Work, subject to the CMAR providing lien or bond releases and a consent of surety. The Owner, at its sole discretion, may elect to release retention for a Subcontractor prior to Substantial Completion if the Subcontractor has satisfactorily completed its Scope of Work and has provided final lien or bond releases for its Work.

ARTICLE 14— Final Payment

Final payment of the balance of the Phase II Construction Price (“Final Payment”) shall be made to the CMAR within 60 days after the CMAR has applied for Final Payment, including submissions required under Subparagraph 8.9.3 of the General Conditions. Release of remaining retention shall be made to the CMAR within forty-five (45) days after the Notice of Completion has been recorded by the Owner.

ARTICLE 15 — Fee for Termination for Convenience

Check applicable box.

15.1 A fixed termination fee in the amount of [NUMBER]% of the Phase II Construction Price.

15.2 A termination fee calculated as follows: [_____].

15.3 No termination fee shall be due or payable.

ARTICLE 16 — Dispute Resolution

The method of dispute resolution shall be as selected in the General Conditions.

ARTICLE 17 — Miscellaneous

Except as modified herein, the Agreement remains in full force and effect.

17.1 This Amendment may be executed in counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument. Facsimile or electronic signatures hereon shall be deemed originals for all purposes.

Executed as of the Effective Date.

OWNER

CMAR

By: _____
Name: _____
Title: _____
Dated: _____

By: _____
Name: _____
Title: _____
Dated: _____

Attachment 1—Scope of the Work

Attachment 2—Phase II Construction Price and Construction General Conditions Cost Summaries

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Attachment 19—SBE/MBE/WBE/DBE/LBE Requirements

Attachment 20—Federal, State, or Local Procurement Guidelines

Attachment 21—Davis-Bacon and Other Wage Requirements

Attachment 22—Insurance Certificates

Attachment 23—CMAR Schedule of Qualifications, Assumptions, Clarifications, and Exclusions

Attachment 24—Sales, Consumer, Use, and Similar Taxes for the Work Included in the Phase II Construction Price

Attachment 25—Equipment Rates

EXHIBIT “F”

FLORIDA PUBLIC ENTITY ADDENDUM

The City of Minneola, Florida (the “Owner”), is entering into, or has entered into, a contractual relationship with Vogel Bros Building Co. (“CMAR”) to provide services to the Owner. Because the Owner is a unit of local government operating in, and pursuant to the laws of, the State of Florida, the required provisions set forth in this addendum are incorporated into all contracts between the Owner and the CMAR and shall prevail over any conflicting provisions contained in such contracts.

I. PUBLIC RECORDS (§ 119.0701, F.S.)

In accordance with the provisions of Section 119.0701(2), Florida Statutes: IF THE CMAR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CMAR’S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CITY CLERK AT (352) 394-3598 X 111; PUBLICRECORDSREQUEST@MINNEOLA.US; CITY HALL, 800 NORTH U.S. HIGHWAY 27, MINNEOLA, FLORIDA 34715.

The CMAR must comply with public records laws, specifically to:

1. Keep and maintain public records required by the Owner to perform the service.
2. Upon request from the Owner’s custodian of public records, provide the Owner with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119. Florida Statutes, or as otherwise provided by law.
3. Ensure that the public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the term of the Agreement and following completion of the Agreement if the CMAR does not transfer the records to the Owner.
4. Upon completion of the Agreement, transfer, at no cost to the Owner, all public records in possession of the CMAR or keep and maintain public records required by the Owner to perform the service. If the CMAR transfers all public records to the Owner upon completion of the Agreement, the CMAR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CMAR keeps and maintains public records upon completion of the Agreement, the CMAR shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Owner, upon request from the Owner’s custodian of public records, in a format that is compatible with the information technology systems of the Owner. No public record created by or in the possession of the Owner or CMAR is exempt or confidential unless it is subject to a

specific provision of Florida statute conferring exempt or confidential status, and public records, other than exempt or confidential public records, will be provided by the Owner to any person upon request without notice to the CMAR.

II. PUBLIC ENTITY CRIMES BILL (§ 287.133, F.S.)

Section 287.133, Florida Statutes, provides that a person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contract, supplier, subcontractor or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

III. NO SOVEREIGN IMMUNITY WAIVER (§ 768.28, F.S.); APPLICABLE LAW

Nothing contained in the Contract Documents or any other contracts between the Owner and the CMAR, or in any instruments executed pursuant to the terms of such Contract Documents or contracts, shall be construed or interpreted as a waiver by the Owner of any right, privilege or immunity, whether in contract or tort, that the Owner may enjoy under the constitution and laws of the State of Florida, including the limitations of liability set forth in Section 768.28, Florida Statutes, as it now or may hereafter exist. Florida law shall be applied to the interpretation and enforcement of contracts between the Owner and the CMAR. Nothing in the contract between the Owner and the CMAR shall require the Owner to indemnify the CMAR for the CMAR's negligence. Any provision in the contract or contracts between the Owner and the CMAR whereby the Owner agrees to indemnify any person shall be limited to the amounts of the sovereign immunity waivers for tort claims set out at Section 768.28, Florida Statutes.

IV. FLORIDA LOCAL GOVERNMENT PROMPT PAYMENT ACT (§218.70, F.S.)

The Owner is a "local government entity" within the meaning of the Florida Local Government Prompt Payment Act, Section 218.70, et seq., Florida Statutes (the "Act"). This law requires the Owner to make timely payment for services and establishes procedures for calculation of payment due dates. The CMAR acknowledges that it has had the opportunity to review the Act and that its provisions supersede any inconsistent provisions of contracts between the Owner and the CMAR.

V. GOVERNMENT AND CORPORATE ACTIVISM (CHAPTER 2023-28)

The CMAR hereby acknowledges that a local government may not request documentation of or consider a vendor's social, political, or ideological interests when determining if the vendor is a responsible vendor, nor give preference to a vendor based on the vendor's social, political, or ideological interests. If the CMAR offers one or more investment products or services to the Owner and has discretionary investment authority for direct holdings, the CMAR acknowledges that any written communication it makes to a company in which such manager invests public funds on behalf of the Owner must contain the following disclaimer in a conspicuous location if such communication discusses social, political, or ideological interests; subordinates the interests of the company's shareholders to the interest of another entity; or advocates for the interest of an entity other than the company's shareholders: "The views and opinions expressed in this communication are those of the sender and do not reflect the views and opinions of the people of the State of Florida." The contract with the Owner may be unilaterally terminated at the option of the Owner if the CMAR does not include this disclaimer.

VI. CERTIFICATION AGAINST HUMAN TRAFFICKING (§ 787.06, F.S.)

The CMAR hereby certifies that it, and any subcontractors, are not participating in and have not participated in any form of human trafficking, as defined in Florida Statutes § 787.06. The CMAR further affirms that it will comply with all applicable laws regarding human trafficking during the term of this agreement. The CMAR understands that any violation of this certification may result in termination of the contract and/or legal action.

VII. NO SOLICITATION (§287.055, F.S.)

The CMAR warrants that he or she has not employed or retained any company or person, other than a bona fide employee working solely for the CMAR to solicit or secure this agreement and that he or she has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the CMAR any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this agreement. For the breach or violation of this provision, the Owner shall have the right to

terminate the agreement without liability and, at its discretion, to deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift, or consideration.

VIII. Contingent Fees Prohibited.

The CMAR warrants that he or she has not employed or retained any company or person, other than a bona fide employee working solely for the CMAR, to solicit or secure this Agreement and that he or she has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the CMAR any fee, commission, percentage, gift, or other consideration contingent upon or resulting from the award or making of this Agreement. In the event of a breach of this provision, the Owner shall have the right to terminate this Agreement without further liability and at its discretion, deduct from the contract price, or otherwise recover, the full amount of any such fee, commission, percentage, gift or consideration paid in breach of this Agreement.

IX. Illegal Alien Labor and Employment Eligibility.

The CMAR shall comply with all provisions of the Federal Immigration and Control Act of 1986 (8 U.S. Code § 1324 a) and any successor federal laws, as well as all provisions of Section 448.09, Florida Statutes, prohibiting the hiring and continued employment of aliens not authorized to work in the United States. CMAR shall not knowingly employ or contract with an illegal alien to perform work under this Agreement or enter into an Agreement with a subcontractor that fails to certify to the CMAR that the subcontractor is in compliance with the terms stated within. The CMAR nor any subcontractor employed by him shall not knowingly employ or contract with an illegal alien to perform work under this Agreement. CMAR agrees that it shall confirm the employment eligibility of all employees through participation in E-Verify or an employment eligibility program approved by the Social Security Administration and will require same requirement to confirm employment eligibility of all subcontractors. All cost incurred to initiate and sustain the aforementioned programs shall be the responsibility of the CMAR. Failure to meet this requirement may result in termination of the Agreement by the Owner.

The CMAR is obligated to comply with the provisions of Section 448.095, Fla. Stat., "Employment Eligibility." This includes but is not limited to utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien. Failure to comply will lead to termination of this Agreement, or if a subcontractor knowingly violates the statute, the subcontract must be terminated immediately. Any challenge to termination under this provision must be filed in the Circuit Court no later than TWENTY (20) calendar days after the date of termination. If this

contract is terminated for a violation of the statute by the CMAR, the CMAR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

Executed as of the Effective Date.

OWNER

CMAR

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Dated: _____

Dated: _____



AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 7.

Subject Title: Agreement - Splash Pad Access and Operations - Crooked Can

Objective:

Consider a Request to Approve an Agreement with Crooked Can Brewing Company, LLC and Minneola Land LLC for the Development, Public Access, and Operation of a Splash Pad Facility at 1600 Crooked Can Loop.

Summary:

This agreement is between the City of Minneola, Crooked Can Brewing Company (Operator), and Minneola Land LLC (Landowner) to develop, fund, and operate a public splash pad facility at 1600 Crooked Can Loop, Minneola, FL. The City will provide a financial contribution of \$500,000 to support the design, construction, and equipping of the splash pad, which will serve as a public recreational amenity for residents and visitors.

Key Terms and Benefits:

Public Access: The facility will be open to the general public on a nondiscriminatory basis for at least 350 days per year, seven days a week, from sunrise to sunset, subject to reasonable closures for maintenance, safety, or emergencies. **No Admission Fees:** No admission or user fees will be charged for general public access during required open periods, unless otherwise approved by the City. **Long-Term Public Benefit:** The City receives a 99-year non-exclusive public recreational access easement over the splash pad area, ensuring long-term community benefit. **Operator Responsibilities:** Crooked Can Brewing Company is solely responsible for all operational, maintenance, staffing, repair, and compliance obligations, including:

- Daily cleaning and sanitation
- Maintenance of water quality and equipment
- Compliance with all health, safety, and accessibility laws
- Posting and enforcing facility rules

City Oversight: The City retains rights to inspect the facility, review records, and enforce compliance but does not assume operational or maintenance responsibilities. **Insurance and Indemnification:** The Operator must maintain robust insurance coverage and

indemnify the City against claims related to facility operation, except for the City's sole negligence or willful misconduct.

Financial Safeguards:

The City's \$500,000 contribution is subject to strict reimbursement procedures, including documentation of costs, proof of completion, and compliance with all agreement terms. If the Operator defaults or fails to provide public access, the City may recapture a prorated portion of its contribution over a 10-year forgiveness schedule. The agreement does not create City ownership of the property or facility, nor does it pledge City tax revenues or create City debt.

Exhibits:

1. Exhibit A - Splash Pad Agreement_Minneola
2. Exhibit B - CROOKED CAN IWF SHTs 1-5 digital signed
3. Exhibit C - Sub Lease

Options:

1. Approve the request as presented.
2. Approve the request with modification.
3. Deny the request.

Fiscal Impact:

Not to Exceed \$500,000

P & Z Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends approval of the agreement with City Attorney and City Manager review.

SPLASH PAD PUBLIC ACCESS AND OPERATIONAL AGREEMENT

This Splash Pad Public Access and Operational Agreement (the "Agreement") is made and entered into effective as of the ____ day of _____, 2026 (the "Effective Date"), by and between the **CITY OF MINNEOLA, FLORIDA**, a Florida municipal corporation, whose address is 800 N. U.S. Highway 27, Minneola, Florida 34715 (the "City"), **CROOKED CAN BREWING COMPANY, LLC**, a Florida limited liability company, whose address is 426 W. Plant Street, Winter Garden, Florida 34787 ("Operator"), and **MINNEOLA LAND LLC**, a Florida limited liability company ("Landowner"). The City, Operator, and Landowner may be referred to individually as a "Party" and collectively as the "Parties."

RECITALS

WHEREAS, Landowner owns certain real property located at 1600 Crooked Can Loop, Minneola, Florida 34715, as more particularly described in Exhibit A attached hereto and incorporated herein (the "Property");

WHEREAS, Operator leases or otherwise possesses rights to use portions of the Property for operation of the Crooked Can development and the Facility;

WHEREAS, Landowner and Operator desire to permit the Facility to be operated as a public recreational amenity in accordance with this Agreement;

WHEREAS, Operator has constructed, is constructing, or will construct on the Property a recreational splash pad facility, together with related improvements, equipment, utilities, appurtenances, and surrounding areas (collectively, the "Facility");

WHEREAS, the City desires to promote recreation, public health, welfare, and community benefit by ensuring that the Facility is made available for meaningful public access as a recreational amenity serving residents, visitors, and the general public;

WHEREAS, In furtherance of a valid municipal public purpose, the City has agreed to provide a financial contribution in the amount of Five Hundred Thousand Dollars (\$500,000.00) (the "Public Contribution"), subject to the terms, conditions, reimbursement procedures, documentation requirements, verification rights, and recapture provisions set forth herein;

WHEREAS, Operator has agreed to operate, maintain, repair, and make the Facility available for public use in accordance with this Agreement, including minimum public access standards, maintenance obligations, insurance requirements, indemnification obligations, and compliance with applicable law;

WHEREAS, the Parties intend that the public access and operational obligations set forth herein be enforceable against Operator and, to the extent provided herein, Operator's

successors and assigns, and that this Agreement be recorded in the Public Records of Lake County, Florida as a covenant affecting the Property;

WHEREAS, the Parties acknowledge that the Public Recreational Access Easement granted herein constitutes a material portion of the public benefit supporting the City's Public Contribution and the public purpose served by this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

ARTICLE 1 DEFINITIONS; INTERPRETATION

1.1 Definitions.

"Applicable Laws" means all federal, state, county, and local laws, statutes, ordinances, codes, rules, regulations, orders, permits, and approvals applicable to the Property, the Facility, public access to the Facility, or the obligations under this Agreement, including, as applicable, Florida Department of Health rules governing public bathing places and recreational water facilities, the Florida Building Code, fire and life safety codes, accessibility laws, and City ordinances.

"Facility" means the splash pad facility located on the Property, including splash features, pumps, filters, chemical feeders, mechanical systems, water treatment systems, artificial turf, decking, fencing, lighting, utility connections, landscaped or surrounding areas reasonably related to splash pad use, and all related equipment and appurtenances.

"Public Access" means availability of the Facility for use by members of the general public on a nondiscriminatory basis, subject to reasonable safety rules, capacity limitations, weather conditions, temporary closures, and other requirements established in accordance with this Agreement.

"Public Contribution" means the City's contribution in the amount of Five Hundred Thousand Dollars (\$500,000.00), subject to the conditions of this Agreement.

"Term" means the ninety-nine (99) year period beginning on the Effective Date, unless this Agreement is earlier terminated or extended in writing by the Parties.

"Uncured Default" means a default that remains uncured after expiration of the applicable notice and cure period set forth in this Agreement.

1.2 Interpretation. The headings in this Agreement are for convenience only and do not affect interpretation. The term "including" means "including without limitation." References to laws include amendments and successor provisions. In the event of a conflict between this Agreement and an exhibit, the main body of this Agreement controls unless the exhibit expressly states otherwise and is approved in writing by the City.

ARTICLE 2
PUBLIC CONTRIBUTION AND REIMBURSEMENT PROCEDURES

2.1 Amount and Purpose of Public Contribution. Subject to the terms and conditions of this Agreement, the City shall provide the Public Contribution to Operator in an amount not to exceed Five Hundred Thousand Dollars (\$500,000.00). The Public Contribution shall be used solely for costs associated with the design, permitting, construction, installation, equipping, and completion of the Facility and related improvements serving the public recreational purpose described in this Agreement.

2.2 Conditions Precedent to Payment. The City shall have no obligation to disburse the Public Contribution unless and until the following conditions have been satisfied, or waived in writing by the City Manager:

- a. Operator has completed the Facility, or the applicable portion of work for which reimbursement is requested, in accordance with all Applicable Laws, permits, plans, inspections, and approvals;
- b. The Facility has passed final inspection by the City Building Official or other applicable reviewing authority, or the City has otherwise confirmed that the improvements for which payment is requested have been satisfactorily completed;
- c. Operator has provided invoices, contractor agreements, lien releases or partial releases, proof of payment, and other documentation reasonably requested by the City to confirm eligible costs;
- d. Operator has provided certificates of insurance and endorsements required by this Agreement;
- e. Operator is not in default under this Agreement; and
- f. This Agreement has been approved by the City Council and executed by the Parties.

2.3 Method of Payment. The City may disburse the Public Contribution in one or more progress reimbursements as work is completed and verified by the City, or as a final reimbursement upon completion of the Facility, as determined by the City Manager.

The City may inspect the Facility and verify completion of work prior to reimbursement.

The City may withhold payment for costs that are unsupported, incomplete, defective, unrelated to the Facility, inconsistent with the public purpose of this Agreement, or otherwise not reasonably acceptable to the City.

The City's review, inspection, or verification of work shall not constitute acceptance of construction means or methods, supervision of the work, or assumption of operational responsibility or liability by the City.

2.4 No Pledge of Ad Valorem Taxation; No City Debt. Nothing in this Agreement shall be construed as creating a general obligation or indebtedness of the City or as pledging the City's

ad valorem taxing power. The City's obligations are limited to funds lawfully appropriated and available for the purposes described herein.

2.5 No City Ownership of Private Property. Except for the public recreational access easement expressly granted in Article 3, the Public Contribution does not convey to the City any fee title, leasehold interest, ownership interest, or possessory interest in the Property or Facility.

ARTICLE 3
PUBLIC RECREATIONAL ACCESS EASEMENT; RETAINED OPERATIONAL CONTROL

3.1 Grant of Easement. Landowner, with the consent and joinder of Operator, hereby grants to the City a non-exclusive public recreational access easement over the portion of the Property containing the Facility, as depicted on Exhibit B, together with reasonable ingress and egress rights for public use of the Facility, for a term of ninety-nine (99) years from the Effective Date.

3.2 Purpose. The easement is granted solely for:

- a. public recreational access
- b. use of the Facility
- c. enforcement of the City's rights under this Agreement.

3.3 Retained Rights of Operator. Operator retains the right to:

- a. Operate the Facility
- b. Maintain and repair the Facility
- c. Control day-to-day operations of the Facility; provided such activities do not materially interfere with the public access rights granted herein.

Landowner retains all ownership rights in the Property not expressly limited by this Agreement.

3.4 No Operational Responsibility of City. The City shall have no obligation to:

- a. Operate the Facility
- b. Maintain or repair the Facility
- c. Supervise or staff the Facility
- d. Provide security, water treatment, inspections, or operational oversight except as expressly stated herein.

Operator shall remain solely responsible for all operational and maintenance obligations under this Agreement.

ARTICLE 4
PUBLIC ACCESS RIGHTS AND REQUIREMENTS

4.1 Public Recreational Amenity. Operator shall operate the Facility as a public recreational amenity and shall make the Facility available for Public Access in a fair, reasonable, and nondiscriminatory manner throughout the Term, subject to the terms of this Agreement.

4.2 Minimum Public Access Standard. Operator shall cause the Facility to be open and operational for public use no fewer than three hundred fifty (350) days per calendar year and no fewer than seven (7) days per week from sunrise to sunset subject to permitted closures under Section 4.4 and casualty or force majeure events under Article 11.

4.3 Nondiscrimination and Accessibility. Operator shall not deny access to or discriminate against any person on the basis of race, color, religion, sex, national origin, age, disability, familial status, marital status, or any other protected classification under Applicable Laws. Operator shall operate the Facility in compliance with applicable accessibility and civil rights laws.

4.4 Permitted Closures. Operator may temporarily close the Facility, or any portion thereof, for routine maintenance, emergency repairs, equipment failure, weather conditions, health or safety concerns, water quality issues, regulatory requirements, or other circumstances that reasonably require closure. Planned closures exceeding two (2) consecutive days, other than emergency closures, require prior written approval of the City Manager or designee, which approval shall not be unreasonably withheld. Operator shall promptly notify the City of any unplanned closure expected to exceed one (1) business day.

4.5 Rules; Capacity; Safety Limits. Operator may establish and enforce reasonable rules for use of the Facility, including capacity limits, conduct requirements, health and safety rules, age or supervision requirements, and temporary access restrictions, provided such rules are consistent with this Agreement, Applicable Laws, and the public access purpose of this Agreement. Operator shall post rules conspicuously at the Facility.

4.6 Fees and Revenue. Unless otherwise approved in writing by the City, Operator shall not charge admission or user fees for general public access to the Facility during the minimum public access periods required by this Agreement. Any special event, reservation, exclusive use, sponsorship, or revenue-generating activity involving the Facility that materially limits Public Access shall require prior written approval of the City Manager and shall not defeat the public purpose or minimum access obligations of this Agreement.

ARTICLE 5
OPERATION, MAINTENANCE, AND REPAIR

5.1 Operator's Operational Responsibility. Operator shall, at its sole cost and expense except as expressly provided otherwise in this Agreement, operate, manage, staff, maintain, repair, and secure the Facility in a safe, sanitary, clean, attractive, and fully operational condition throughout the Term.

5.2 Maintenance Scope. Operator's maintenance obligations include, without limitation, the following:

- a. Daily or routine cleaning and sanitation of splash pad surfaces, decks, turf, and high-touch areas;
- b. Operation, inspection, maintenance, repair, and replacement of splash features, pumps, filters, drains, chemical feeders, controllers, circulation systems, and related equipment;
- c. Maintenance of water treatment and water quality systems in compliance with Applicable Laws;
- d. Maintenance of artificial turf, landscaped areas, fencing, gates, lighting, signage, and surrounding areas associated with the Facility;
- e. Prompt removal of trash, junk, debris, and unsightly materials and placement of waste in appropriate containers;
- f. Routine inspection for hazards, damage, malfunction, vandalism, and unsafe conditions; and
- g. Timely repair or mitigation of conditions that could affect public health, safety, or access.

5.3 Standard of Maintenance. Operator shall maintain the Facility and surrounding area in a condition substantially equal to or better than the condition existing at final inspection by the City Building Official, ordinary wear and tear excepted. Operator shall not permit the Facility to deteriorate in a manner that materially impairs safety, sanitation, appearance, functionality, or Public Access.

5.4 Water Quality; Health Compliance. Operator shall comply with all water quality, sanitation, testing, reporting, and operational requirements imposed by the Florida Department of Health, any local health authority, and all other Regulatory Agencies having jurisdiction. Operator shall maintain water quality logs, chemical treatment logs, inspection reports, maintenance records, and incident records and shall make such records available to the City upon request.

5.5 Permits and Regulatory Approvals. Operator shall obtain, maintain, and comply with all permits, approvals, licenses, inspections, and certifications required to construct, operate, and maintain the Facility. Operator shall promptly provide the City with copies of any notice of violation, inspection deficiency, enforcement action, permit suspension, or other material regulatory communication relating to the Facility.

5.6 Hazardous Materials and Chemical Safety. Operator shall store, handle, use, and dispose of all chemicals, including chlorine and other water treatment chemicals, in compliance with manufacturer instructions, safety data sheets, OSHA requirements, fire code requirements, and all Applicable Laws. Chemicals shall be secured from public access and stored in properly labeled and appropriate areas. Operator shall maintain spill response procedures and shall promptly report to the City any spill, release, exposure, or hazardous condition that materially affects, or could materially affect, public health, safety, or the environment.

ARTICLE 6 INSURANCE; INDEMNIFICATION; RISK ALLOCATION

6.1 Required Insurance.

Throughout the Term, Operator shall procure and maintain, at its sole cost, insurance from insurers authorized to do business in Florida and reasonably acceptable to the City, including at minimum:

- a. Commercial General Liability insurance on an occurrence basis with limits not less than One Million Dollars (\$1,000,000.00) per occurrence and Two Million Dollars (\$2,000,000.00) general aggregate, including premises/operations, contractual liability, bodily injury, property damage, and coverage applicable to recreational water facility or splash pad operations, including bodily injury, illness, contamination, and waterborne exposure claims to the extent commercially available;
- b. Workers' Compensation insurance as required by Florida law, and Employer's Liability coverage with limits not less than Five Hundred Thousand Dollars (\$500,000.00);
- c. Automobile Liability insurance for owned, hired, and non-owned vehicles if vehicles are used in connection with the Facility;
- d. Property insurance for property, equipment, and improvements owned, operated, or maintained by Operator, as Operator deems appropriate; and
- e. Such additional insurance as the City may reasonably require based on the nature of Facility operations, special events, programming, or changed circumstances.

6.2 Additional Insured; Primary Coverage. The City, Landowner, and their respective officers, elected and appointed officials, employees, agents, and representatives shall be named as additional insureds on Operator's commercial general liability policy and any umbrella or excess policy, using endorsements acceptable to the City. Operator's insurance shall be primary and non-contributory with respect to any insurance or self-insurance maintained by the City.

6.3 Certificates and Endorsements. Prior to payment of the Public Contribution and thereafter upon renewal, Operator shall provide certificates of insurance and required endorsements evidencing compliance with this Agreement. Failure to maintain required insurance or to provide proof of insurance upon request constitutes a material default.

6.4 Indemnification by Operator. To the fullest extent permitted by law, Operator shall indemnify, defend, and hold harmless the City and its officers, officials, employees, agents, and representatives from and against any and all claims, demands, actions, damages, liabilities, losses, costs, and expenses, including reasonable attorneys' fees and costs, arising out of or relating to:

- a. The design, construction, operation, maintenance, repair, condition, use, or closure of the Facility;
- b. Any act or omission of Operator or Operator's officers, employees, contractors, subcontractors, invitees, agents, or representatives;
- c. Any bodily injury, death, illness, disease, property damage, or other loss occurring at or relating to the Facility, except to the extent caused by the City's sole negligence or willful misconduct;
- d. Any violation of Applicable Laws by Operator or Operator's contractors or agents;
- e. Any breach or default by Operator under this Agreement; and
- f. Any claim relating to water quality, contamination, bacterial exposure, chemical exposure, or waterborne illness arising from operation of the Facility.

6.5 Sovereign Immunity Preserved. Nothing in this Agreement shall be construed as a waiver of the City's sovereign immunity or the limitations of liability set forth in Section 768.28, Florida Statutes. Nothing herein shall extend the City's liability beyond the limits established by law or create liability for the City where none otherwise exists.

6.6 No City Operational Liability or Ownership Assumption. Operator acknowledges that the City does not own, operate, control, maintain, or supervise the Facility by virtue of this Agreement or the Public Contribution, except to the limited extent of the City's inspection, enforcement, and public oversight rights expressly provided herein. Operator remains solely responsible for day-to-day operation, maintenance, safety, and compliance of the Facility.

The Parties acknowledge that the City is not the operator, manager, possessor, occupier, or controller of the Facility for purposes of premises liability, public accommodation operations, health regulations, or recreational water facility operations. The City's inspection, oversight, approval, or enforcement rights under this Agreement are governmental and contractual in nature only and shall not create any duty of care owed by the City to Operator or third parties.

ARTICLE 7
PUBLIC CONTRIBUTION RECAPTURE; CONTINUING OBLIGATIONS

7.1 Recapture Events. A recapture event occurs if, during the Term, any of the following occur and remain uncured after applicable notice and cure periods:

- a. The Facility ceases operation for reasons other than permitted closures, casualty, force majeure, or City-approved closure;
- b. Operator materially reduces, restricts, or eliminates Public Access in violation of this Agreement;
- c. Operator sells, transfers, conveys, or assigns ownership or operational control of the Property or Facility without requiring the transferee to assume the obligations of this Agreement in a form reasonably acceptable to the City;
- d. Operator fails to maintain the Facility in a safe, sanitary, and operational condition sufficient to support the public purpose of this Agreement;
- e. Operator ceases to do business at the Property in a manner that results in closure or discontinuation of the Facility; or
- f. Operator otherwise materially defaults under this Agreement in a manner that substantially defeats the public purpose of the Public Contribution.

7.2 Prorated Repayment. Upon a recapture event, the City may require Operator to repay the unforgiven portion of the Public Contribution actually disbursed by the City. The Public Contribution shall be forgiven on a straight-line basis over ten (10) years from the Effective Date, with one-tenth (1/10) forgiven for each full year of material compliance. The repayment amount shall equal the unforgiven portion of the Public Contribution actually disbursed by the City at the time of the recapture event.

7.3 Repayment Due Date. Any amount due under this Article shall be paid to the City within thirty (30) days after written demand unless the Parties agree in writing to an alternative payment schedule. The City may pursue all remedies available at law or in equity to collect unpaid amounts.

7.4 No Limitation on Other Remedies. The recapture remedy is cumulative and does not limit the City's right to seek injunctive relief, specific performance, damages, or any other remedy available under this Agreement or Applicable Laws.

ARTICLE 8
DEFAULT; ENFORCEMENT; REMEDIES

8.1 Operator Default. Operator shall be in default if Operator fails to perform any material obligation under this Agreement, including failure to provide Public Access, failure to maintain or operate the Facility as required, failure to maintain insurance, failure to comply with Applicable Laws, failure to provide required documentation, or failure to repay amounts due under Article 7.

8.2 Notice and Cure. Except in cases involving imminent threats to public health, safety, or welfare, the City shall provide written notice of default and Operator shall have thirty (30) days to cure. If the default cannot reasonably be cured within thirty (30) days, Operator shall not be deemed in default if Operator commences cure within such period and diligently pursues completion, provided public health, safety, and Public Access are not materially compromised. Defaults involving failure to maintain insurance, unsafe conditions, or regulatory violations may require shorter cure periods as reasonably determined by the City.

8.3 City Remedies. Upon an uncured default, the City may exercise any one or more of the following remedies:

- a. Require repayment of the unforgiven portion of the Public Contribution;
- b. Seek injunctive relief or specific performance to enforce Public Access, maintenance, insurance, reporting, or covenant obligations;
- c. Suspend further payment obligations, if any;
- d. Record a notice of default in the Public Records of Lake County, Florida; and
- e. Exercise any other remedy available at law or in equity.

8.4 Emergency Authority. If the City reasonably determines that the condition or operation of the Facility presents an imminent threat to public health, safety, or welfare, the City may direct Operator to immediately close the Facility or take corrective action. Operator shall comply promptly with such direction. The City's exercise of emergency authority does not create operational responsibility for the City.

ARTICLE 9
TERM; RECORDING; COVENANT RUNNING WITH THE LAND

9.1 Term. This Agreement shall commence on the Effective Date and remain in effect for ninety-nine (99) years, unless earlier terminated in accordance with this Agreement or extended by written agreement of the Parties.

9.2 Recording. This Agreement, or a memorandum of this Agreement in a form approved by the City Attorney, shall be recorded in the Public Records of Lake County, Florida at Operator's expense, unless the City elects to pay recording costs.

9.3 Covenant Running with the Land. The obligations relating to Public Access, operation, maintenance, recapture, insurance, indemnification, and compliance are intended to touch and concern the Property and shall constitute covenants running with the land to the fullest extent permitted by law. This Agreement shall bind Landowner, Operator, and their respective successors and assigns, including any future owner, tenant, operator, or party acquiring an interest in the Property or Facility, provided that personal liability for obligations arising before transfer shall remain with the transferring Operator unless released in writing by the City.

9.4 Transfer; Assumption. Operator or Landowner shall not transfer the Property or Facility, or any interest materially affecting the Facility, unless the transferee assumes the obligations of this Agreement in writing in a form reasonably acceptable to the City. Any transfer without such assumption shall constitute a material default.

9.5 Release upon Expiration. Upon expiration of the Term and satisfaction of all obligations then due, the City shall, upon request, execute a recordable release or termination of the recorded covenant, in a form approved by the City Attorney.

ARTICLE 10 REPORTING; INSPECTION; RECORDS

10.1 Documentation of Costs. Operator shall provide the City all invoices, proof of payment, contractor agreements, and related documentation reasonably requested by the City regarding the design, construction, installation, and equipping of the Facility and the use of the Public Contribution.

10.2 Operational Records. Operator shall maintain complete and accurate records relating to Facility operations, maintenance, water quality testing, inspections, closures, incidents, repairs, insurance claims, injuries, regulatory compliance, and any other records reasonably related to the operation or maintenance of the Facility.

Such records shall be retained for not less than seven (7) years after creation, or for such longer period as may be required by applicable law, public records retention schedules, audit requirements, litigation holds, insurance requirements, or written request of the City.

10.3 City Inspection Rights. The City may inspect the Facility and review related records upon reasonable notice during normal business hours, and without advance notice in the event of emergency, suspected unsafe condition, or regulatory concern. City inspections are for municipal oversight and enforcement only and shall not relieve Operator of any obligation or liability under this Agreement.

10.4 Annual Certification. Upon request by the City, Operator shall provide an annual written certification confirming that the Facility remains operational, insurance is in effect, permits are current, required Public Access has been provided, and Operator is in material compliance with this Agreement.

ARTICLE 11 CASUALTY; FORCE MAJEURE

11.1 Casualty. If the Facility is damaged or destroyed by fire, hurricane, flood, vandalism, casualty, or other event, Operator shall promptly notify the City and use commercially reasonable efforts to repair and restore the Facility, subject to insurance proceeds, permitting, and practical feasibility. A closure caused by casualty shall not constitute a default if Operator diligently pursues restoration and keeps the City reasonably informed.

11.2 Force Majeure. Neither Party shall be liable for delay or failure to perform to the extent caused by acts of God, hurricanes, floods, fires, epidemics, war, terrorism, civil unrest, labor disputes not limited to the affected Party's workforce, governmental orders, supply shortages, or other events beyond the reasonable control of the affected Party. Financial inability alone shall not constitute force majeure.

11.3 Extended Closure. If the Facility remains closed for more than one hundred eighty (180) consecutive days due to casualty or force majeure, the Parties shall confer in good faith regarding restoration, modification, repayment, or termination, taking into account the remaining Term, available insurance proceeds, public purpose, and the extent to which Operator has performed its obligations.

ARTICLE 12 GENERAL PROVISIONS

12.1 Independent Status. Operator is an independent entity and is not an agent, employee, representative, partner, or joint venture of the City. Operator has no authority to bind the City or incur obligations on behalf of the City.

12.2 Assignment. Except for transfers governed by Article 9, Operator or Landowner shall not assign this Agreement or delegate its obligations without prior written consent of the City, which may be withheld in the City's reasonable discretion. Any approved assignee shall assume all obligations under this Agreement.

12.3 Notices. All notices under this Agreement shall be in writing and delivered by hand delivery, certified mail, nationally recognized overnight courier, or email with confirmation of receipt to the addresses stated in the introductory paragraph, or to such other address as a Party may designate in writing.

12.4 Governing Law; Venue. This Agreement shall be governed by the laws of the State of Florida. Venue for any action arising out of this Agreement shall lie in the state courts located in Lake County, Florida, unless exclusive federal jurisdiction applies.

12.5 Attorneys' Fees. In any action to enforce this Agreement, the prevailing Party shall be entitled to recover reasonable attorneys' fees and costs, including appellate fees and costs, to the extent permitted by law and subject to Section 768.28, Florida Statutes.

12.6 Amendment. This Agreement may be amended only by a written instrument executed by the Parties with the same formality as this Agreement.

12.7 Severability. If any provision of this Agreement is held invalid or unenforceable, the remaining provisions shall remain in full force and effect to the maximum extent permitted by law.

12.8 No Waiver. No waiver shall be effective unless in writing. A waiver of one breach shall not constitute a waiver of any other or subsequent breach.

12.9 Entire Agreement. This Agreement, including all exhibits, constitutes the entire agreement between the Parties regarding the Facility and supersedes all prior negotiations, understandings, or agreements on the same subject matter.

12.10 Counterparts; Electronic Signatures. This Agreement may be executed in counterparts, each of which is deemed an original. Signatures transmitted electronically or by PDF shall be deemed originals for all purposes.

12.11 Authority. Each person signing this Agreement represents that he or she has authority to bind the Party on whose behalf the signature is made.

12.12 Limited Obligations of Landowner. Except for obligations expressly assumed herein relating to the easement, covenant, ownership of the Property, and transfer restrictions, Landowner shall have no obligation relating to operation, maintenance, staffing, management, supervision, repair, water quality compliance, insurance procurement, or day-to-day activities relating to the Facility unless expressly assumed in writing.

12.13 No Landlord-Tenant Relationship. This Agreement grants a limited public recreational access easement only and does not create a landlord-tenant relationship, leasehold estate, possessory tenancy, or exclusive right of possession in favor of the City.

ARTICLE 13 CITY OF MINNEOLA PUBLIC ENTITY ADDENDUM

The provisions of this Article are incorporated into this Agreement and shall control in the event of a conflict with any other provision.

13.1 Public Records Compliance. Operator shall comply with all applicable provisions of Chapter 119, Florida Statutes, including Section 119.0701, Florida Statutes. Operator shall:

- a. Keep and maintain public records required by the City to perform the services or obligations under this Agreement;
- b. Upon request from the City's custodian of public records, provide the City with a copy of requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes;
- c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law;
- d. Meet all requirements for retaining public records and, upon termination of this Agreement, transfer to the City at no cost all public records in Operator's possession or keep and maintain public records required by the City to perform the obligations under this Agreement; and
- e. If Operator transfers public records to the City upon termination, destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If Operator keeps and maintains public records upon termination, Operator shall meet all applicable requirements for retaining public records.

All records stored electronically must be provided to the City, upon request, in a format compatible with the City's information technology systems.

IF OPERATOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO OPERATOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CITY CLERK, CUSTODIAN OF PUBLIC RECORDS, AT:

City of Minneola
800 N. U.S. Highway 27
Minneola, Florida 34715
Phone: (352) 394-3598

13.2 E-Verify. Operator shall comply with Section 448.095, Florida Statutes. Operator shall register with and use the United States Department of Homeland Security's E-Verify system to verify the work authorization status of all newly hired employees. Operator shall require any subcontractor performing work under this Agreement to provide an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien. Failure to comply with this section constitutes grounds for termination as provided by law.

13.3 Public Entity Crimes. Operator certifies that it is not on the convicted vendor list for a public entity crime and is not prohibited from submitting a bid, proposal, or reply on a contract with a public entity or from transacting business with a public entity pursuant to Section 287.133, Florida Statutes.

13.4 Scrutinized Companies. Operator and Landowner certify, to the extent applicable, that it is not on the Scrutinized Companies that Boycott Israel List, the Scrutinized Companies with Activities in Sudan List, or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, and that it is not engaged in a boycott of Israel, as provided in Section 287.135, Florida Statutes. Parties shall notify the City if this certification becomes inaccurate during the Term. Violation of this provision may result in termination as authorized by law.

13.5 Sovereign Immunity. Nothing in this Agreement shall be deemed a waiver of the City's sovereign immunity or the limitations of liability set forth in Section 768.28, Florida Statutes. No provision of this Agreement shall be construed to extend the City's liability beyond the limits established by law.

13.6 No Third-Party Beneficiaries. This Agreement is solely for the benefit of the Parties and does not create rights in favor of any third party, except as otherwise expressly required by law.

13.7 Nondiscrimination. Operator shall not discriminate against any employee, applicant, patron, or member of the public on the basis of race, color, religion, sex, national origin, age, disability, familial status, marital status, or any other protected classification under Applicable Laws.

13.8 Compliance with Laws. Operator shall comply with all applicable federal, state, county, and municipal laws, ordinances, rules, regulations, permits, and orders in performing its obligations under this Agreement.

13.9 Audit and Records. Operator shall maintain books, records, documents, and other evidence directly related to performance under this Agreement and shall make such records available for inspection, audit, and copying by the City or its authorized representatives upon reasonable notice, subject to Applicable Laws.

13.10 Conflict of Interest. Operator represents that it has no conflict of interest that would impair its ability to perform under this Agreement and shall disclose to the City any potential conflict of interest that arises during the Term.

13.11 Human Trafficking Affidavit. If required by Section 787.06, Florida Statutes, or any successor law, Operator shall provide an affidavit, under penalty of perjury, attesting that Operator does not use coercion for labor or services as defined in such statute.

IN WITNESS WHEREOF, the Parties have executed this Splash Pad Public Access and Operational Agreement as of the Effective Date.

CITY OF MINNEOLA, FLORIDA, a Florida
municipal corporation

By: _____

ATTEST:

Kristine Thompson, City Clerk

APPROVED AS TO FORM AND LEGALITY:

Scott A. Gerken, City Attorney

CROOKED CAN BREWING COMPANY,
LLC,
a Florida limited liability company

By: _____

Name: _____

Title: Manager

Witness 1: _____

Print Name: _____

Witness 2: _____

Print Name: _____

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of physical presence or online notarization this ____ day of _____, 2026, by _____, as Manager of CROOKED CAN BREWING COMPANY, LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced _____ as identification.

Notary Public, State of Florida

MINNEOLA LAND LLC, a Florida limited liability company

Minneola Land LLC joins in this Agreement solely for purposes of: (a) consenting to and granting the Public Recreational Access Easement; (b) acknowledging the covenants running with the land; (c) agreeing that its interest in the Property shall remain subject to this Agreement; and (d) agreeing to the obligations expressly applicable to Landowner herein.

By: _____
Kevin Skorman, Manager

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of physical presence or online notarization this ____ day of _____, 2026, by Kevin Skorman, as Manager of MINNEOLA LAND LLC, a Florida limited liability company, on behalf of the company. He is personally known to me or has produced _____ as identification.

Notary Public, State of Florida

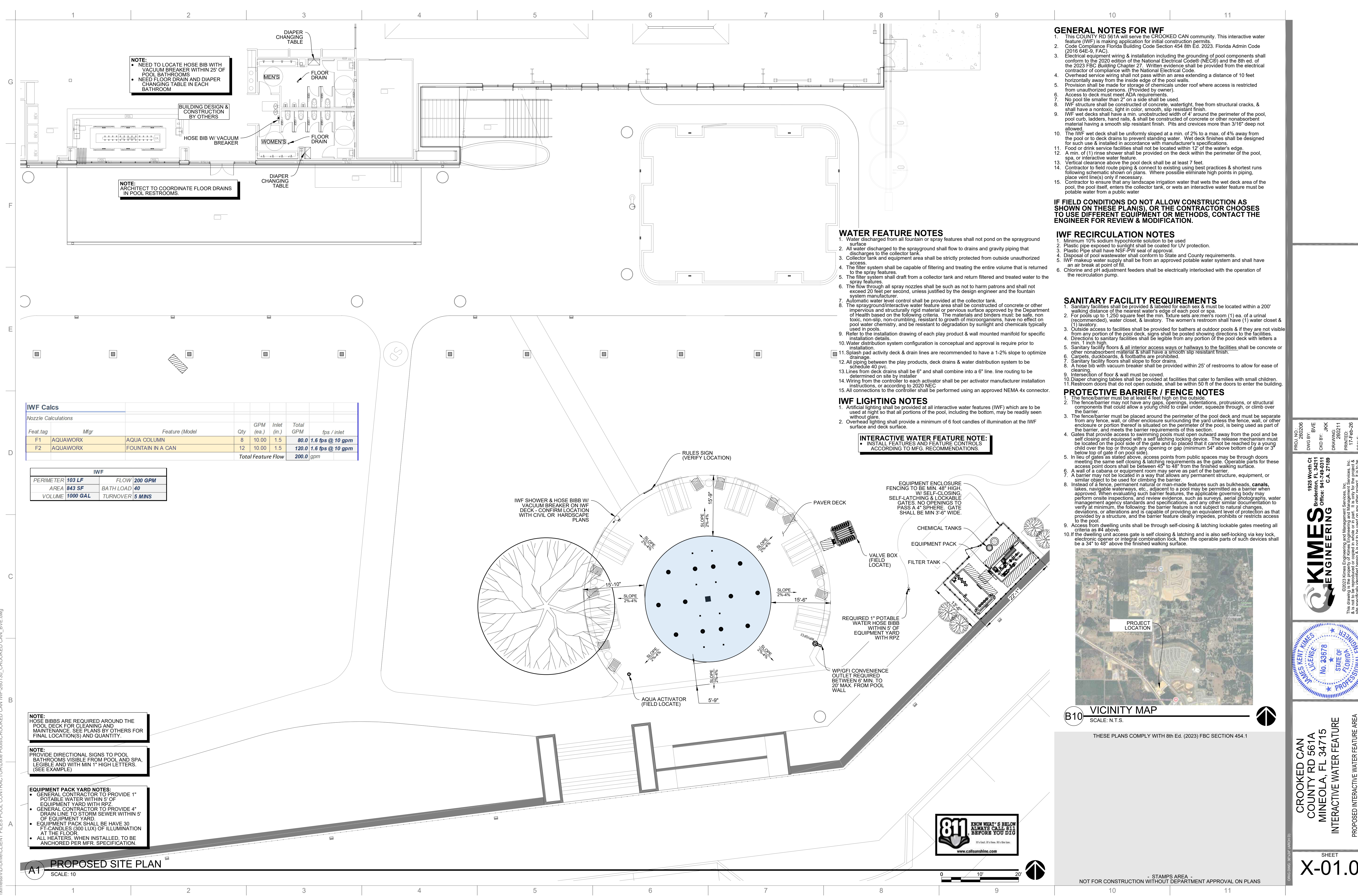
EXHIBIT A
PROPERTY DESCRIPTION

Address: 1600 Crooked Can Loop, Minneola, Florida 34715.

The following legal description may be revised or replaced prior to execution based on title or survey confirmation:

FROM AT THE NORTHWEST CORNER OF SECTION 4 TOWNSHIP 22 SOUTH RANGE 26 EAST RUN 89-27-26 EAST ALONG THE NORTH LINE 339.11 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF NORTH HANCOCK ROAD RUN SOUTH 42-32-53 EAST ALONG SAID RIGHT OF WAY LINE 448.93 FEET FOR POINT OF BEGINNING, THENCE RUN SOUTH 51-44-06 WEST 1082.30 FEET TO A POINT LYING ON THE EASTERLY LIMITED ACCESS RIGHT OF WAY LINE OF STATE ROAD NO. 91, SUNSHINE STATE PARKWAY AND POINT A, RETURN TO POINT OF BEGINNING, RUN SOUTH 42-32-53 EAST ALONG SAID WESTERLY RIGHT OF WAY LINE 386.73 FEET, SOUTH 51-14-51 WEST 1131.02 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF SUNSHINE STATE PARKWAY, THENCE NORTHWESTERLY ALONG SAID EASTERLY RIGHT OF WAY LINE TO THE POINT A, LAND BEING IN PART OF SECTIONS 4 AND 5 TOWNSHIP 22 SOUTH RANGE 26 EAST ORB 5833 PG 893.

EXHIBIT B



NOTE:
 • NEED TO LOCATE HOSE BIB WITH VACUUM BREAKER WITHIN 25' OF POOL BATHROOMS
 • NEED FLOOR DRAIN AND DIAPER CHANGING TABLE IN EACH BATHROOM

NOTE:
 ARCHITECT TO COORDINATE FLOOR DRAINS IN POOL RESTROOMS

WATER FEATURE NOTES

- Water discharged from all fountain or spray features shall not pond on the sprayground surface
- All water discharged to the sprayground shall flow to drains and gravity piping that discharges to the collector tank.
- Collector tank and equipment area shall be strictly protected from outside unauthorized access.
- The filter system shall be capable of filtering and treating the entire volume that is returned to the spray features.
- The flow through all spray nozzles shall be such as not to harm patrons and shall not exceed 20 feet per second, unless justified by the design engineer and the fountain system manufacturer.
- Automatic water level control shall be provided at the collector tank.
- The sprayground/interactive water feature area shall be constructed of concrete or other impervious and structurally rigid material or pervious surface approved by the Department of Health based on the following criteria. The materials and binders must be safe, non-toxic, non-slip, non-crumbing, resistant to growth of microorganisms, have no effect on pool water chemistry, and be resistant to degradation by sunlight and chemicals typically used in pools.
- Refer to the installation drawing of each play product & wall mounted manifold for specific installation details.
- Water distribution system configuration is conceptual and approval is required prior to installation.
- Splash pad activity deck & drain lines are recommended to have a 1-2% slope to optimize drainage.
- All piping between the play products, deck drains & water distribution system to be schedule 40 pvc.
- Lines from deck drains shall be 6" and shall combine into a 6" line. Line routing to be determined on site by installer.
- Wiring from the controller to each activator shall be per activator manufacturer installation instructions, or according to 2020 NEC.
- All connections to the controller shall be performed using an approved NEMA 4x connector.

IWF LIGHTING NOTES

- Artificial lighting shall be provided at all interactive water features (IWF) which are to be used at night so that all portions of the pool, including the bottom, may be readily seen without glare.
- Overhead lighting shall provide a minimum of 6 foot candles of illumination at the IWF surface and deck surface.

INTERACTIVE WATER FEATURE NOTE:
 • INSTALL FEATURES AND FEATURE CONTROLS ACCORDING TO MFG. RECOMMENDATIONS.

IWF Calcs

Feat.Tag	Mfgr	Feature (Model)	Qty	GPM (ea.)	Inlet (m.)	Total GPM	fps / inlet
F1	AQUAWORX	AQUA COLUMN	8	10.00	1.5	80.0	1.6 fps @ 10 gpm
F2	AQUAWORX	FOUNTAIN IN A CAN	12	10.00	1.5	120.0	1.6 fps @ 10 gpm
Total Feature Flow						200.0	gpm

IWF

PERIMETER	103 LF	FLOW	200 GPM
AREA	843 SF	BATH LOAD	40
VOLUME	1000 GAL	TURNOVER	5 MINS

NOTE:
 HOSE BIBS ARE REQUIRED AROUND THE POOL DECK FOR CLEANING AND MAINTENANCE. SEE PLANS BY OTHERS FOR FINAL LOCATION(S) AND QUANTITY.

NOTE:
 PROVIDE DIRECTIONAL SIGNS TO POOL BATHROOMS VISIBLE FROM POOL AND SPA. LEGIBLE AND WITH MIN 1" HIGH LETTERS. (SEE EXAMPLE)

EQUIPMENT PACK YARD NOTES:
 • GENERAL CONTRACTOR TO PROVIDE 1" POTABLE WATER WITHIN 5' OF EQUIPMENT YARD WITH RPZ
 • GENERAL CONTRACTOR TO PROVIDE 4" DRAIN LINE TO STORM SEWER WITHIN 5' OF EQUIPMENT YARD.
 • EQUIPMENT PACK SHALL BE HAVE 30 FT-CANDLES (300 LUX) OF ILLUMINATION AT THE FLOOR.
 • ALL HEATERS, WHEN INSTALLED, TO BE ANCHORED PER MFR. SPECIFICATION.

GENERAL NOTES FOR IWF

- This COUNTY RD 561A will serve the CROOKED CAN community. This interactive water feature (IWF) is making application for initial construction permits.
- Code Compliance Florida Building Code Section 454 8th Ed. 2023, Florida Admin Code (2016 64E-9, FAC).
- Electrical equipment wiring & installation including the grounding of pool components shall conform to the 2020 edition of the National Electrical Code® (NEC®) and the 8th ed. of the 2023 FBC Building Chapter 27. Written evidence shall be provided from the electrical contractor of compliance with the National Electrical Code.
- Overhead service wiring shall not pass within an area extending a distance of 10 feet horizontally away from the inside edge of the pool walls.
- Provision shall be made for storage of chemicals under roof where access is restricted from unauthorized persons. (Provided by owner).
- Access to deck must meet ADA requirements.
- No pool tile smaller than 2" on a side shall be used.
- IWF structure shall be constructed of concrete, watertight, free from structural cracks, & shall have a nontoxic, light in color, smooth, slip resistant finish.
- IWF wet decks shall have a min. unobstructed width of 4' around the perimeter of the pool, pool curb, ladders, hand rails, & shall be constructed of concrete or other nonabsorbent material having a smooth slip resistant finish. Pits and crevices more than 3/16" deep not allowed.
- The IWF wet deck shall be uniformly sloped at a min. of 2% to a max. of 4% away from the pool or to deck drains to prevent standing water. Wet deck finishes shall be designed for such use & installed in accordance with manufacturer's specifications.
- Food or drink service facilities shall not be located within 12' of the water's edge.
- A min. of (1) rinse shower shall be provided on the deck within the perimeter of the pool, spa, or interactive water feature.
- Vertical clearance above the pool deck shall be at least 7 feet.
- Contractor to field route piping & connect to existing using best practices & shortest runs following schematic shown on plans. Where possible eliminate high points in piping.
- Contractor to ensure that any landscape irrigation water that wets the wet deck area of the pool, the pool itself, enters the collector tank, or wets an interactive water feature must be potable water from a public water.

IF FIELD CONDITIONS DO NOT ALLOW CONSTRUCTION AS SHOWN ON THESE PLAN(S) OR THE CONTRACTOR CHOOSES TO USE DIFFERENT EQUIPMENT OR METHODS, CONTACT THE ENGINEER FOR REVIEW & MODIFICATION.

IWF RECIRCULATION NOTES

- Minimum 10% sodium hypochlorite solution to be used
- Plastic pipe exposed to sunlight shall be coated for UV protection.
- Plastic Pipe shall have NSF-PW seal of approval.
- Disposal of pool wastewater shall conform to State and County requirements.
- IWF makeup water supply shall be from an approved potable water system and shall have an air break at point of fill.
- Chlorine and pH adjustment feeders shall be electrically interlocked with the operation of the recirculation pump.

SANITARY FACILITY REQUIREMENTS

- Sanitary facilities shall be provided & labeled for each sex & must be located within a 200' walking distance of the nearest water's edge of each pool or spa.
- For pools up to 1,250 square feet the min. fixture sets are men's room (1) ea. of a urinal (recommended), water closet, & lavatory. The women's restroom shall have (1) water closet & (1) lavatory.
- Outside access to facilities shall be provided for bathers at outdoor pools & if they are not visible from any portion of the pool deck, signs shall be posted showing directions to the facilities, a min. 1 inch high.
- Directions to sanitary facilities shall be legible from any portion of the pool deck with letters a min. 1 inch high.
- Sanitary facility floors & all interior access ways or hallways to the facilities shall be concrete or other nonabsorbent material & shall have a smooth slip resistant finish.
- Carpets, duckboards, & footbaths are prohibited.
- Sanitary facility floors shall slope to floor drains.
- A hose bib with vacuum breaker shall be provided within 25' of restrooms to allow for ease of cleaning.
- Intersection of floor & wall must be covered.
- Diaper changing tables shall be provided at facilities that cater to families with small children.
- Restroom doors that do not open outside, shall be within 50 ft of the doors to enter the building.

PROTECTIVE BARRIER / FENCE NOTES

- The fence/barrier must be at least 4 feet high on the outside.
- The fence/barrier must not have any gaps, openings, indentations, protrusions, or structural components that could allow a young child to crawl under, squeeze through, or climb over the barrier.
- The fence/barrier must be placed around the perimeter of the pool deck and must be separate from any fence, wall, or other enclosure surrounding the yard unless the fence, wall, or other enclosure or portion thereof is situated on the perimeter of the pool, is being used as part of the barrier, and meets the barrier requirements of this section.
- Gates that provide access to swimming pools must open outward away from the pool and be self-closing and equipped with a self-latching locking device. The release mechanism must be located on the pool side of the gate and so placed that it cannot be reached by a young child over the top or through any opening or gap (minimum 54" above bottom of gate or 3' below top of gate if on pool side).
- In lieu of gates as stated above, access points from public spaces may be through doors meeting the same self-closing & latching requirements as the gate. Operable parts of these access point doors shall be between 48" to 48" from the finished walking surface.
- A wall of a cabana or equipment room may serve as part of the barrier.
- A barrier may not be located in a way that allows any permanent structure, equipment, or similar object to be used for climbing the barrier.
- Instead of a fence, permanent natural or man-made features such as bulkheads, canals, lakes, navigable waterways, etc., adjacent to a pool may be permitted as a barrier when approved. When evaluating such barrier features, the applicable governing body may perform onsite inspections, and review evidence, such as surveys, aerial photographs, water management agency standards and specifications, and any other similar documentation to verify at minimum, the following: the barrier feature is not subject to natural changes, deviations, or alterations and is capable of providing an equivalent level of protection as that provided by a structure, and the barrier feature clearly impedes, prohibits or restricts access to the pool.
- Access from dwelling units shall be through self-closing & latching lockable gates meeting all criteria as #4 above.
- If the dwelling unit access gate is self-closing & latching and is also self-locking via key lock, electronic opener or integral combination lock, then the operable parts of such devices shall be a 34" to 48" above the finished walking surface.



VICINITY MAP
 SCALE: N.T.S.

THESE PLANS COMPLY WITH 8th Ed. (2023) FBC SECTION 454.1

STAMPS AREA - NOT FOR CONSTRUCTION WITHOUT DEPARTMENT APPROVAL ON PLANS



PROPOSED SITE PLAN
 SCALE: 10'

PROJ. NO.: 260206
 DWG BY: BVE
 CDD BY: JJK
 DRAWING: 260211
 PRINTED: 17-FEB-26
 AS NOTED

1925 Worth Ct
 Bradenton, FL 34211
 Office: 941-749-3311
 CA: 2788

KIMES ENGINEERING

2024 State Professional Engineer Seal: No. 83878
 This drawing is the property of Kimes Engineering and Management Services, Inc. & is not to be reproduced or copied in whole or in part. It is only for the project & no other project. It is to be returned upon request.

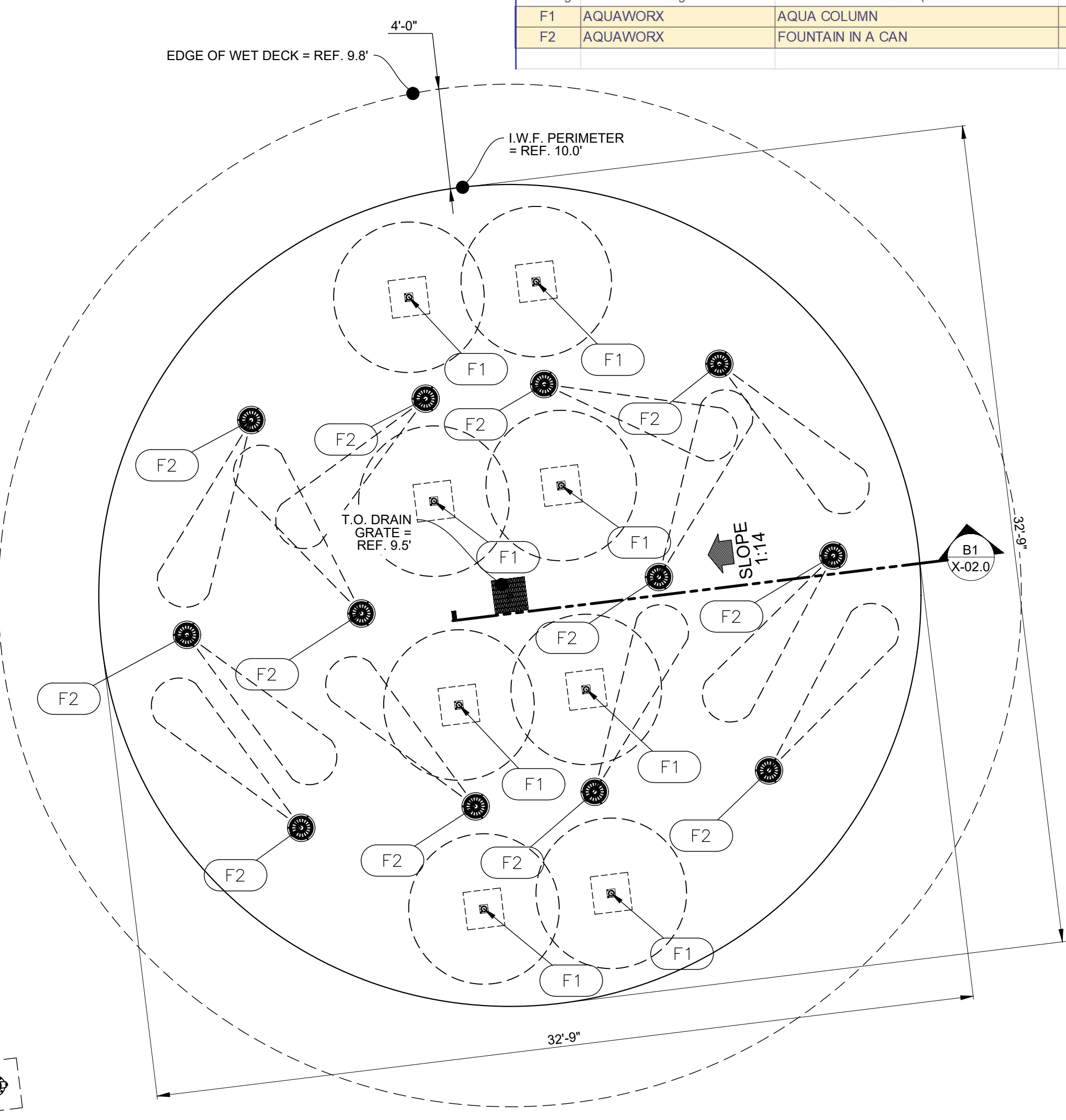
JAMES KEITH KIMES
 LICENSE
 No. 83878
 STATE OF FLORIDA
 PROFESSIONAL ENGINEER

CROOKED CAN
 COUNTY RD 561A
 MINEOLA, FL 34715
 INTERACTIVE WATER FEATURE
 PROPOSED INTERACTIVE WATER FEATURE AREA
 GENERAL NOTES

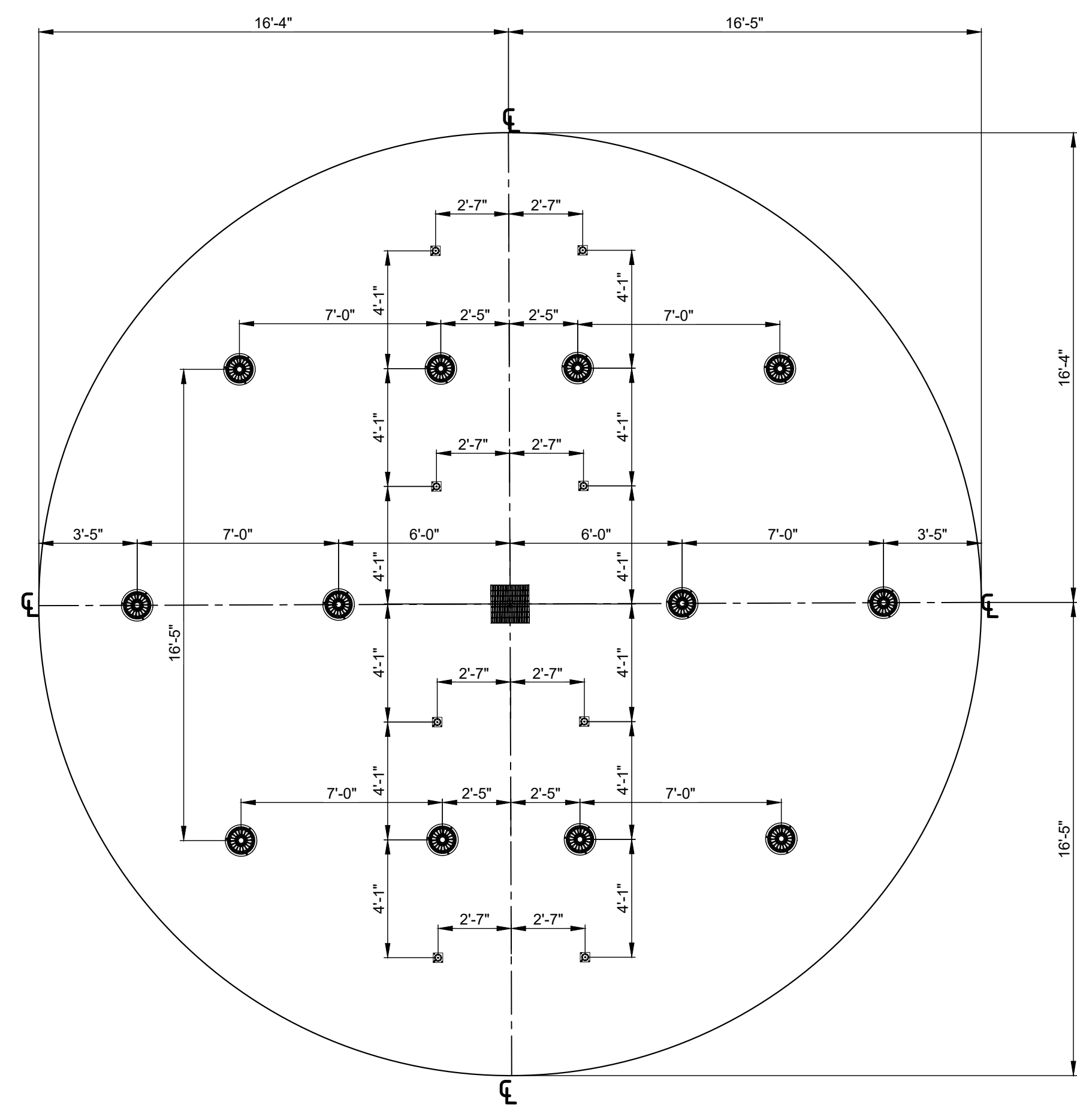
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Page 292 of 1141

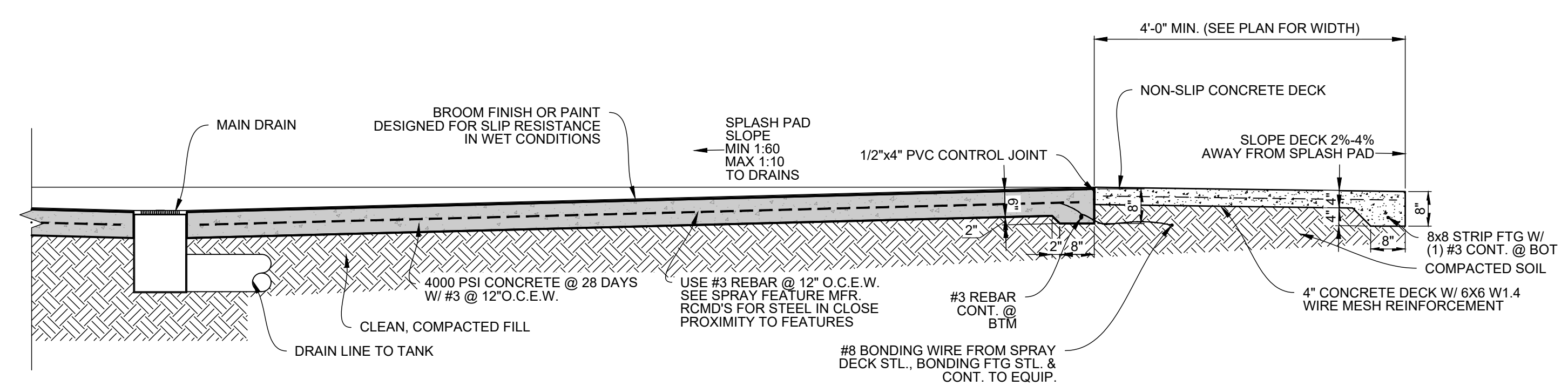
IWF Calcs						
Nozzle Calculations						
Feat. tag	Mfg	Feature (Model)	Qty	GPM (ea.)	Inlet (in.)	Total GPM
F1	AQUAWORX	AQUA COLUMN	8	10.00	1.5	80.0 1.6 fps @ 10 gpm
F2	AQUAWORX	FOUNTAIN IN A CAN	12	10.00	1.5	120.0 1.6 fps @ 10 gpm
			Total Feature Flow	200.0 gpm		



C1 INTERACTIVE WATER FEATURE LAYOUT
SCALE: 1/4"=1'-0"



C5 INTERACTIVE WATER FEATURE DIMENSIONS
SCALE: 1/4"=1'-0"



B1 INTERACTIVE WATER FEATURE SECTION
SCALE: 1/2"=1'-0"

- ### Sprayground Rules
1. No food or beverages in sprayground or on wet deck.
 2. No glass or animals within fenced sprayground area (or 50' from unfenced pool).
 3. Bathing Load: 40 persons.
 4. Pool Hours: DAWN to DUSK
 5. Shower before entering sprayground.
 6. DO NOT SWALLOW THE FOUNTAIN WATER, it is recirculated.
 7. Do not use fountain if you are ill with diarrhea

- ### INTERACTIVE WATER FEATURE SIGN DETAILS
1. All letters shall be a MIN. of 1" in height.
 2. Sign shall be legible from the interactive water feature deck.
 3. The pool shall NOT be open for swimming at night unless the requirements for lighting, as specified in FBC 454.1.4.2, FBC 454.1.2.3.5, FBC 454.1.9.6.6.13, and rule 64E-9.008 (7), FAC, are met.
 4. Location of sign to be coordinated with pool engineer and landscape architect.

F10 REQUIRED SPRAYGROUND SIGNAGE
SCALE: N.T.S.



- ### RESTROOM SIGN DETAILS
1. All letters shall be minimum 1" high.
 2. Sign shall be legible from all pool areas.

E10 EXAMPLE OF RESTROOM SIGN
SCALE: N.T.S.

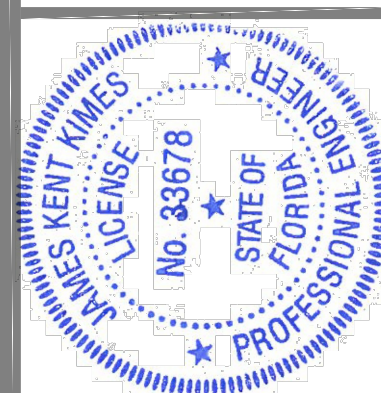
- ### ANCILLARY IWF EQUIPMENT:
- 1 Filtration System - SEE EQUIPMENT SHEET
 - 1 Main Drain Cover - DALDORADO 24" X 24" FLAT FRAME & GRATE W/ SUMP & 8" PORT
 - 1 PORTABLE VACUUM - REQUIRED
 - 1 Pool Sign - "SPRAYGROUND RULES" SEE NOTES
 - 1 Test Kit - TAYLOR K-2006S

THESE PLANS COMPLY WITH 8th Ed. (2023) FBC SECTION 454.1
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY J. KENT KIMES, PE ON 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.

PROJ. NO.:	260206
DWG BY:	BVE
CHK BY:	JJK
DRAWING:	260211
PRINTED:	17-Feb-26
SCALE:	AS NOTED

KIMES ENGINEERING
1925 Worth Ct
Bradenton, FL 34211
Office: 941-749-3311
C.A. 2789

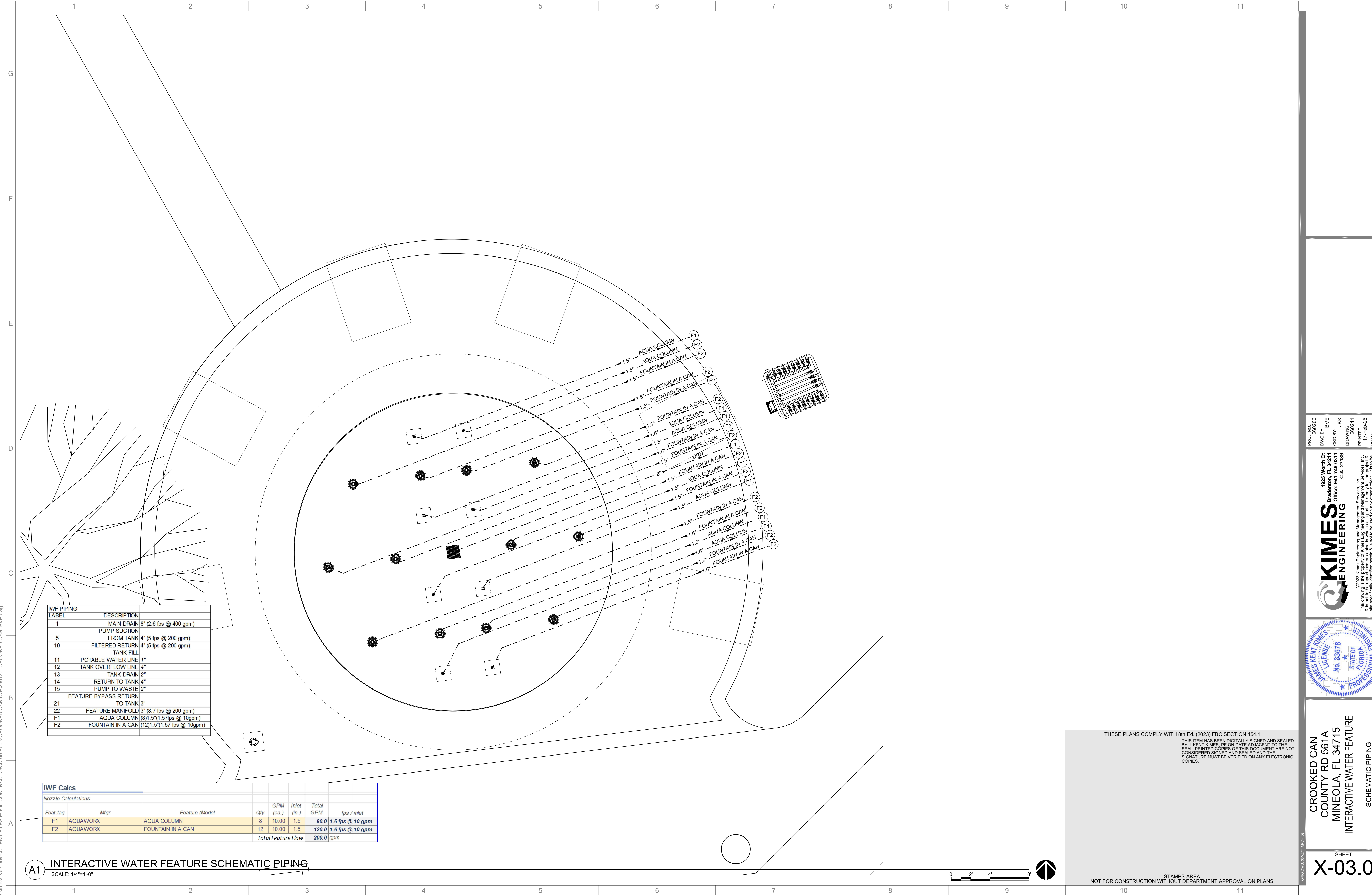
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CROOKED CAN
COUNTY RD 5671A
MINEOLA, FL 34715
INTERACTIVE WATER FEATURE
LAYOUT & SCHEMATIC PIPING

SHEET
X-02.0

- STAMPS AREA -
NOT FOR CONSTRUCTION WITHOUT DEPARTMENT APPROVAL ON PLANS



IWF PIPING LABEL	DESCRIPTION
1	MAIN DRAIN 8" (2.6 fps @ 400 gpm)
5	PUMP SUCTION FROM TANK 4" (6 fps @ 200 gpm)
10	FILTERED RETURN 4" (6 fps @ 200 gpm)
TANK FILL	
11	POTABLE WATER LINE 1"
12	TANK OVERFLOW LINE 4"
13	TANK DRAIN 2"
14	RETURN TO TANK 4"
15	PUMP TO WASTE 2"
FEATURE BYPASS RETURN TO TANK 3"	
21	FEATURE MANIFOLD 3" @ 7 fps @ 200 gpm
F1	AQUA COLUMN (8)1.5"(1.57fps @ 10gpm)
F2	FOUNTAIN IN A CAN (12)1.5"(1.57 fps @ 10gpm)

IWF Calcs						
Nozzle Calculations						
Feat.tag	Mfg	Feature (Model)	Qty	GPM (ea.)	Inlet (in.)	Total GPM
F1	AQUAWORK	AQUA COLUMN	8	10.00	1.5	80.0
F2	AQUAWORK	FOUNTAIN IN A CAN	12	10.00	1.5	120.0
Total Feature Flow						200.0 gpm

A1 INTERACTIVE WATER FEATURE SCHEMATIC PIPING
SCALE: 1/4"=1'-0"

THESE PLANS COMPLY WITH 8th Ed. (2023) FBC SECTION 454.1
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY J. KENT KIMES, PE ON 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.

STAMPS AREA - NOT FOR CONSTRUCTION WITHOUT DEPARTMENT APPROVAL ON PLANS

CROOKED CAN
COUNTY RD 561A
MINEOLA, FL 34715
INTERACTIVE WATER FEATURE
SCHEMATIC PIPING

SHEET
X-03.0

KIMES ENGINEERING
1925 Worth Ct
Bradenton, FL 34211
Office: 941-749-3311
C.A. 2789

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PROJ. NO.	DWG BY	CAD BY	DRAWING	PRINTED	REV.	DESCRIPTION
260206	BYE	JJK	260211	17-Feb-26	AS NOTED	

FIAC-500 FOUNTAIN-IN-A-CAN

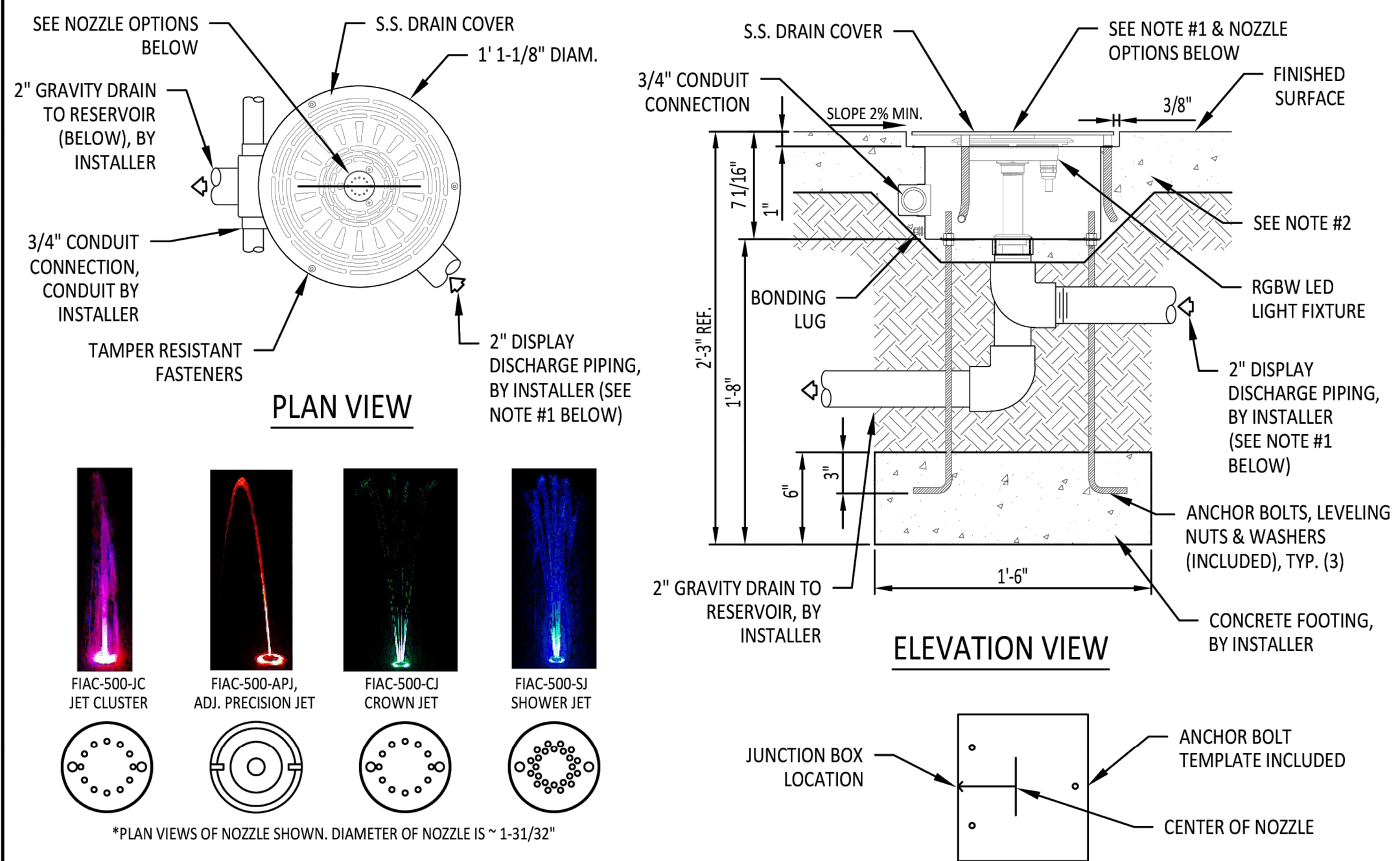
DESCRIPTION INFORMATION:
 FIAC-500 SERIES FOUNTAIN-IN-A-CAN IS A "POUR IN PLACE" ASSEMBLY CONTAINING A FLUSH MOUNT SPRAY EFFECT AND 360 DEGREE ILLUMINATING LED LIGHT FIXTURE. THE ASSEMBLY CAN BE UTILIZED FOR PLAZA STYLE WATER FEATURES OR INTERACTIVE SPLASH PADS.

PRODUCT SPECIFICATION:
 FIAC-500 SERIES FOUNTAIN-IN-A-CAN, A "POUR IN PLACE" FLUSH MOUNT SPRAY EFFECT WITH 360 DEGREE LIGHT FIXTURE. THE ASSEMBLY INCLUDES A STAINLESS STEEL HOUSING WITH 1/4" THICK STAINLESS STEEL DRAIN COVER AND CONTAINS (1) INTERCHANGEABLE FOUNTAIN NOZZLE, 360-DEGREE 24V, 36 WATT, LED RING LIGHT WITH COLORED RGBW DIODES, JUNCTION BOX, BONDING LUG, 2" INLET CONNECTION, 2" DRAIN CONNECTION, AND 3/4" CONDUIT CONNECTION FOR LIGHT. ASSEMBLY IS SHIPPED WITH (3) ANCHOR BOLTS, LEVELING NUTS & WASHERS.

- NOTES:**
 1) ASSEMBLY REQUIRES CONTROL PANEL & PUMP DELIVERY SYSTEM
 2) THROTTLING VALVE MUST BE REMOTELY LOCATED



Details



MODEL #	SPRAY HEIGHT							ORIFICE SIZE (DIAMETER)
	2'-0"	3'-0"	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	
FIAC-500-JC	GPM	4.5	5.0	6.0	6.5	7.0	8.0	8.5
	HEAD	5.0'	6.0'	7.0'	8.5'	10.0'	12.0'	14.0'
FIAC-500-APJ	GPM	4.0	5.0	6.0	6.6	7.0	7.6	8.0
	HEAD	4.0'	5.0'	6.0'	7.0'	8.0'	10.0'	12.0'
FIAC-500-CJ	GPM	4.5	5.0	6.0	6.5	7.0	8.0	8.5
	HEAD	5.0'	6.0'	7.0'	8.5'	10.0'	12.0'	14.0'
FIAC-500-SJ	GPM	9.0	10.5	12.0	13.5	14.5	16.0	17.0
	HEAD	11.0'	12.0'	13.0'	14.5'	16.0'	18.0'	20.0'

- TECHNICAL NOTES:**
 1) NOZZLE REQUIRES FINE SCREENING FOR DEBRIS REMOVAL. #40 MINIMUM MESH OR SMALLER.
 2) HOUSING MUST BE ENCAPSULATED IN CONCRETE.

fountain people
 Fountain People, Inc.
 4600 Hwy 123
 San Marcos, TX 78666 USA
 T: (512) 392-1155
 F: (512) 392-1154
 www.fountainpeople.com

THESE PLANS COMPLY WITH 8th Ed. (2023) FBC SECTION 454.1
 THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY J. KENT KIMES, PE ON 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.

CROOKED CAN
 COUNTY RD 561A
 MINEOLA, FL 34715
 INTERACTIVE WATER FEATURE
 PRODUCT SPECIFICATIONS

SHEET
X-05.0

- STAMPS AREA -
 NOT FOR CONSTRUCTION WITHOUT DEPARTMENT APPROVAL ON PLANS



10601 OAK STREET N.E.
 ST. PETERSBURG, FL 33716
 (888) 426-8511

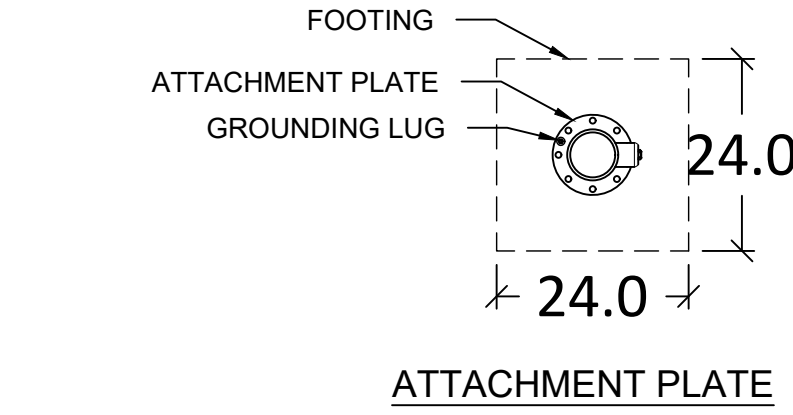
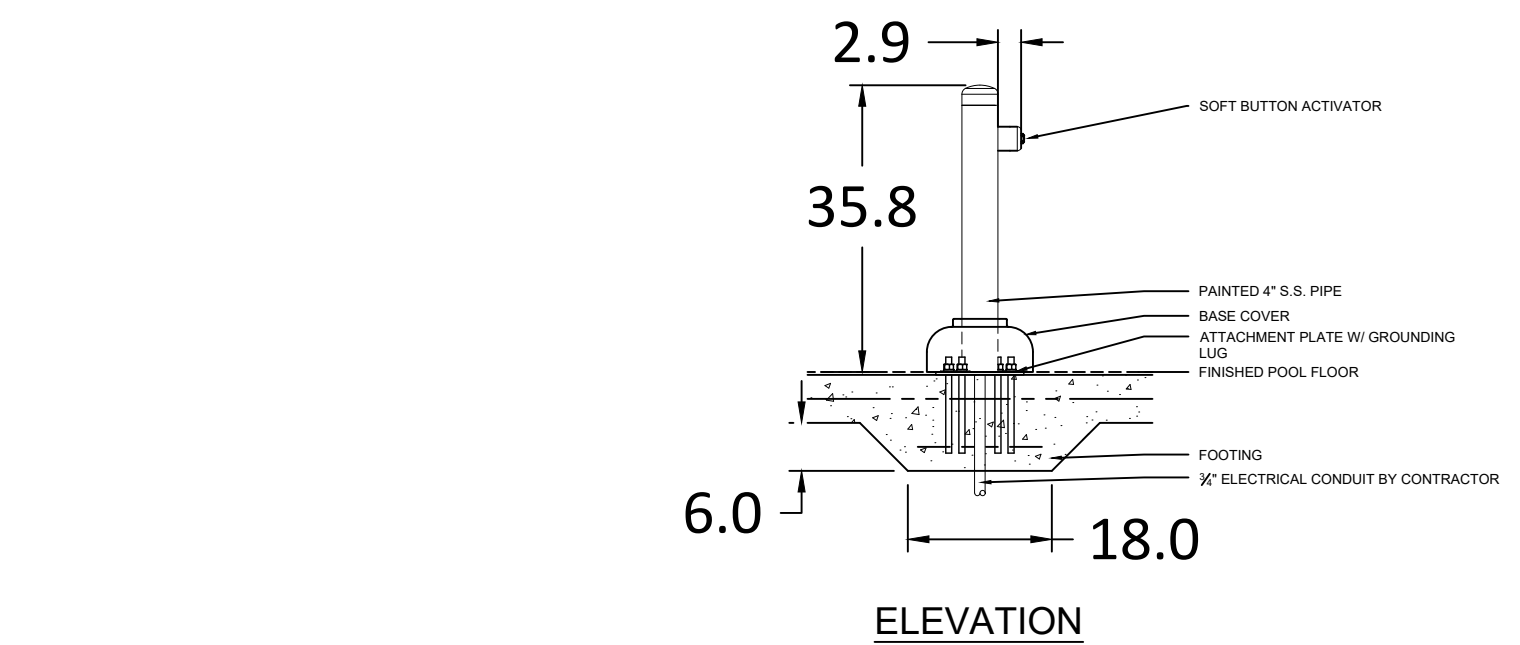
AQUA COLUMN
 1/2" = 1'

PROJECT NAME		LOCATION	
SCALE: AS NOTED	DRAWN BY: C.P.S.	DRAWING NUMBER:	
DATE: 04.15.19	REVIEWED BY: S. D. H.		

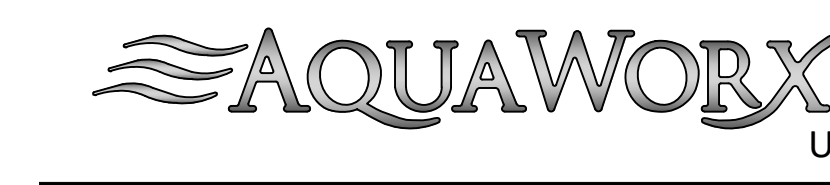
AQUA COLUMN

AQUA COLUMN				
WIDTH	HEIGHT	GPM	SPLASH AREA	FEATURE PIPE
12"	6'-0"	10	6'-0"	1.5"

NOTES:



- NOTES:**
 1. PROVIDE ELECTRICAL BOND WITH POOL OR DECK STEEL.
 2. INSTALL PLUMB AND LEVEL WITH FLOOR.
 3. DO NOT SCALE DRAWING.



10601 OAK STREET N.E.
 ST. PETERSBURG, FL 33716
 (888) 426-8511

AQUA ACTIVATOR
 1/2" = 1'

PROJECT NAME		LOCATION	
SCALE: AS NOTED	DRAWN BY: E.N.R.	DRAWING NUMBER:	
DATE: 12.22.25	REVIEWED BY: C.P.S.		

AQUA ACTIVATOR

NOTES:

LANDLORD'S CONSENT TO SUBLEASE

THIS LANDLORD'S CONSENT TO SUBLEASE (this "Consent") is made as effective as of May 21, 2026, by and between MINNEOLA LAND, LLC, a Florida limited liability company ("Landlord"), and Crooked Can Brewing Company, LLC, a Florida limited liability company ("Tenant").

RECITALS:

A. Reference is hereby made to that certain Ground Lease Agreement dated June 27, 2024, as amended (collectively, the "Ground Lease"), by and between Landlord and Tenant, pursuant to which Landlord leases to Tenant certain real property consisting of approximately 3.0+/- acres more particularly depicted and described in Exhibit "A" to the Ground Lease (the "Land"), together with the Building, Improvements and all easements and appurtenances thereto (collectively, the "Premises"), located within the mixed-use development project known as "Hill City Center" in Minneola, Florida.

B. Tenant desires to enter into a sublease with the City of Minneola, Florida, a Florida municipal corporation (the "City"), on terms to be agreed between Tenant and the City, covering the portion of the Premises depicted as the splash pad area in the Crooked Can Splash Pad Drawing attached hereto as Exhibit A (the "Splash Pad" or "Subleased Premises"). No executed sublease exists as of the date of this Consent, and Tenant has requested Landlord's advance consent to Tenant's future sublease of the Subleased Premises to the City (the "Sublease") on the terms and conditions contained herein.

C. All capitalized terms used but not otherwise expressly defined herein shall have the respective meanings given in the Ground Lease.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. Landlord's Advance Consent. Notwithstanding any provision of Section 12.1 of the Ground Lease to the contrary, including the restriction against subleasing less than all of the Premises, and subject to the terms and conditions of this Consent and the Ground Lease, Landlord hereby consents in advance to Tenant entering into the Sublease with the City for the Subleased Premises. This Consent is limited to the Sublease for the City's use, operation and maintenance of the Splash Pad and shall not constitute Landlord's consent to any other assignment, sublease, transfer, encumbrance or other disposition of Tenant's interest in the Ground Lease or the Premises.

2. Subordination; No Direct Relationship. The Sublease and all rights of the City thereunder are and shall at all times remain subject and subordinate to the Ground Lease in all respects. Neither this Consent nor the Sublease shall create any direct landlord-tenant relationship, privity of contract or privity of estate between Landlord and the City, and the City shall look solely to Tenant, and not to Landlord, for performance of any obligations owed to the City under the Sublease. The Sublease shall automatically terminate upon the expiration or earlier termination of the Ground Lease, without any further action by Landlord and without imposing any obligation on Landlord to recognize the City's rights under the Sublease or permit the City to remain in possession of the Subleased Premises.

3. No Modification of Ground Lease; Conflicts. Except for Landlord's specific consent to the Sublease as expressly set forth herein, neither this Consent nor the Sublease shall be construed to modify, waive or amend any of the terms, covenants or conditions of the Ground Lease, to waive any breach thereof or any of Landlord's rights or remedies thereunder, to enlarge or increase any obligations of Landlord under the Ground Lease, or to permit any act or omission by Tenant or the City which is not expressly permitted under the Ground Lease. In the event of any conflict between the terms of this Consent and the terms of the Ground Lease, the terms of the Ground Lease shall control. In the event of any conflict between the terms of this Consent and the terms of the Sublease, the terms of this Consent shall control.

4. Conditions of Consent. This Consent is conditioned upon the Sublease and the City's use of the Subleased Premises being consistent with the Ground Lease and this Consent, including, without limitation, the following: (a) the Sublease shall be for the Splash Pad only and shall not include any other portion of the Premises; (b) the Sublease shall not impose on Landlord any obligation to construct, maintain, repair, insure, operate or fund the Splash Pad or any portion of the Premises; (d) the Sublease shall not permit any lien, charge or encumbrance against Landlord's interest in the Premises; (e) the Sublease shall not permit any use prohibited by the Ground Lease or any recorded restrictions applicable to the Premises; (f) Tenant shall remain responsible for all insurance, indemnity, maintenance, repair, operating cost, tax, utility, compliance and other obligations under the Ground Lease applicable to the Premises, including the Subleased Premises; and (g) Tenant shall deliver to Landlord a fully executed copy of the Sublease promptly after execution.

5. Non-Release of Tenant; Further Transfers. Neither the Sublease nor this Consent shall release or discharge Tenant from any liability, whether past, present or future, under the Ground Lease or alter Tenant's primary liability to pay Rent and perform and comply with all obligations of Tenant under the Ground Lease. The City shall have no right to assign, sublease, license or otherwise transfer any interest in the Sublease or the Subleased Premises except to the extent expressly permitted under the Ground Lease and approved in advance in writing by Landlord.

6. Defaults; Enforcement. Any act or omission by the City or any party claiming by, through or under the City that results in a breach or violation of the Ground Lease shall be deemed to be a breach or violation of the Ground Lease by Tenant. Landlord may enforce the Ground Lease against Tenant with respect to the Subleased Premises and the Sublease, and nothing in this Consent shall limit any right or remedy available to Landlord under the Ground Lease, at law or in equity.

7. No Representations by Landlord. Notwithstanding anything in this Consent to the contrary, nothing contained in this Consent shall operate as a representation or warranty by Landlord concerning the Sublease, the Subleased Premises, the Splash Pad, the City's intended use of the Splash Pad, or the suitability, legality, condition, permitting, construction, maintenance, operation or insurability of the Splash Pad. Landlord shall not be bound or estopped in any way by the provisions of the Sublease, except for the advance consent expressly set forth herein.

8. Notices. Any notice that may or must be given by either party under this Consent shall be given in accordance with Article 19 of the Ground Lease, at the addresses set forth below or such other address as may be designated by either party by written notice to the other in accordance with the Ground Lease.

IF TO LANDLORD:

Minneola Land, LLC
c/o Skorman Development, LLC

600 Metrowest Blvd., Suite 111
Orlando, Florida 32835
Attn: Kevin Skorman and Marc Skorman
Email: kevin@skormandevlopment.com

With a copy to:

Lowndes, Drosdick, Doster, Kantor & Reed, P.A.
215 N. Eola Dr.
Orlando, Florida 32801
Attn: Jason G. Williams, Esq.
Email: Jason.williams@lowndes-law.com

IF TO TENANT:

Crooked Can Brewing Company, LLC
426 W. Plant Street
Winter Garden, FL 34787
Attn: Andrew Sheeter
Email: andy@crookedcan.com

9. Authority. Each signatory of this Consent represents hereby that he or she has the authority to execute and deliver the same on behalf of the party hereto for which such signatory is acting.

10. Counterparts; Electronic Signatures. This Consent may be executed in any number of counterparts, each of which shall be deemed an original, and all such counterparts, when taken together, shall be deemed to constitute one and the same instrument. This Consent may be executed and delivered by facsimile, electronic signature, PDF or other electronic transmission, and such signatures shall be binding on the parties as originals.

11. Severability. If any section or provision of this Consent shall be held unenforceable by any court of competent jurisdiction, this Consent shall be construed as though such section or provision had not been included in it, and the remaining provisions shall remain in full force and effect.

12. Governing Law; Venue. This Consent shall be controlled by the laws of the State of Florida. Venue for any legal action shall be in the state or federal court of competent jurisdiction located in Lake County, Florida, with all other venue provisions expressly waived by the parties.

13. Waiver of Jury Trial. LANDLORD AND TENANT HEREBY KNOWINGLY AND VOLUNTARILY WAIVE THE RIGHT TO TRIAL BY JURY in any action or proceeding for the interpretation, declaration, reformation, enforcement or resolution of any claim or defense that has been asserted or may ever be asserted by or against either party under this Consent, the Ground Lease or the Sublease, or under any law or theory governing any relationship between Landlord and Tenant relating to the foregoing.

14. Reliance by City. Landlord acknowledges and agrees that, although the City is not a party to this Consent and shall have no obligations under this Consent, the City may rely on this Consent in entering into the Sublease with Tenant for the Subleased Premises, subject in all respects to the terms and conditions of this Consent and the Ground Lease.


[Signatures on Following Page]

EXECUTED AS OF THE DATE FIRST SET FORTH ABOVE.

"LANDLORD"

MINNEOLA LAND, LLC, a Florida limited liability company

By: _____


Kevin Skorman, Manager

"TENANT"

CROOKED CAN BREWING COMPANY, LLC, a Florida limited liability company

By: _____

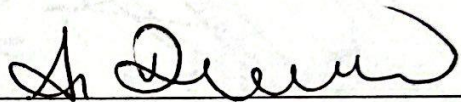
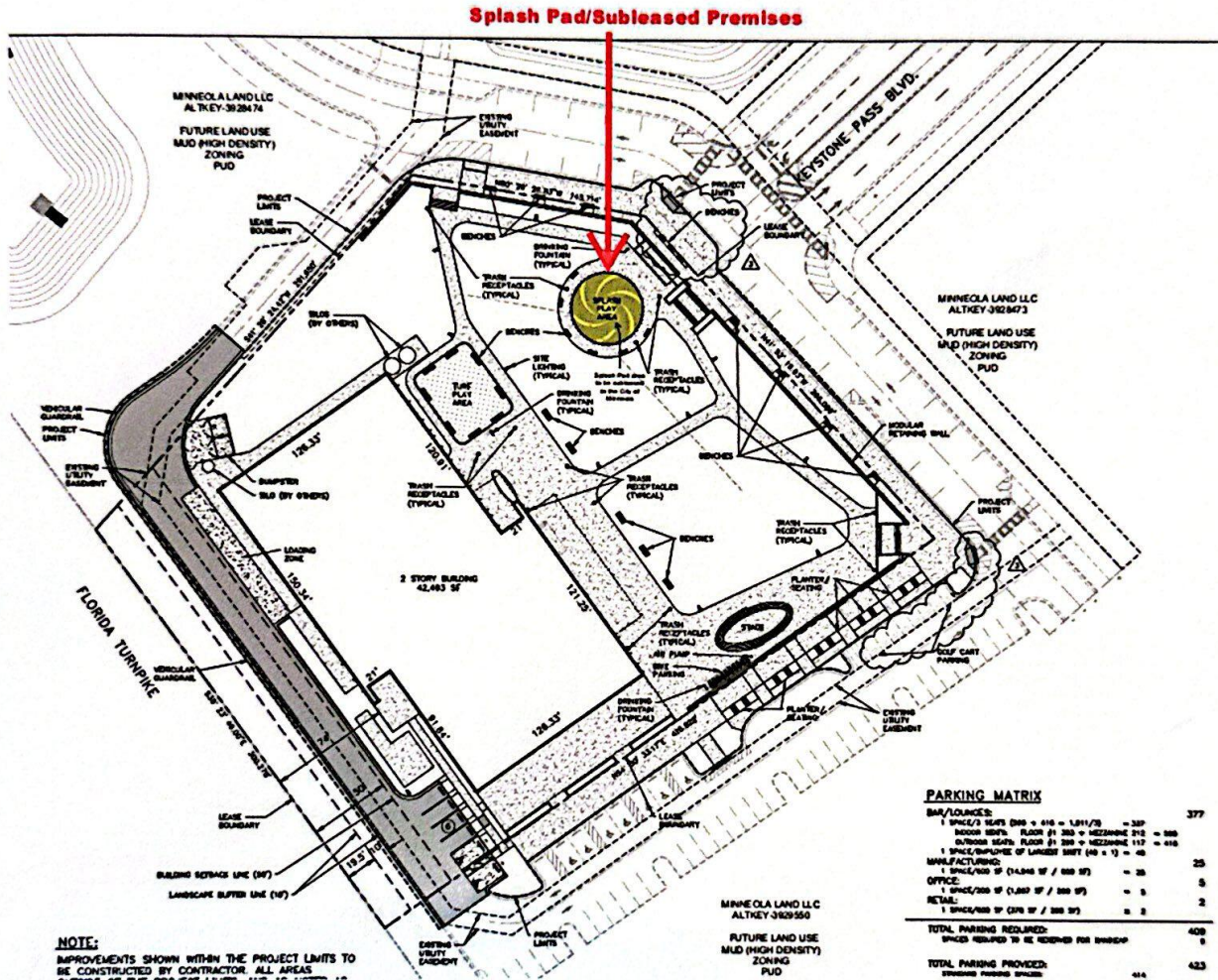

Alan Delahunt, Manager

EXHIBIT A - SPLASH PAD DRAWING





AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 8.

Subject Title: Ordinance 2026-11 Sale of City Property - *Second Reading*

Objective:

An Ordinance of the City Council of the City of Minneola, Florida, Acting as the Governing Body of the Minneola Community Redevelopment Agency, Approving the Sale of Certain Real Property Located East of Citrus Grove Road and South of Turkey Farm Road Within the Minneola, Mountain Community Redevelopment Area Pursuant to Section 163.380, Florida Statutes; Accepting the Purchase Offer Submitted by Citrus Ridge Retail, LLC; Authorizing the Execution of a Purchase and Sale Agreement and Related Closing Documents; Authorizing the City Manager to Take All Actions Necessary to Effectuate the Sale; Providing for Conflicts, Severability, and an Effective Date.

Summary:

The Developer Agreement with Overlook at Grassy Lake had a clause that said if the City wished to take it, there was a parcel on the North East corner of Grassy Lake Road that the developer would donate. Since the sewer lift station was on a part of it, the City decided to take the piece. The remaining parcel is 2.02± acres of property. Since it was intended as Commercial property, the City does not have a need for it. An adjacent property owner would like to purchase it to combine with their existing commercially zoned property..

Exhibits:

1. Exhibit A - Ordinance 2026-11
2. Exhibit B - 04.22.26 Minneola_Citrus Ridge Retail LLC - Offer to Purchase Alt (17724666.1)
3. Exhibit C - AC26-2631 Revised 2 Minneola Land
4. Exhibit D - Ad
5. Exhibit E - Affidavit 2026-11
6. 1189 Whispering Ln, Minneola
7. Howey Crittenden Appraisal
8. Vacant Land Contract
9. City of Minneola st. Citrus Ridge Retail, LLC (2.02 acres_Alt Key #3850819)
10. Business Impact Estimate Ordinance 2026-11

Options:

1. Approve the Ordinance as written.
2. Approve the Ordinance with conditions.
3. Postpone the decision.
4. Deny approval.

Fiscal Impact:

\$375,000

P & Z Recommendation:

N/A

Staff Recommendation:

Staff recommends approval.

ORDINANCE NO. 2026-11

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, ACTING AS THE GOVERNING BODY OF THE MINNEOLA COMMUNITY REDEVELOPMENT AGENCY, APPROVING THE SALE OF CERTAIN REAL PROPERTY LOCATED EAST OF CITRUS GROVE ROAD AND SOUTH OF TURKEY FARM ROAD WITHIN THE MINNEOLA MOUNTAIN COMMUNITY REDEVELOPMENT AREA PURSUANT TO SECTION 163.380, FLORIDA STATUTES; ACCEPTING THE PURCHASE OFFER SUBMITTED BY CITRUS RIDGE RETAIL, LLC; AUTHORIZING THE EXECUTION OF A PURCHASE AND SALE AGREEMENT AND RELATED CLOSING DOCUMENTS; AUTHORIZING THE CITY MANAGER TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE THE SALE; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Minneola, Florida (“City Council”), pursuant to Part III, Chapter 163, Florida Statutes, created the Minneola Mountain Community Redevelopment Agency (“CRA”) and adopted a community redevelopment plan for the redevelopment area (“CRA Plan”); and

WHEREAS, Section 163.380, Florida Statutes, authorizes a community redevelopment agency and municipality to sell, lease, dispose of, or otherwise transfer real property within a community redevelopment area in accordance with the community redevelopment plan and upon such terms and conditions as may be deemed to be in the public interest; and

WHEREAS, the City owns certain real property located within the CRA boundaries consisting of approximately 2.02 acres located southeast of the corner of Citrus Grove Road and Turkey Farm Road, Minneola, Florida, identified by Alternate Key No. 3850819 and Parcel ID No. 05-22-26-0004-000-01300 (the “Property”); and

WHEREAS, the CRA caused a Notice of Availability of Real Property within the Community Redevelopment Area to be published in the Clermont Sun on April 8, 2026, in accordance with Section 163.380(3)(a), Florida Statutes, inviting proposals for the acquisition and redevelopment of the Property; and

WHEREAS, Citrus Ridge Retail, LLC, through counsel, submitted a written offer dated April 22, 2026, offering to purchase the Property for Three Hundred Seventy-Five Thousand Dollars (\$375,000.00), contingent upon approval of related annexation, comprehensive plan amendment, and rezoning approvals associated with a proposed commercial retail development project; and

WHEREAS, the City Council finds that acceptance of the offer and disposition of the Property pursuant to Section 163.380, Florida Statutes, is in the best interests of the City, the CRA, and the public welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, ACTING AS THE GOVERNING BODY OF THE MINNEOLA MOUNTAIN COMMUNITY REDEVELOPMENT AGENCY, AS FOLLOWS:

SECTION 1. RECITALS. The foregoing recitals are hereby ratified and confirmed as true and correct and are incorporated herein by this reference.

SECTION 2. FINDINGS AND DETERMINATIONS. The City Council hereby finds and determines that:

- A. The Property is located within the Minneola Mountain Community Redevelopment Area.
- B. The notice requirements of Section 163.380(3)(a), Florida Statutes, have been satisfied through publication in a newspaper of general circulation.
- C. The proposed sale and redevelopment of the Property are consistent with and further the purposes of the CRA Plan.
- D. The proposed redevelopment will provide needed retail, commercial, and restaurant opportunities serving the surrounding community and will enhance economic redevelopment within the CRA.
- E. The proposed purchase price of Three Hundred Seventy-Five Thousand Dollars (\$375,000.00) is in excess of the appraised market value of the Property and constitutes fair and adequate consideration.
- F. Approval of the sale of the Property pursuant to the terms authorized herein is in the public interest and consistent with Section 163.380, Florida Statutes.

SECTION 3. APPROVAL OF SALE. The City Council hereby approves the sale of the Property to Citrus Ridge Retail, LLC, or its permitted assigns, substantially in accordance with the terms contained in the April 22, 2026 offer to purchase, including:

1. Three Hundred Seventy-Five Thousand Dollars (\$375,000.00) (the "Purchase Price");
2. Fifty percent (50%) of the Purchase Price payable on the thirty-first (31st) day following expiration of the applicable appeal period after final approval of the related development approvals, provided no appeal has been filed; and the remaining fifty percent (50%) payable upon issuance of site work permits by the City, but no later than eighteen (18) months after the initial closing;
3. The sale shall remain contingent upon approval of the associated annexation, comprehensive plan amendment, rezoning, and related development approvals for the proposed commercial development project.

SECTION 4. AUTHORIZATION TO EXECUTE AGREEMENTS. The City Manager and City Attorney are hereby authorized to negotiate and execute a Purchase and Sale Agreement and

any related closing documents, amendments, escrow agreements, deeds, affidavits, certificates, and instruments necessary to effectuate the sale approved herein, provided such documents are substantially consistent with the terms authorized by this Ordinance.

The City Manager is further authorized to execute any documents required to consummate the transaction following approval as to form and legality by the City Attorney.

SECTION 5. CONFLICTS. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 6. SEVERABILITY. If any section, sentence, clause, phrase, or provision of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 7. EFFECTIVE DATE. This Ordinance shall become effective immediately upon adoption.

PASSED AND ORDAINED in regular session of the City Council of the City of Minneola, Lake County, Florida, this _____ day of _____, 2026.

THE CITY OF MINNEOLA, FLORIDA,

BY: _____
Pam Serviss, Mayor

Approved as to form:

ATTEST: _____
Kristine Thompson, Clerk

Scott A. Gerken, City Attorney

April 22, 2026

VIA EMAIL AND FEDEXJoyce Heffington
City of Minneola – CRA
800 N. U.S. Highway 27
Minneola, FL 34715

jheffington@minneola.us

Re: Offer to Purchase Alt Key 3850819 (the “City Parcel”)

Dear Joyce:

The City has provided notice of its intention to dispose of certain real property located within the City of Minneola Mountain Community Redevelopment Area in the attached Notice of Availability of Real Property Community Redevelopment Area (the “Notice”). The Notice was printed in the Clermont Sun on April 8, 2026, and was published in accordance with the requirements of Section 163.380(3)(a), Florida Statutes.

I am currently currently seeking approvals for an Annexation, Comprehensive Plan Amendment and Rezoning of approximately 17.74 acres (the “Approvals”), comprised of the City Parcel and Alt Keys 1028957 and 3910223 (collectively, the “County Parcels”; together with the City Property, the “Property”). Only the County Parcel requires the Annexation; the County Parcel and City Parcel also require the Comprehensive Plan Amendment and Rezoning. If approved, the Property would be developed into a commercial center with multiple end users that will provide needed retail, commercial and restaurant options for the City. The Approvals will require public hearings by Planning & Zoning Commission and two readings before the City Council; the final reading before City Council will determine whether the Approvals are approved (the “Final Hearing”).

The Approvals propose to include the City Parcel as part of the development plan since the new Camp Lake Commerce Drive (fka Turkey Farm Road) roadway design and existing topographical conditions constrain access into the County Parcels. Only half of the City Parcel is developable, and it has no current feasible use outside of the project proposed in the Approvals given that the site is bifurcated by a permanent transformer and also based on the site’s current topographical, access and other constraints. The attached Real Estate Appraisal Report, prepared by Tuttle-Armfield-Wagner

April 22, 2026

Page 2

Appraisal & Research, Inc. dated February 12, 2026, determined that the City Parcel has a total value of \$180,000.00. Citrus Ridge Retail, LLC (an entity being formed for this transaction and as a successor in interest to a current contract purchaser of the County Parcels; hereinafter referred to as "Buyer") is nevertheless willing to offer the City over double the appraised value and presents the following offer for purchase of the entire City Parcel in response to the Notice:

Contingent upon the Approvals being approved, Buyer will pay \$375,000.00 for the City Parcel in two installments- half will be paid the City on the 31st day following the expiration of the appeal period after the Final Hearing (presuming there is no appeal filed) and the other half will be paid when the developer obtains site work permits from the City (but in no event later than 18 months after the first closing). These terms will be codified in a purchase agreement to be executed by the parties prior to the Final Hearing. This purchase offer expires on June 17, 2026.

Buyer is comprised of multiple real estate and business professionals with the financial wherewithal to acquire the City Parcel and develop the Property. If you have any questions regarding this offer and proposed terms herein, we welcome the opportunity to discuss the same.

Sincerely,



Tara L. Tedrow

TLT/rrm

Enclosures



TUTTLE ARMFIELD WAGNER
APPRAISAL & RESEARCH, INC.

**REAL ESTATE APPRAISAL REPORT
OF 2.02 ACRES OF PLANNED DEVELOPMENT (PUD) LAND
LOCATED AT THE CORNER OF
TURKEY FARM ROAD AND CITRUS GROVE ROAD,
MINNEOLA, LAKE COUNTY, FL 34715**

Prepared For:
Citrus Grove Retail, LLC
c/o Mr. Kevin Skorman
6000 Metrowest Blvd.
Suite 111
Orlando, FL 32835

Effective Date of the Appraisal:
February 8, 2026

Date of the Report:
February 12, 2026

Prepared by:
TUTTLE-ARMFIELD-WAGNER APPRAISAL & RESEARCH, INC.
Matthew Jehs, MAI, State Certified General Real Estate Appraiser RZ2806
Jason Malick, Trainee Appraiser RI25267

File Name: AC26-2631

Tuttle-Armfield-Wagner Appraisals & Research, Inc.
412 E. New Haven Avenue, Melbourne, FL 32901

Matthew W. Jehs, MAI, Cert Gen RZ2806
Email: taw@t-a-w.com
Phone: (321) 723-7010

Gary DiGiacomo Cert Gen RZ1630
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Fax: (321) 723-4375

February 12, 2026

Citrus Grove Retail, LLC
c/o Mr. Kevin Skorman
6000 Metrowest Blvd., Ste. 111
Orlando, FL, 32835

Re: Real Estate Appraisal Report
2.02-Acres of Vacant Planned Development (PUD) Land,
Located at the Corner Of:
Turkey Farm Road and Citrus Grove Road,
Minneola, Lake County, FL 34715
File Name: AC26-2631

At your request, we have prepared an appraisal for the above referenced property. The subject property is legally described in the accompanying report, of which this letter is hereby made a part of and incorporated therein. This report is for your exclusive use and we are not responsible for any unauthorized use.

This is an Appraisal Report as defined by Uniform Standards of Professional Appraisal Practice under Standards Rule 2-2(a). It presents a discussion of the data, reasoning, and analyses that were used in the appraisal process to develop the opinion of value. Additional supporting documentation concerning the data, reasoning, and analyses is retained in our file.

The subject is a vacant land parcel situated near the corner of Citrus Grove Road and Turkey Farm Road in Minneola. The property consists of 2.02-acres of vacant land zoned PUD-Commercial in the City of Minneola. The property is partially bisected by a communications tower in the central portion of the property. The property has a downward sloping topography from the northeast corner towards the southwest corner and is naturally vegetated with no apparent site improvements. The property was recently donated to the City of Minneola from the developer of a master planned community directly to the west constructing the Overlook at Grassy Lake Subdivision. This donation occurred in November 2025. The property is not currently listed for sale nor under contract for purchase. The client of this report will utilize this analysis and research for rendering a decision to purchase all or a portion of the subject property.

The property is further identified as XXXX Turkey Farm Road (No Assigned Street Address), Minneola, Lake County, FL 34715 and Lake County Property Appraiser Parcel ID 05-22-26-0004-000-01300.

At the request of the client, the purpose of this appraisal is to estimate the Current Market Value of the subject property's Fee Simple estate in its "As Is" condition, effective February 8, 2026.

This letter of transmittal is not an appraisal report; however, the attached report sets forth the data, research, and analyses that support our value conclusions. Based on the appraisal described in the accompanying report, subject to the Limiting Conditions and Extraordinary Assumptions, we have made the following value conclusions:

Value Conclusions			
Premise	Interest Appraised	Effective Date	Value Conclusion
Current As Is Market Value	Fee Simple	2/8/2026	\$180,000


Please reference Page 6 of this report for important information regarding the Limiting Conditions and Assumptions; Page 9 for Extraordinary Assumptions, and Page 16 for scope of research and analysis for this appraisal, including property identification, inspection, highest and best use analysis and valuation methodology. Acceptance of this report constitutes an agreement with these conditions and assumptions.

We certify that we have no present or contemplated future interest in the property beyond this estimate of value. The appraiser has not performed any prior services regarding the subject within the previous three years of the effective date of this appraisal.

The intended user of this report is Citrus Grove Retail, LLC, and is intended only for use by them in estimating the market value of the subject property. Parties who receive a copy of this report do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such at the time of the engagement for services.

We believe you will find this report to be self-explanatory; however, you are invited to contact us should you have any questions or require further information relative to this matter. We thank you for the opportunity to provide our professional services.

Respectfully submitted,
Tuttle-Armfield-Wagner Appraisal & Research, Inc.


Matthew W. Jehs, MAI
Cert Gen RZ2806


Jason Christopher Malick
Trainee, RI25267

TABLE OF CONTENTS

Summary of Important Facts and Conclusions.....	5
Limiting Conditions and Assumptions	6
Extraordinary Assumptions	9
Identification of Subject.....	10
Purpose of the Appraisal.....	10
Client.....	10
Intended Use and User of Appraisal	10
Owner of Record and Sales History.....	11
Legal Description.....	12
Scope of Work	16
Location Maps	18
Neighborhood Analysis	20
Zoning.....	27
Assessment and Taxes	30
Property Description.....	31
Highest and Best Use.....	38
Valuation Methodology	42
Land Valuation – Sales Comparison Approach.....	43
Land Comparables – As Is.....	43
Sales Comparison Approach Conclusion.....	54
Final Reconciliation	55
Certification	56
Addenda	57
Definitions.....	58
Professional Qualifications	61

Summary of Important Facts and Conclusions

Report Dates

Report Date	2/12/2026
Inspection Date	2/8/2026
As Is Date of Value	2/8/2026

Subject Summary

Property Name	18734 Vacant Commercial Land XXXX Turkey Farm Road
Property Major Type	Land
Address	XXXX Turkey Farm Road
City	Minneola
County	Lake
State	FL
Zip	34715
Tax ID	05-22-26-0004-000-01300
Owner	City of Minneola
Land SF	87,991
Acres	2.02
Zoning	PUD

Real Estate Assessment and Taxes

Tax ID	Land	Improvements	Total Assessment	Millage Tax Rate	Ad Valorem Taxes	Non Ad Valorem Taxes	Tax Rate	Total Parcel Taxes
05-22-26-0004-000-01300	\$70,700	\$0	\$70,700	17.5866	\$1,243.39	\$19.00	17.5866	\$1,262.39

Land Summary

Parcel ID	Gross Land Area (Acres)	Gross Land Area (Sq Ft)	Usable Land Area (Acres)	Usable Land Area (Sq Ft)	Topography	Access
05-22-26-0004-000-01300	2.02	87,991	2.02	87,991	Below Average	Below Average

Value Conclusions

Premise	Interest Appraised	Effective Date	Value Conclusion
Current As Is Market Value	Fee Simple	2/8/2026	\$180,000

Limiting Conditions and Assumptions

1. Acceptance of and/or use of this report constitutes acceptance of the following limiting conditions and assumptions; these can only be modified by written documents executed by both parties.
2. The values given in this appraisal report represent the opinion of the signers as to the values as of the dates specified herein. Values of real estate are affected by an enormous variety of forces and conditions which will vary with future conditions, sometimes sharply within a short time. Responsible ownership and competent management are assumed.
3. This appraisal report covers the premises herein described only. Neither the figures herein nor any analysis thereof, nor any unit values derived therefrom are to be construed as applicable to any other property, however similar the same may be.
4. It is assumed that the title to said premises is good; that the legal description of the premises is correct; that the improvements are entirely and correctly located on the property; but no investigation or survey has been made, unless so stated.
5. The value given in this appraisal report is gross, without consideration given to any encumbrance, restriction or question of title, unless so stated.
6. Information as to the description of the premises, restrictions, improvements and income features of the property involved in this report is as has been submitted by the applicant for this appraisal or has been obtained by the signer hereto. All such information is considered to be correct; however, no responsibility is assumed as to the correctness thereof unless so stated in the report.
7. Possession of any copy of this report does not carry with it the right of publication, nor may it be used, or relied upon, for any purpose by anyone other than the client without prior written authorization of the client and identified as such herein, and in any event, only in its entirety. Parties who receive a copy of this report as a consequence of disclosure requirements applicable to our client do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such by our client at the time of engagement for services.
8. Neither all nor part of the contents of this report shall be conveyed to the public through advertising, public relations, news, sales or other media, without the written consent of the author; particularly as to the valuation conclusions, the identity of the appraiser or the firm with which he is connected, or any reference to the Appraisal Institute, or to the SRA or MAI designations.
9. The appraiser herein, by reason of this report is not required to give testimony in court or attend hearings, with reference to the property herein appraised, unless arrangements have been previously made therefore.
10. The Contract for the appraisal of said premises is fulfilled by the signer hereto upon the delivery of this report duly executed.

11. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and zoning laws unless noncompliance is stated, defined and considered in the appraisal report. Necessary licenses, permits, consents, legislative or administrative authority from any local, state or Federal government or private entity are assumed to be in place or reasonably obtainable.
12. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering which might be required to discover such factors. The appraiser does not consider mineral rights.
13. All data relating to land sales, improved property sales, and comparable rentals used in this report are considered to be proprietary; that is, owned by Tuttle-Armfield-Wagner. It is provided to the client for use within this report only. Any other use or distribution of this data without the prior written consent of Tuttle-Armfield-Wagner is specifically prohibited.
14. An environmental assessment was not provided for use in this assignment. No evidence of contamination was observed during our inspection, nor did we note the presence of commonly known toxic chemicals/hazardous materials. Nonetheless, we are not qualified to inspect/evaluate a site for potential hazards or contamination. Therefore, lacking contrary information, we assume that no contamination or environmental hazards exist that would adversely affect the subject utility and/or market value. Accordingly, the market value estimate contained herein is based on the accuracy of this assumption (subject to verification via a current environmental assessment as conducted by a duly qualified environmental scientist or engineer).
15. There are no proposed judgments or pending or threatened litigation that could affect the value of the property.
16. If the property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the appraised property at the time these leases expire or otherwise terminate.
17. No consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.
18. The current purchasing power of the dollar is the basis for the value stated in our appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.
19. The value found herein is subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.

20. Information, estimates and opinions are verified where possible, but cannot be guaranteed. Maps and plans provided are intended to assist the client in visualizing the property; no other use of these plans is intended or permitted.
21. Unless stated herein, the property is assumed to be outside of areas where flood hazard insurance is mandatory. Maps used by public and private agencies to determine these areas are limited with respect to accuracy. Due diligence has been exercised in interpreting these maps, but no responsibility is assumed for misinterpretation.
22. It is assumed there are no encroachments, easements or other restrictions which would affect the subject property, unless otherwise stated.
23. This appraisal is to be used only for the purpose stated herein. While distribution of this appraisal in its entirety is at the discretion of the client, individual sections shall not be distributed; this report is intended to be used in whole and not in part.
24. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of this property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. In as much as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, we cannot comment on compliance to ADA. Given that compliance can change with each owner's financial ability to cure non-accessibility, the value of the subject does not consider possible non-compliance. Specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.

Extraordinary Assumptions

An assumption is a statement or condition which is presumed or assumed to be true and from which a conclusion can be drawn. An extraordinary assumption is an assumption which if found to be false could alter the resulting opinion or conclusion. We note that the use of the following Extraordinary Assumptions might have an effect on assignment results if later found out to be untrue or faulty.

Extraordinary Assumptions

There are no Extraordinary Assumptions for this appraisal.

Identification of Subject

The subject is a vacant land parcel situated near the corner of Citrus Grove Road and Turkey Farm Road in Minneola. The property consists of 2.02-acres of vacant land zoned PUD-Commercial in the City of Minneola. The property is partially bisected by a communications tower in the central portion of the property. The property has a downward sloping topography from the northeast corner towards the southwest corner and is naturally vegetated with no apparent site improvements. The property was recently donated to the City of Minneola from the developer of a master planned community directly to the west constructing the Overlook at Grassy Lake Subdivision. This donation occurred in November 2025. The property is not currently listed for sale nor under contract for purchase. The client of this report will utilize this analysis and research for rendering a decision to purchase all or a portion of the subject property.

The property is further identified as XXXX Turkey Farm Road (No Assigned Street Address), Minneola, Lake County, FL 34715 and Lake County Property Appraiser Parcel ID 05-22-26-0004-000-01300 with Property Alternate Key 3850819.

Purpose of the Appraisal

At the request of the client, the purpose of this appraisal is to estimate the Current 'As Is' Market Value of the subject property's Fee Simple estate effective February 8, 2026. The "Market Value" and "Fee Simple" interests are defined in the Addendum.

Client

This appraisal report has been prepared for Citrus Grove Retail, LLC, c/o Mr. Kevin Skorman located at 6000 Metrowest Blvd, Suite 111, Orlando, FL 32835.

Intended Use and User of Appraisal

Intended user of the report is specifically identified as the client. Parties who receive a copy of this report do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such at the time of the engagement for services. The client will rely upon this appraisal for internal use, including but not limited to, rendering a decision relative to purchase of all or a portion of the property rights of the subject property.

This report is not intended for any other use or user. No one other than the named client or any other party not identified as an intended user should use or rely on this appraisal for any purpose. Such parties are advised to obtain an appraisal from an appraiser of their own choosing if they require an appraisal for their own use.

Owner of Record and Sales History

The Lake County Property Appraiser's Record Card indicates current ownership is listed as City of Minneola. The property has been under this current ownership since November 6, 2025 when it was donated to the City of Minneola. We received little information from the City of Minneola but were provided a map of the planned development west of the subject (across Citrus Grove Road) that is currently under construction for development of a multi-phase retail and residential planned unit subdivision known as Overlook at Grassy Lake as shown below:



Below are the details of the last sale transfer:

Subject Sale History	
Transaction Type	Closed Sale
Price	\$10
Date	11/6/2025
Days on Market	Unknown
Book/Page or Reference Doc.	7
Grantor	JTD Land At Grassy Lake, LLC
Grantee	City of Minneola
Property Rights	Fee Simple
Financing	Cash to seller
Conditions of Sale	Donation of Land
Verification Source	Property Appraiser
Comments	<p>This is the closed sale/donation of 2.02-acres of vacant commercial/PUD land located in the City of Minneola. The property is zoned PUD and has no areas of wetlands nor is it located in a flood zone.</p> <p>The property was a donation from JTD Land at Grassy Lake, LLC to the City of Minneola and was recorded with the Lake County Clerk of the Circuit Court on November 6, 2025.</p>

Based on Information obtained from the client, various recognized published data sources and / or the county assessor's records, the subject property ownership history has had no other sales in the last three years. Further, the property is not currently listed for sale nor under contract for purchase.

Legal Description

The following Legal Description was obtained via Lake County records. We assume it is correct but strongly advise a current title policy be obtained if further verification is necessary.

Address: XXXX Turkey Farm Road (No Assigned Address), Minneola, Lake County, FL 34715, with Lake County Parcel ID: 05-22-26-0004-000-01300.

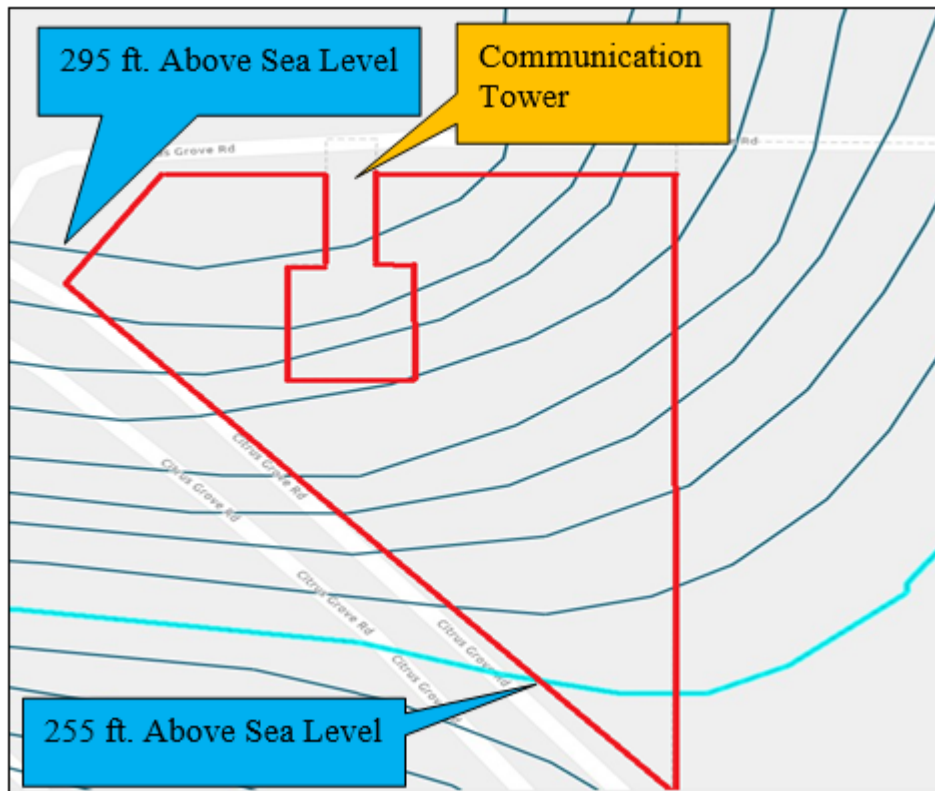
THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

Boundary Map

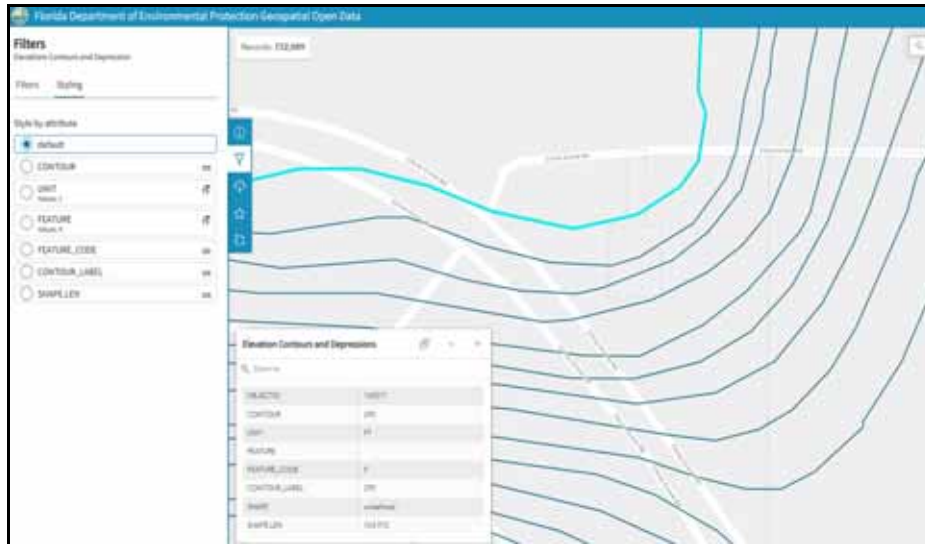


Topographic Map & Development Concerns

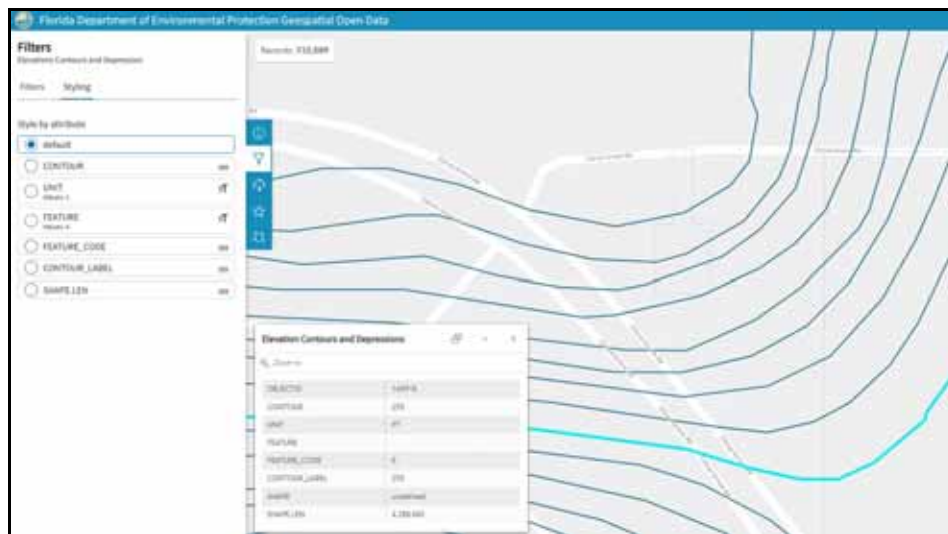


Topography

Below are topographic maps of the subject parcel. There are significant contours and slopes on the subject property extending from the highest point of elevation at the northwest corner sloping downward to the lowest part of the subject parcel at the southeast corner.



As shown above, the highest elevation at the subject property is found at the northwestern corner at approximately 295 ft. above sea level.



As shown above, the lowest elevation at the subject property is found at the southeastern corner at approximately 255 ft. above sea level. This is an elevation change of approximately 40 feet from the highest to the lowest point at the property.

Aerial



Eagle View



The aerial depictions are from the Lake County Property Appraiser records. The property boundaries are not exact. They are for illustrative purposes only.

Scope of Work

According to the Uniform Standards of Professional Appraisal Practice, it is the appraiser's responsibility to develop and report a scope of work that results in credible results that are appropriate for the appraisal problem and intended user. Therefore, the appraiser must identify and consider:

- the client and intended users of the report as well as the intended use;
- assignment conditions;
- typical client expectations; and
- typical appraisal work by peers for similar assignments.

Scope Summary - Definition of the Problem

Problem

The purpose of the appraisal is to estimate the Current Market Value of the Fee Simple interest of the subject property on an 'As Is' basis.

Intended Use

The client will rely upon this appraisal for internal use, including but not limited to, rendering a decision relative to purchase of all or a portion of the property rights of the subject property.

Intended User(s)

Intended user of the report is specifically identified as the client. Parties who receive a copy of this report do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such at the time of the engagement for services.

Appraisal Report

Based on the intended users understanding of the subject's physical, economic and legal characteristics, and the intended use of this appraisal, an appraisal report format was used.

This is an Appraisal Report as defined by Uniform Standards of Professional Appraisal Practice under Standards Rule 2-2(a). It presents a discussion of the data, reasoning, and analyses that were used in the appraisal process to develop the opinion of value. Additional supporting documentation concerning the data, reasoning, and analyses is retained in our file.

Utilized Approaches to Value

Cost Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Sales Comparison Approach

There is adequate data to develop a value estimate and this approach reflects market behavior for this property type.

Income Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Scope of Work

Property Identification

The subject has been identified by the assessors' parcel number, legal description, and address.

Is this a 'Land Only' appraisal?

yes

Inspection

An inspection of the subject property has been made, with photographs.

Zoning

A review of zoning and applicable land use controls has been made.

Market Analysis

The subject marketing area and surrounding neighborhoods within the county were examined in order to determine factors that significantly affect the subject property. Local land use policies, community support facilities, traffic patterns, demographics, and development trends were considered. A summary of the most pertinent details is presented.

Highest and Best Use Analysis

An "As Vacant" and "As Improved" H&BU analysis for the subject has been made. Physically possible, legally permissible and financially feasible uses were considered, and the most reasonably probable and maximally productive use was concluded.

Information Sources

The appraiser maintains a comprehensive database for this market area and has reviewed the market for sales, rentals and listings relevant to this analysis. In addition, market data acquired in the course of previous appraisal work is retained in the appraiser's work files. Other sources include, but are not limited to the following: Multiple Listing Services, public records, interviews with brokers, buyers, and sellers, appraisal files, published articles and surveys. Information pertaining to this data was verified by one or more parties involved with, or having reliable knowledge of, each individual transaction when possible.

Information Not Available

We had sufficient information to conclude a reliable value conclusion.

Comments

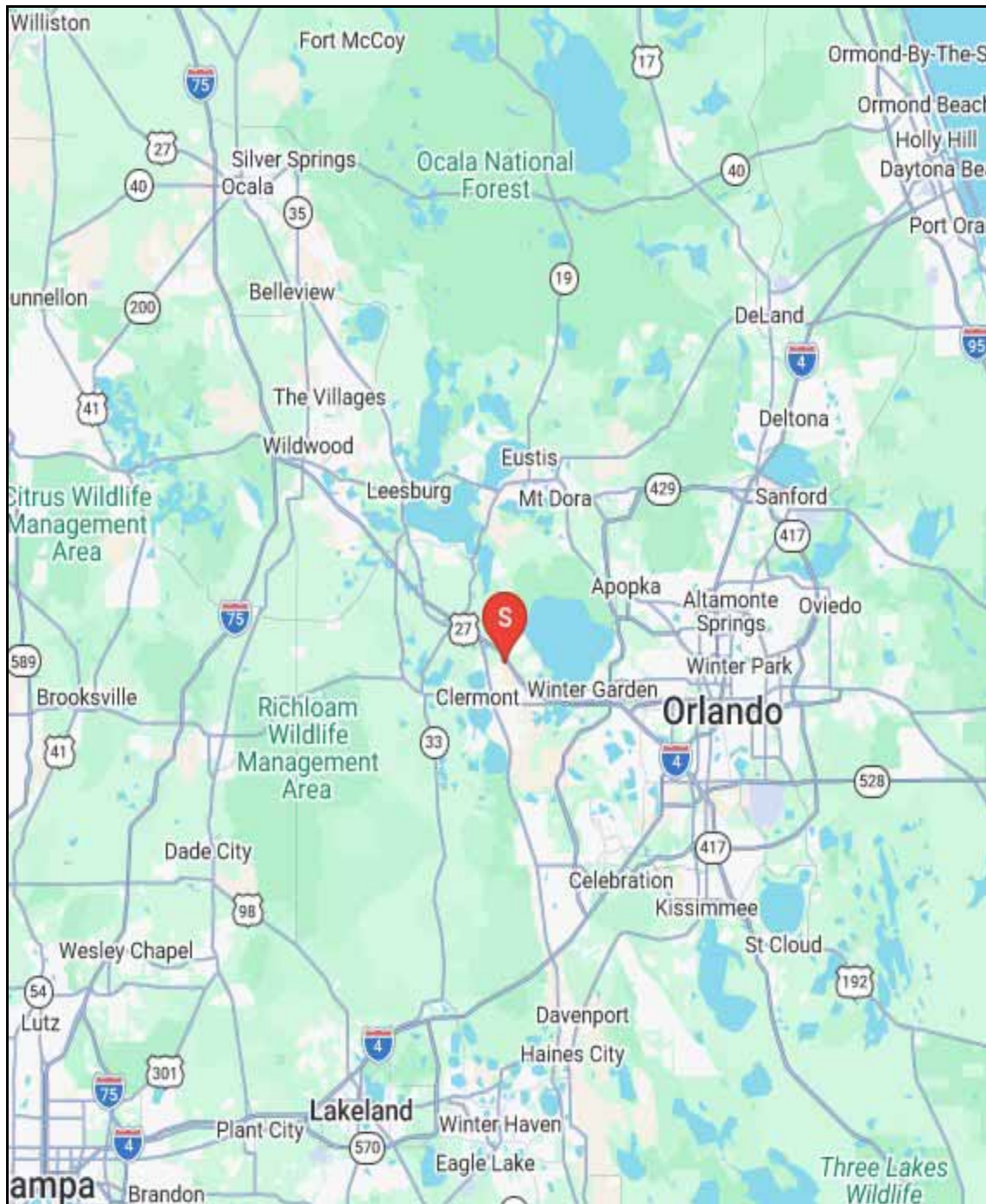
The employed methods and level of analysis provides a credible value conclusion for the subject property.

Competency Comment

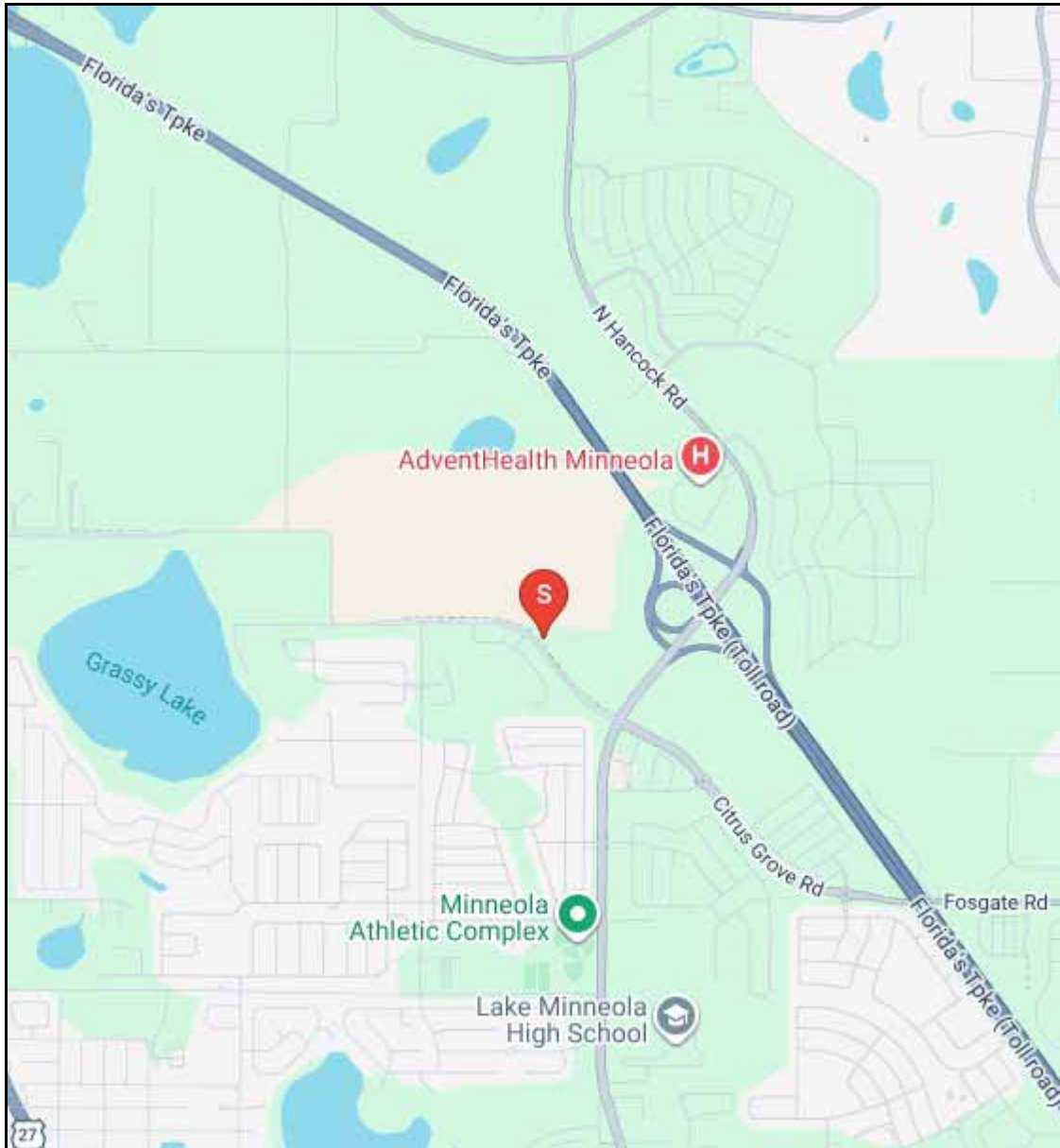
The person(s) signing this report are licensed to appraise real property in the state the subject is located. They affirm they have the experience, knowledge, and education to value this type property. They have previously appraised similar real estate.

Location Maps

Regional Perspective



Neighborhood Perspective



Neighborhood Analysis

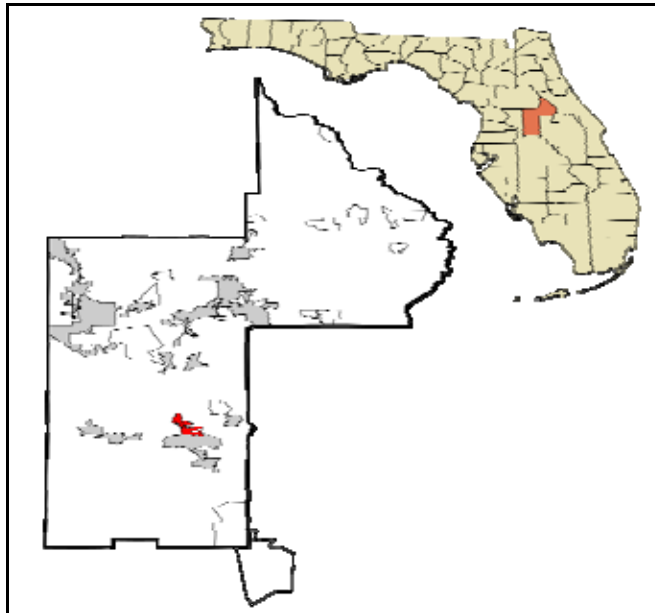
Location and General Data

The subject property is located in the City of Minneola within Lake County. Minneola is part of the Orlando-Kissimmee-Sanford Florida Metropolitan Statistical Area (MSA).

The predominant cause for the population increases in Florida and Lake County is migration. Lake County's location in the central portion of the state is attractive to persons within more urbanized areas of South Florida seeking a less congested locale and better quality of life. The mild climate has also made Lake County a popular residential area for permanent retirees and seasonal residents from colder northern regions. A new report from Redfin indicates that states with lower taxes are attracting people from all over the country. Florida has the seventh-lowest tax rate in the country and saw seven people move in for every person who left. Florida gained more residents than all but four states between 2013 and 2020. As of early 2026, Minneola has a population of approximately 22,412 and is one of the fastest-growing cities in Florida with a significant annual growth rate with estimates indicating a population increase of over 38% since the 2020 census, driven by residential development.

The City of Minneola has a strong business core. Some of the top employers include AdventHealth Minneola, Lake County Schools, Publix Super Markets, and Target. With close proximity to Clermont and the Florida Turnpike, Minneola has become a hub for expanding commercial and service-based employment.

The subject neighborhood is defined as the Florida's Turnpike to the north and east, E. Highway 50 to the South, and U.S. Highway 27 to the west. This area is approximately 13 square miles.



Location of Minneola in Lake County and the State of Florida



LAKE COUNTY ECONOMIC INDICATORS REPORT
 QUARTER 4 ENDING DECEMBER 2025
 Office of Economic Development

Labor Market*

Category				
Labor Force	198,188	1,539,334	11,213,000	170,723,000
Employed	188,757	1,471,428	10,717,000	163,720,000
Unemployed	8,909	67,906	433,000	7,003,000
Unemployment Rate (December 2025)	4.8%	4.4%	4.4%	4.1%
Unemployment Rate (December 2024)	3.2%	3.0%	3.2%	3.8%

Source: Florida Department of Commerce, courtesy of Orlando Economic Partnership

*Not seasonally adjusted

**Orlando MSA consists of Orange, Seminole, Osceola, Lake

Lake County Jobs

Compensation	December 2025	December 2024
Median Advertised Salary	\$44,928	\$41,600
Unique Postings	5,418	4,762

Source: Lightcast, courtesy of Orlando Economic Partnership

Location	Open Jobs	# of Unemployed People Per 100 Jobs*
Lake	5,060	177
Florida	429,221	101

Source: Florida Department of Economic Opportunities, courtesy of The Florida Scorecard. The most current data for this is December 2025.

*This is the seasonally adjusted number of unemployed for the state from the U.S. Bureau of Labor Statistics.

Note: Data for unique postings and open jobs differ due to differences in reporting timeframes - unique postings capture full month in question, open jobs are reported in mid-monthly timeframes (14th of previous month to 13th of current month).

Tourism

Category	November 2025	November 2024	Annual Change
TDT Collections	\$441,760	\$451,760	-2.21%
Hotel Occupancy	64.7%	74.1%	-9.4pp

Source: TDT Collection, Lake County Tax Collector, courtesy of Visit Lake. Hotel Occupancy, Smith Travel Research, courtesy of Visit Lake.



LAKE COUNTY ECONOMIC INDICATORS REPORT
 QUARTER 4 ENDING DECEMBER 2025
 Office of Economic Development

Business Revenues/Gross Sales

Location	October 2025	October 2024	Annual Change
Lake County	\$1,327,229,991	\$1,273,780,483	4.2%
Orlando MSA	\$18,892,325,817	\$18,689,043,147	1.1%

Source: Florida Department of Revenue, courtesy of Orlando Economic Partnership
 Note: As of the time of publication, the Florida Department of Revenue has not released sales data for November or December of 2025 so the most recent data was used

Lake County Commercial/Industrial Real Estate

Type	Quarter 4 2025	Quarter 4 2024	Annual Change
Office Vacancy	4.3%	3.9%	0.4pp
Industrial Vacancy	15.0%	13.1%	1.9pp

Source: CoStar, courtesy of Orlando Economic Partnership

Lake County Residential Real Estate

Category	Single Family December 2025	Annual Change	Townhomes & Condos December 2025	Annual Change
Closed Sales	577	12%	55	7.8%
Median Sale Price	\$375,000	-7.4%	\$320,000	-5.2%
Active Inventory	2,363	5.5%	260	25%
Dollar Volume	\$262,000,000	12%	\$17,500,000	6.4%
New Listings	544	7.7%	49	-22%
New Pending Sales	434	16%	46	28%

Source: Florida Realtors® courtesy of Realtors® Association of Lake and Sumter Counties

Lake County Board of County Commissioners, Office of Economic Development Office
 Contact Information: Meg Brew, Director
 Megan.Brew@lakecountyfl.gov
 315 W. Main St. Suite 515
 Tavares, FL 32778
 BusinessinLakeFL.com

Transportation & Traffic Patterns

North/South Routes

Florida's Turnpike – This is a major arterial roadway throughout much of Florida spanning approximately 265 miles from I-75 near Wildwood north of the subject to Miami Gardens in South Florida. Minneola is accessed from the turnpike at Exit 278. This exit is east of the subject within ½ mile where it intersects with N. Hancock Road.

U.S. Highway 27 – This is a north-south United States Numbered Highway with the southern terminus at US 1 in Miami and the northern terminus near Fort Wayne, Indiana. U.S. Highway 27 intersects with Citrus Grove Road approximately 2 miles west of the subject.

East/West Routes

State Road 50– an east-west highway that spans 114 miles from Weeki Wachee west of the subject to US Highway 1 in Titusville. SR 50 intersects with N. Hancock Road approximately 4 miles southeast of the subject in the City of Clermont.

Traffic Count Map

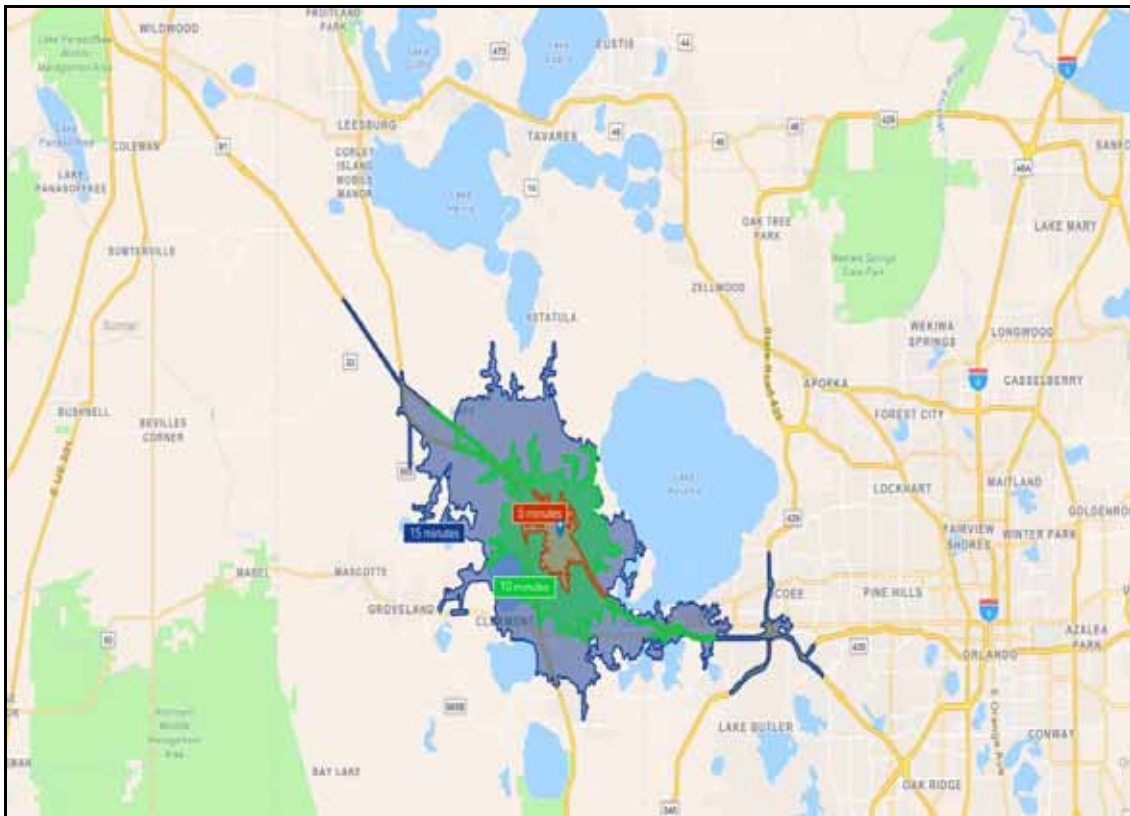
A traffic count map for roadways in the area is located below. In the area of the subject, Citrus Grove Road nor Turkey Farm Road have traffic levels tracked as this is primarily a local roadway residential use. Southeast of the subject, Citrus Grove Road intersects with N. Hancock Road that has traffic levels tracked at 17,500 vehicles per day. Near the subject, the Florida's Turnpike has traffic levels tracked at 79,800 vehicles per day and west of the subject, traffic is tracked at 36,500 vehicles per day along N. Highway 27.



Demographics

For demographic data, we have included a detailed analysis of the neighborhood provided by ESRI, the endorsed GIS firm utilized by both the Appraisal Institute and CCIM members. This data incorporates information reported by U.S. Bureau of the Census, 2010 Census of Population and Housing. ESRI then makes credible forecasts for 2020 and 2025. Due to the geographical factors presented by the Halifax River, the most appropriate study areas are 5, 10, & 15-minute drive times.

Population and income information for the five, ten, and fifteen-minute drive times are shown on the following tables. All three study areas have slight increases forecast for population levels as well as income levels, with the five-minute area having the greatest income levels.



(Site to Do Business 5, 10, and 15-minute drive-time)



Community Profile

17201 Citrus Grove Rd, Clermont, Florida, 34715
 Drive time: 5, 10, 15 minute radii

Prepared by Esri
 Latitude: 28.59720
 Longitude: -81.72588

	5 minutes	10 minutes	15 minutes
Population Summary			
2010 Total Population	2,504	22,010	53,929
2020 Total Population	5,103	32,003	77,454
2020 Group Quarters	0	589	1,698
2025 Total Population	8,633	39,691	93,372
2025 Group Quarters	0	480	1,570
2030 Total Population	10,633	46,019	106,694
2025-2030 Annual Rate	4.26%	3.00%	2.70%
2025 Total Daytime Population	6,229	42,961	92,727
Workers	1,173	21,723	44,604
Residents	5,056	21,238	48,123
Household Summary			
2010 Households	789	7,705	19,310
2010 Average Household Size	3.17	2.79	2.72
2020 Total Households	1,496	10,944	28,179
2020 Average Household Size	3.41	2.87	2.69
2025 Households	2,849	13,933	34,880
2025 Average Household Size	3.03	2.81	2.63
2030 Households	3,585	16,371	40,443
2030 Average Household Size	2.97	2.78	2.60
2025-2030 Annual Rate	4.70%	3.28%	3.00%
2010 Families	624	5,894	14,340
2010 Average Family Size	3.52	3.16	3.12
2025 Families	2,290	10,686	25,805
2025 Average Family Size	3.45	3.24	3.03
2030 Families	2,866	12,560	29,940
2030 Average Family Size	3.38	3.20	2.99
2025-2030 Annual Rate	4.59%	3.28%	3.02%
Housing Unit Summary			
2000 Housing Units	338	3,634	11,773
Owner Occupied Housing Units	71.9%	75.6%	67.0%
Renter Occupied Housing Units	24.0%	17.9%	20.6%
Vacant Housing Units	4.1%	6.5%	12.4%
2010 Housing Units	871	8,579	21,906
Owner Occupied Housing Units	70.6%	66.3%	62.8%
Renter Occupied Housing Units	20.0%	23.5%	25.4%
Vacant Housing Units	9.4%	10.2%	11.9%
2020 Housing Units	1,577	11,729	30,577
Owner Occupied Housing Units	79.7%	69.1%	65.7%
Renter Occupied Housing Units	15.2%	24.2%	26.5%
Vacant Housing Units	4.8%	6.5%	8.0%
2025 Housing Units	2,997	14,805	37,640
Owner Occupied Housing Units	80.4%	72.3%	69.0%
Renter Occupied Housing Units	14.6%	21.9%	23.7%
Vacant Housing Units	4.9%	5.9%	7.3%
2030 Housing Units	3,713	17,203	42,830
Owner Occupied Housing Units	79.8%	73.5%	70.5%
Renter Occupied Housing Units	16.7%	21.7%	23.9%
Vacant Housing Units	3.4%	4.8%	5.6%

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2025 and 2030. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

February 05, 2026



Community Profile

17201 Citrus Grove Rd, Clermont, Florida, 34715
 Drive time: 5, 10, 15 minute radii

Prepared by Esri
 Latitude: 28.59720
 Longitude: -81.72588

	5 minutes	10 minutes	15 minutes
Median Household Income			
2025	\$103,664	\$96,141	\$96,211
2030	\$111,588	\$105,625	\$106,980
Median Home Value			
2025	\$441,747	\$428,335	\$444,889
2030	\$470,557	\$468,822	\$491,638
Per Capita Income			
2025	\$38,755	\$39,739	\$44,054
2030	\$43,929	\$44,767	\$49,462

Summary and Conclusion

The subject neighborhood is a mixed-use area which is approximately 70% developed. Commercial and residential land uses are the predominant type of development within this defined area. To a lesser extent, a variety of institutional and recreational uses are present. Commercial development is located along the major traffic arteries and appears to be adequate to support the surrounding residential population. The area is well-served by adequate roadways, and supported by a diversified employment base.

The subject's neighborhood is well located with respect to employment centers. The number of housing units and population has increased significantly since 2000 in all three drive-times. No adverse area conditions are known, nor were any observed, that preclude or severely limit the subject's utilization to its highest and best use as determined herein. In comparison to other areas in the region, the market area is rated as follows:

MARKET AREA ATTRIBUTE RATINGS

Highway Access	Good
Demand Generators	Good
Convenience to other supporting land uses	Good
Convenience to Public Transportation	Average
Employment Stability	Average
Police and Fire Protection	Average
General Appearance of Properties	Average
Appeal to Market	Average
Prices/Value Trend	Stable for Residential Stable for Commercial Stable for Industrial

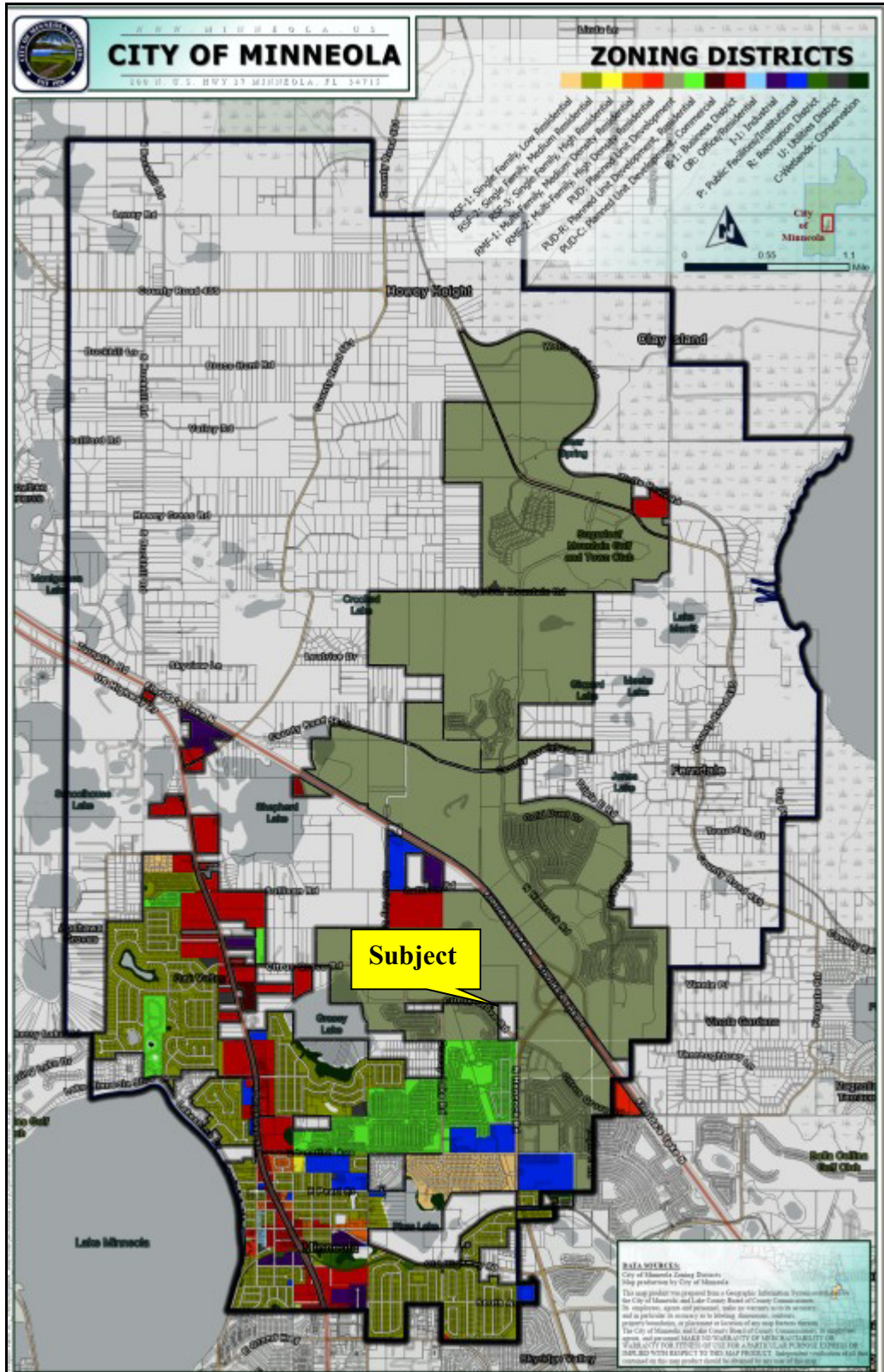
Zoning

Requirements noted below are not intended to represent all applicable aspects of the ordinance. They do provide the reader with knowledge of general legal parameters.

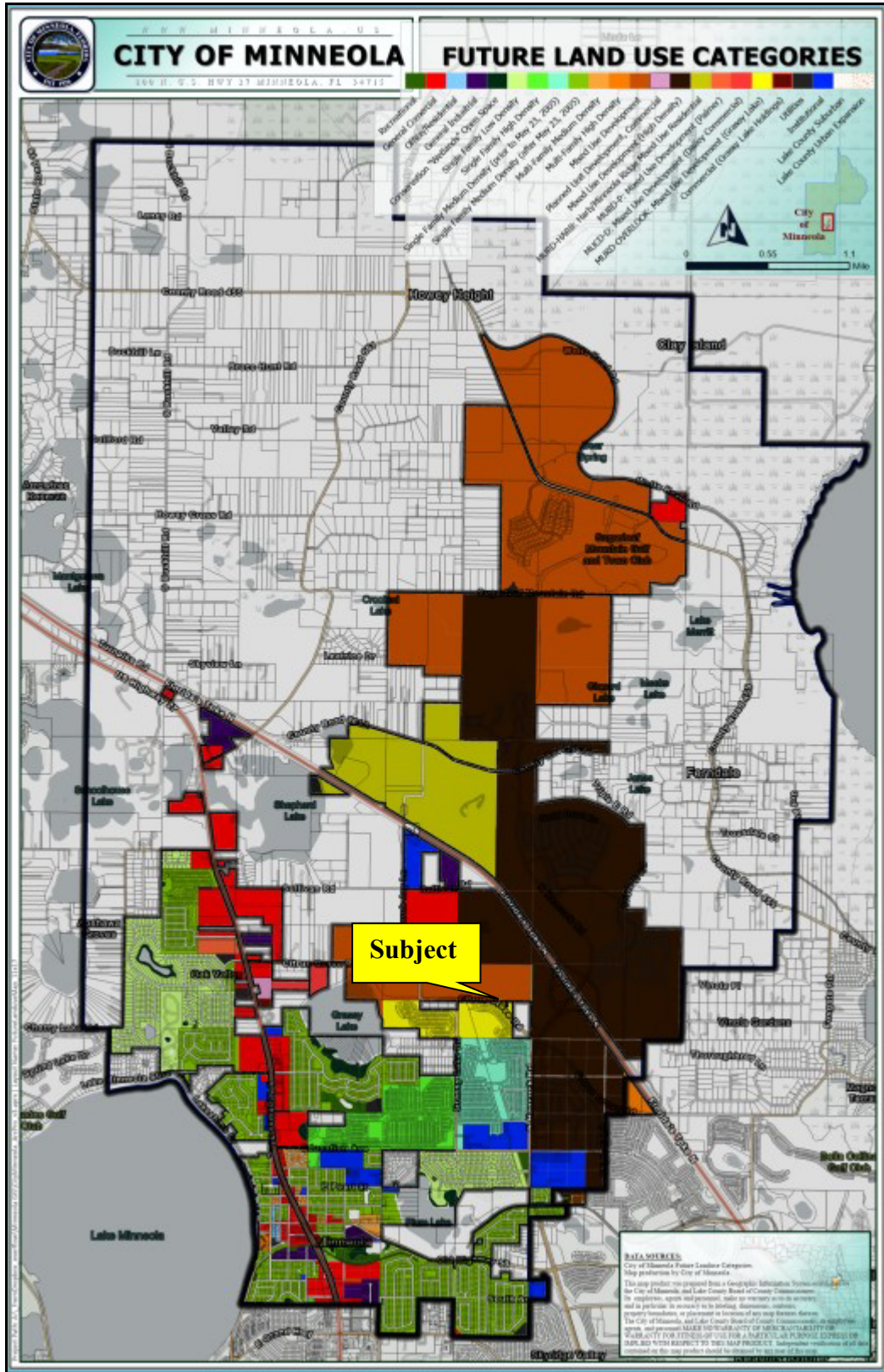
Zoning Summary	
Zoning Authority	Minneola
Zoning District	Commercial
Zoning Code	PUD
Zoning Type/Description	PUD - Planned United Development Grassy Lake
Zoning Intent/Summary	The PUD district is established to implement comprehensive plan policies by allowing a variety of housing types with a broad range of housing costs. This PUD district is designed to encourage innovative development concepts to provide design amenities and to manage natural features of the land. The location of such PUD's will be dictated by the type of development that will be provided. (Residential PUD's will be located in residentially designated areas of the future land use map of the comprehensive plan as an overlay district, commercial PUDs will be located in commercially designated areas of the future land use map as an overlay district, etc.) Densities and intensities cannot exceed those which are permitted in that area on the future land use map.
Permitted Uses	(2)Commercial PUD. Commercial uses as permitted under the B-1 and OR zoning districts and other uses deemed appropriate and incidental to the primary use by the city council. Permitted uses in the B-1 Business District include but are not limited to: Offices, personal services, convenience stores without fuel operations, laundry & dry cleaning retail stores, financial services, office supply, retail sales & services, business services, office complex, maintenance contractor, medical office/clinic, manufactured homes sales & service, office condominiums, restaurants, banks, health/exercise club, adult/vocational education, learning center.
Future Land Use	MURD - Overlook
Minimum Lot Area	22,500 SF
Minimum Lot Width	150 ft.
Minimum Lot Depth	None
Front Set Back Distance	15 ft.
Side Yard Distance	15 ft.
Back Yard Distance	15 ft.
Maximum Building Height	35 ft.
Zoning Parking Requirements	Varies by use
Deed Restrictions/Moratoriums	To our knowledge, there are no land use regulations other than zoning that would affect the property. Further, there is no moratorium on development.
Entitlements	We were provided no information by ownership that the subject site possesses any Entitlements which would affect the subject site. We assume that the subject does not have Entitlements in place which would significantly affect the value.
Zoning Data Source	City of Minneola Code of Ordinances

Appraiser's Note: In speaking with a Senior Planner with the City of Minneola, Thomas Grimms, the subject is zoned PUD Commercial as of the effective date of the appraisal, February 8, 2026.

Zoning Map



Future Land Use Map

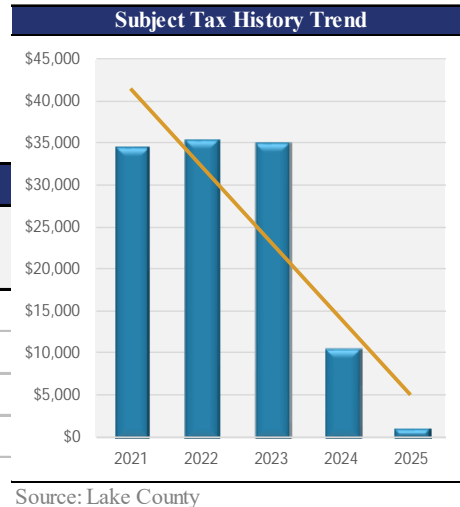


Assessment and Taxes

Real Estate Assessment and Taxes								
Tax ID	Land	Improvements	Total Assessment	Millage Tax Rate	Ad Valorem Taxes	Non Ad Valorem Taxes	Tax Rate	Total Parcel Taxes
05-22-26-0004-000-01300	\$70,700	\$0	\$70,700	17.5866	\$1,243.39	\$19.00	17.5866	\$1,262.39

The tax year runs from January 1st to December 31st. Real estate taxes in Lake County are paid one year in arrears (2024 taxes are paid in 2025), and are due and payable November 1st of each year or as soon thereafter as the certified tax roll is received by the Tax Collector from the Property Appraiser. Properties in Lake County are assessed Ad Valorem Taxes and Non-Ad Valorem Taxes. Ad valorem taxes, or real property taxes, are based on the value of such property. Non-ad valorem assessments are NOT based on value but are set amounts. The Non-Ad Valorem Taxes the subject is responsible for goes toward solid waste disposal and emergency medical services. According to Florida law, assessments are to be at 'Full Just Value'. This term is generally held to be 100% Market Value, less reasonable costs of sales. It has been our experience, however, that assessments vary widely in relation to market value as defined in this report. Reassessments are annual based on a calendar year.

Tax History			
Assessed Year	Total Assessment	Taxes	% Change
2021	\$1,940,750	\$34,555	
2022	\$1,940,750	\$35,252	2.0%
2023	\$1,940,750	\$34,913	-1.0%
2024	\$592,550	\$10,576	-69.7%
2025	\$70,700	\$1,262	-88.1%



Appraiser's Note: The subject was previously a part of a subdivision, Overlook at Grassy Lake, with a total acreage of 118.47-acres inclusive of the subject 2.02-acres. As lots were sold within the subdivision, the tax burden for the developer started to reduce via the total assessment in 2024 and continued through 2025. The subject 2.02-acre parcel was donated to the City of Minneola in November 2025 and has not been reassessed since the previous transfer. This will occur later in 2026.

Property Description

The following description is based on our property inspection, public records, and a survey.

Site Summary	
Parcel ID	05-22-26-0004-000-01300
Location	The subject has an assigned address of XXXX Turkey Farm Road, Minneola, FL, 34715.
Land Use	Commercial
Current Use	Vacant PUD Land
Map Latitude	28.597043
Map Longitude	-81.725997
Adjacent Land Uses	The subject is located in a mixed-use area of the City of Minneola. North and east of the subject is vacant land and the Florida's Turnpike. South and west of the subject are single-family residential developments including a new subdivision, Overlook at Grassy Lake. Southeast of the subject is a newly developed shopping plaza, Hills Crossing, anchored by a Publix Shopping Center with several retail outparcels including McDonald's, Starbucks, Chipotle Mexican Grill, Extra Space Storage, Papa Johns Pizza, and Jersey Mike's Subs.
Site Analysis & Comments	Site utility is below average. The subject has a communication tower that bisects the site and affects the shape and overall developable area. Further, the topography is downward sloping from the northwest corner to the southeast corner with an approximate 40 foot drop in sea level from 295 feet above sea level at the highest point to 255 feet at the lowest point. Utilities would need to be extended/bored under Citrus Grove Road and access would likely be an issue and would likely need to be developed along Turkey Farm Road vs. the arterial roadway and frontage along Citrus Grove Road.

Site Size Attributes	
Gross Land Area (Sq Ft)	87,991
Gross Land Area (Acres)	2.02
Usable Land Area (Sq Ft)	87,991
Usable Land Area (Acres)	2.02
Excess Land Area Comments	There is no indicated excess land. The subject Floor Area Ratio (FAR) meets or exceeds current building trends for this property type.
Usable Land Area Comments	Other than the setback ordinances required by zoning, we have been provided no information that any of the subject land is unusable.
Source for Site Size	Property appraiser record card.
Site Size Analysis	The total subject land area is typical for a commercial use in the subject neighborhood.

Site Characteristics	
Corner Lot	is
Dimensions	Varies
Primary Frontage Street Name	Citrus Grove Rd.
Secondary Frontage Street Name	Turkey Farm Road
Frontage - Primary Street (Feet)	590
Frontage - Secondary Street (Feet)	307
Average Depth (Feet)	Varies
View	Average
View Description	The primary street frontage is along Turkey Farm Road.
Access	Below Average
Access Description	There is currently no direct access to the subject. Access to the subject is speculative and would likely need to come from the southern elevation of Turkey Farm Road. Access from Citrus Grove Road would necessitate an extension of the turn lane to accommodate an access point from the eastern elevation of Citrus Grove Road. Access from Citrus Grove Road would necessitate an extension of the deceleration turn lane. From Turkey Farm Road, the unpaved road would need to be upgraded to current standards.
Site Visibility	Average
Site Visibility Description	The site has low passing traffic which is typical for a commercial use.
Site Improvements	The site is a vacant land parcel with no site improvements.
Off-Site Improvements	The off-site improvements consist largely of the improved roadways and municipal utilities.
Street Lighting	There are no street lights along Citrus Grove Rd. nor Turkey Farm Rd. in the area of the subject.
Sidewalks	There are sidewalks along Citrus Grove Rd. but not Turkey Farm Rd.
Curb and Gutter	There are curbs and gutters along Citrus Grove Rd. but not Turkey Farm Rd.
Drainage	The subject site is vacant land and does not have any drainage system in place.
Landscaping	The subject is vacant land, and does not have any planted landscaping. It is natively vegetated.
Topography	Downward sloping. There are significant elevation changes and contours present at the subject with a 40 foot elevation drop from the northwest corner to the southeast corner that would render development difficult without extensive alterations to the landscape.
Shape	Roughly Triangular. The communication tower that bisects the property would likely make uniform development difficult and would likely render the northern land west of the tower unusable. This would limit development to the southern and eastern portion which has significant elevation concerns.
Soil Conditions	The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering which might be required to discover such factors. The appraiser does not consider mineral rights.

Site Utilities	
Adequacy of Utilities	The subject's utilities access are below average as utilities would need bored under Citrus Grove Road from the west.
Public Electricity	Nearby-Above ground elevated lines.
Water Supply Type	Nearby-City Water (would likely require boring under Citrus Grove Rd.)
Sewer Type	Nearby (would require extension and stubbing to site)
Rail Access	Unknown
Site Hazards	
FEMA Map #	12069C0580E
FEMA Map Date	12/18/2012
Flood Zone	X
In Flood Plain	No
Flood Zone Comments	The Flood Zone X classification denotes areas that are "determined to be outside the 500-year flood", and are considered to be of minimal flood hazard. The appraiser is not an expert in this matter and is reporting data from FEMA maps.
Encumbrance / Easement Description	We were provided a current survey and title policy of the subject property. No easements, encumbrances, and or deed restrictions exist that adversely affect subject utility or market value. Accordingly, the market value estimated herein is contingent on the accuracy of this assumption. The full title policy for the subject can be found in the Addenda of this appraisal report. Please reference Limiting Conditions and Assumptions.
Environmental Issues	We were not provided with an Environmental Survey report addressing potential contaminants or hazards. No adverse environmental conditions on the subject site were reported to the appraisers, and we assume the site is free and clear of environmental hazards. We were provided Phase I ESA for the adjacent site composed by Bio-Tech Consulting Environmental and Permitting Dated November 27, 2024 with an assessment that revealed no RECs, Controlled Recognized Environmental Conditions (CRECs) or Significant Data Gaps (SDGs). This ESA is maintained in the appraiser's work file. Please reference Limiting Conditions and Assumptions.
Encroachments	No encroachments onto the subject property were noted by inspection or survey. We assume there are no encroachments onto the subject site.
Wetlands Type	None
Retention	None; Req. Upon Development
Possible Nuisance	No nuisances were observed upon inspection of the subject property.



Aerial



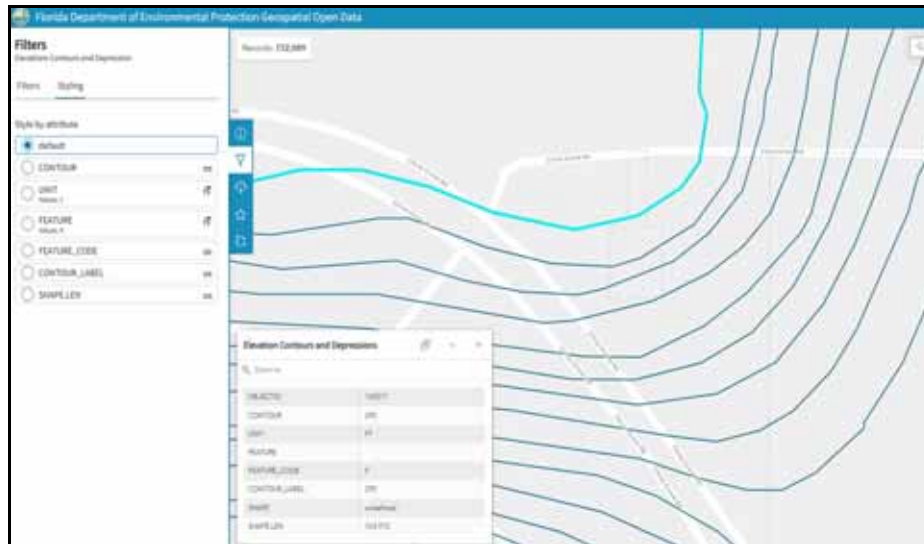
Eagle View



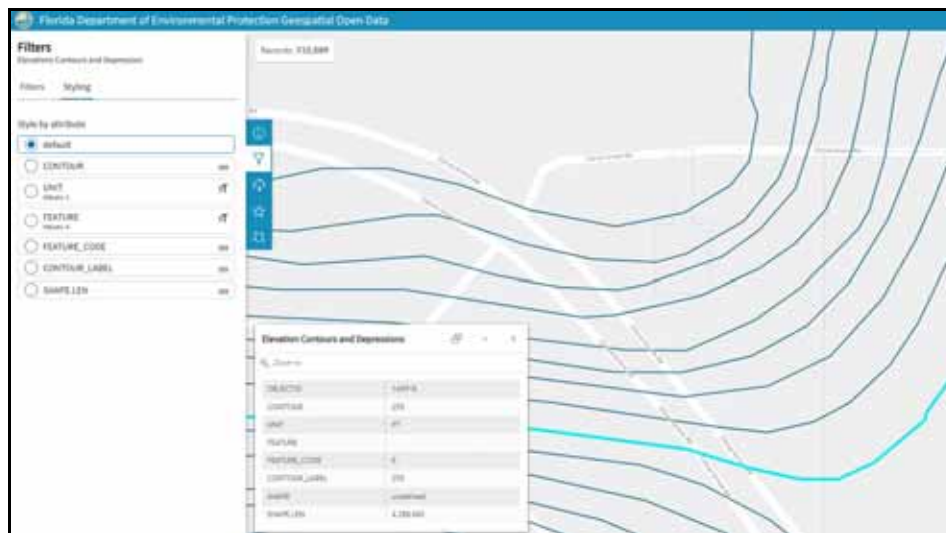
The aerial depictions are from the Lake County Property Appraiser records. The property boundaries are not exact. They are for illustrative purposes only.

Topography

Below are topographic maps of the subject parcel. There are significant contours and slopes on the subject property extending from the highest point of elevation at the northwest corner sloping downward to the lowest part of the subject parcel at the southeast corner.



As shown above, the highest elevation at the subject property is found at the northwestern corner at approximately 295 ft. above sea level.



As shown above, the lowest elevation at the subject property is found at the southeastern corner at approximately 255 ft. above sea level. This is an elevation change of approximately 40 feet from the highest to the lowest point at the property.

Subject Photographs



Subject Land – Northwest Corner



Land – Southwest Corner Facing East



Subject Terrain



Interior Portion of Subject



Communication Town Bisecting Subject Property



Downward Sloping Topography



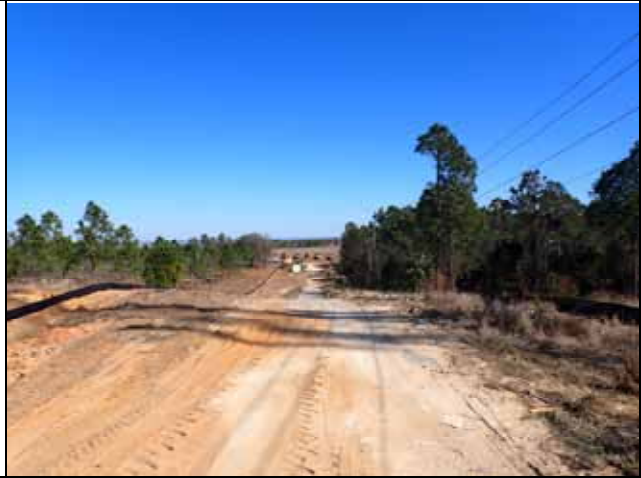
Citrus Grove Road – Facing East



Citrus Grove Road – Facing West



Paved Portion of Turkey Farm Rd.



Unpaved Portion of Turkey Farm Rd.

Highest and Best Use

Before an opinion of value can be developed, the highest and best use of the property must be determined for both the subject site as though vacant, and for the property as improved. Highest and best use may be defined as

“The reasonably probable and legal use of vacant land or improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value 1.”

1. **Permissible Use.** What uses are permitted by zoning and other legal restrictions?
2. **Possible Use.** To what use is the site physically adaptable?
3. **Feasible Use.** Which possible and permissible use will produce any net return to the owner of the site?
4. **Maximally Productive.** Among the feasible uses which use will produce the highest net return, (i.e., the highest present worth)?

Because the use of the land can be limited by the presence of improvements, highest and best use is determined separately for the land or site as though vacant and available to be put to its highest and best use, and for the property as improved.

The first determination reflects the fact that land value is derived from potential land use. The highest and best use of a property as improved refers to the optimal use that could be made of the property including all proposed structures.

The determination of the highest and best use of land as though vacant is useful for land or site valuation; determining the highest and best use of an improved property provides a decision regarding continued use or demolition of the property.

Highest and Best Use As Vacant

Legally Permissible

The category of Legally Permissible uses includes an analysis of public development regulations, including current and possible future changes in zoning regulations and procedures, and private constraints including deed restrictions, leases, or any known encumbrances on title.

As discussed earlier in the zoning section, the current zoning classification is PUD, Planned Unit Development Commercial, Grassy Lake, in the City of Minneola. Permitted uses include but are not limited to: all permitted uses under the B-1 and OR zoning districts and other uses deemed appropriate and incidental to the primary use by the city council. Permitted uses include but are not limited to: Permitted uses in the B-1 Business District include but are not limited to: Offices, personal services, convenience stores without fuel operations, laundry & dry cleaning retail stores, financial services, office supply, retail sales & services, business services, office complex, maintenance contractor, medical office/clinic, manufactured homes sales & service, office condominiums, restaurants, banks, health/exercise club, adult/vocational education, learning center.

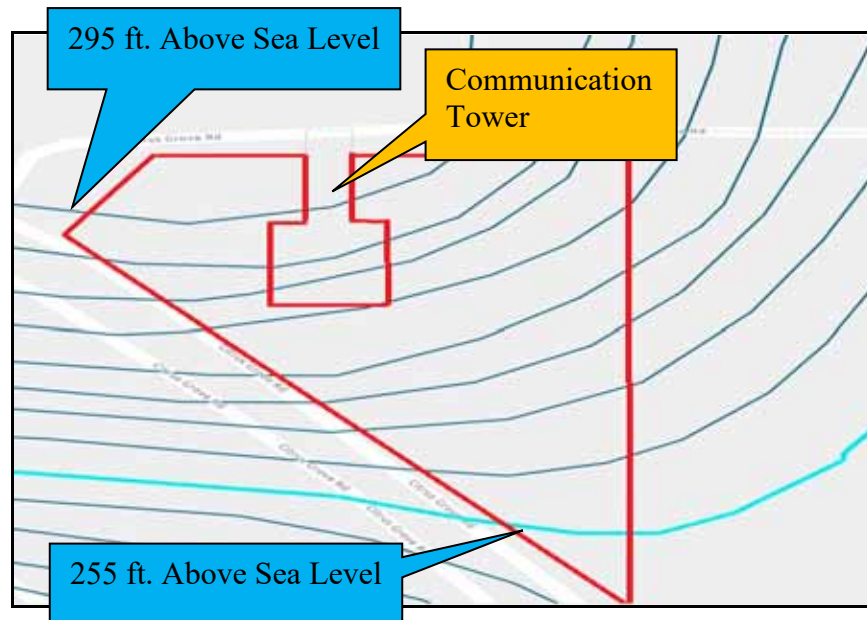
1 *The Appraisal of Real Estate* 12th Edition, Page 305, Appraisal Institute

Any commercial development consistent with the permitted uses is considered legally permitted. To our knowledge, there are no land use regulations other than zoning that would affect the property. Further, there is no moratorium on development.

Physical Factors

The category of Physically Possible uses is an analysis of the subject's ability to support various improvement types. Included in this category is an analysis of the physical attributes of the land, access and transportation, infrastructure and available public services, environmental considerations, along with current and expected future neighborhood development trends.

The subject contains a total of 2.02-acres and has approximately 40 feet of sloping from the northwestern corner down to the southeastern corner as showing the topographical map below:



Additionally, there is a communication tower that bisects the subject parcel at the northwestern elevation that would likely restrict development in the area west of the tower.

Site utility is below average. The subject has a communication tower that bisects the site and affects the shape and likely overall developable area. Further, the topography is downward sloping from the northwest corner to the southeast corner with an approximate 40-foot drop in sea level from 295 feet above sea level at the highest point to 255 feet at the lowest point. Utilities would need to be extended/bored under Citrus Grove Road and access would likely be an issue and would likely need to be developed along Turkey Farm Road vs. the arterial roadway and frontage along Citrus Grove Road.

Financially Feasible

Financial Feasibility is an analysis of the ability of the property to return the highest possible yield to the investment of land and improvements based on its income producing capability and the return requirements of investors in the market.

The subject is located in a mixed-use area with residential and commercial uses nearby. The subject was a part of a larger subdivision before being “donated” to the City of Minneola as shown below:



There are significant commercial uses in the subject area as well with close proximity to N. Hancock Road and the Florida’s Turnpike particularly southeast of the subject as shown below:



Any improvements consistent with the surrounding development are considered to be legally and physically feasible.

Maximally Productive Use

Reviewing the permitted principal uses set forth under the zoning ordinance, as well as recent developments in the neighborhood, it is our opinion that a commercial use, is the most feasible use of the land “as if vacant”.

Exposure Time

Exposure time is the estimated length of time that the subject would have been offered on the market prior to a hypothetical sale of the property on the effective date of the appraisal. Based on data obtained from sales transactions and interviews with market participants, it is our opinion that the probable exposure time for the property at the concluded, "as is", market value is 9-12 Months for the effective date of February 8, 2026.

Marketing Period

Marketing period is an opinion of the amount of time it might take to sell the subject at the concluded market value during the period immediately following the effective date of the appraisal. Because we foresee no significant changes in market conditions in the near term, it is our opinion that a reasonable marketing period for the subject is the same as its exposure time. Therefore, we estimate the subject’s marketing period to be 9-12 Months for the effective date of February 8, 2026.

Valuation Methodology

Three basic approaches may be used to arrive at an estimate of market value. They are:

1. The Cost Approach
2. The Income Approach
3. The Sales Comparison Approach

Cost Approach

The Cost Approach is summarized as follows:

$$\begin{array}{l} \text{Cost New} \\ - \text{Depreciation} \\ + \text{Land Value} \\ = \text{Value} \end{array}$$

Income Approach

The Income Approach converts the anticipated flow of future benefits (income) to a present value estimate through a capitalization and or a discounting process.

Sales Comparison Approach

The Sales Comparison Approach compares sales of similar properties with the subject property. Each comparable sale is adjusted for its inferior or superior characteristics. The values derived from the adjusted comparable sales form a range of value for the subject. By process of correlation and analysis, a final indicated value is derived.

Final Reconciliation

The appraisal process concludes with the Final Reconciliation of the values derived from the approaches applied for a single estimate of market value. Different properties require different means of analysis and lend themselves to one approach over the others.

Analyses Applied

Utilized Approaches to Value

Cost Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Sales Comparison Approach

There is adequate data to develop a value estimate and this approach reflects market behavior for this property type.

Income Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Land Valuation – Sales Comparison Approach

The Sales Comparison Approach is based on the premise that a buyer would pay no more for a specific property than the cost of obtaining a property with the same quality, utility, and perceived benefits of ownership. It is based on the principles of supply and demand, balance, substitution and externalities. The following steps describe the applied process of the Sales Comparison Approach.

- The market in which the subject property competes is investigated; comparable sales, contracts for sale and current offerings are reviewed.
- The most pertinent data is further analyzed and the quality of the transaction is determined.
- The most meaningful unit of value for the subject property is determined.
- Each comparable sale is analyzed and where appropriate, adjusted to equate with the subject property.
- The value indication of each comparable sale is analyzed and the data reconciled for a final indication of value via the Sales Comparison Approach.

Land Comparables – As Is

We have researched comparables for this analysis; these are documented on the following pages and analysis grid. All sales have been researched through numerous sources and verified by a party to the transaction when available. In order to make the comparison meaningful, the comparable sales are reduced to a basic unit of comparison, i.e., the price paid per acre. In addition to the subject's neighborhood, we searched for comparable sales in surrounding similar trade areas due to the lack of land sales with similar attributes as the subject in Minneola, Lake County, and other nearby counties in Central Florida. The comparables are detailed on the following pages.

Land Comparable 1



Transaction

Address	XXXX State Road 19	ID	18756
City	Umatilla	Date	11/6/2025
County	Lake	Actual Price	\$300,000
Zip	32784	Price Adjustment	\$0
Tax ID	26-18-26-0003-000-02801	Price	\$300,000
Grantor	Berner Properties, LLC	Price Per Acre	\$121,704
Grantee	Marlin Civil, LLC	Price Per Land SF	\$2.79
Book/Page or Reference	6630/2192	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	153

Site

Acres	2.47	Zoning	HM
Land SF	107,375	Utilities	Nearby (City Water/Sewer)
Usable Acres	2.465	Traffic Count	19,900
Corner	is not	Road Frontage	260' State Road 19
Visibility	Average	Shape	Roughly rectangular
Access	Average	Distance	20.35

Sale Comments

This is the closed sale of a 2.47-acre vacant land tract with frontage along State Road 19 in Umatilla. The property is zoned Industrial (HM) in Lake County and has no indicated areas of wetlands nor is it located in a flood zone.

The property was listed by the owner, Michael Brenner, in June 2025 for \$350,000 and after 153 days on market closed for \$300,000 as recorded in Lake County OR Book 6630, Page 2192 on November 12, 2025. Mr. Brenner confirmed that the sale was arms-length with no atypical sales conditions.

Land Comparable 2



Transaction

Address	XXX Harney Road	ID	18753
City	Thonotassassa	Date	11/4/2025
County	Hillsborough	Actual Price	\$220,000
Zip	33592	Price Adjustment	\$0
Tax ID	U-19-28-20-ZZZ-000000-00000.2	Price	\$220,000
Grantor	Southwest Florida Water Management District	Price Per Acre	\$76,389
Grantee	Gosalia Concrete Constructors, Inc.	Price Per Land SF	\$1.75
Book/Page or Reference	2025472009	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	2297

Site

Acres	2.88	Zoning	AR
Land SF	125,453	Utilities	Nearby (City Water/Sewer)
Usable Acres	2.88	Traffic Count	Not Tracked
Corner	is not	Road Frontage	25' Harney Road
Visibility	Average	Shape	Roughly rectangular
Access	Poor	Distance	53.63

Sale Comments

This is the closed sale of a 2.83-acre vacant land tract with access from a crossover easement on the southern elevation of Harney Road. The property is zoned AR for agricultural residential with no indicated areas of wetlands but is located in an AE flood zone based on proximity to the Tampa Bypass Canal.

The property was listed for \$300,000 in 2019 and after 2,297 days on market closed for \$220,000. The listing agent was Zeb Griffin of Saunders Real Estate. He confirmed this was an arms-length transaction with no atypical sales conditions. The property was sold by the South Florida Water Management District as "unneeded" land.

Land Comparable 3



Transaction

Address	XXXX Clifton Down Drive	ID	18754
City	Zephyrhills	Date	11/27/2024
County	Pasco	Actual Price	\$200,000
Zip	33541	Price Adjustment	\$0
Tax ID	06-26-21-0060-00R00-0020	Price	\$200,000
Grantor	New Chapel Creek, LLC	Price Per Acre	\$94,787
Grantee	Rhodium Bros Group, LLC	Price Per Land SF	\$2.18
Book/Page or Reference	11118/1107	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	906

Site

Acres	2.11	Zoning	MPUD
Land SF	91,912	Utilities	Nearby (City Water/Sewer)
Usable Acres	2.11	Traffic Count	Not Tracked
Corner	is not	Road Frontage	25' Clifton Down
Visibility	Average	Shape	Roughly rectangular
Access	Poor	Distance	39.37

Sale Comments

This is the closed sale of a 2.11-acre vacant land tract as part of a larger mixed-used subdivision known as the Highland Homes at Stonebridge North Subdivision. The property is located with frontage along Clifton Downs Drive in the City of Zephyrhills.

The property was listed in June 2022 for \$249,900 and after 906 days on market, closed on November 27, 2024 with a recorded sales price of \$200,000. The listing agent was Chip Jones of Lerner Real Estate Advisors.

Land Comparable 4



Transaction

Address	XXX Laurel Ave.	ID	18755
City	Kissimmee	Date	6/3/2024
County	Osceola	Actual Price	\$140,000
Zip	34758	Price Adjustment	\$0
Tax ID	25-26-28-6100-000A-0010	Price	\$140,000
Grantor	Hannahw, LLC	Price Per Acre	\$80,046
Grantee	Ronadiad 1313, Inc.	Price Per Land SF	\$1.84
Book/Page or Reference	6611/1252	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	250

Site

Acres	1.75	Zoning	PD
Land SF	76,186	Utilities	Nearby (City Water/Sewer)
Usable Acres	1.749	Traffic Count	Not Tracked
Corner	is	Road Frontage	245' Laurel Ave.
Visibility	Average	Shape	Roughly rectangular
Access	Average	Distance	32.6

Sale Comments

This is the closed sale of a 1.75-acre vacant land tract as part of a larger mixed-used subdivision in Kissimmee. The property is located with frontage along Laurel Ave. and Monterey Road. There are no indicated areas of wetlands nor is it located in a flood zone. The property is zoned for Planned Development (PD).

The property was listed in October 2023 for \$188,000 and after 250 days on market, closed on June 3, 2024 with a recorded sales price of \$140,000. The listing agent was A.J. Lash of Corcoran Premier Realty who confirmed this was an arms-length transaction with no atypical sales conditions.

Land Comparable 5



Transaction

Address	XXXX Citrus Grove Road	ID	18778
City	Minneola	Date	2/11/2026
County	Lake	Actual Price	\$4,000,000
Zip	34711	Price Adjustment	\$0
Tax ID	05-22-26-0004-000-01700; 05-22-26-0004-000-00800	Price	\$4,000,000
Grantor	Crittenden Howey, LLC	Price Per Acre	\$254,453
Grantee	Pending Contract	Price Per Land SF	\$5.84
Book/Page or Reference	Pending Contract	Conditions of Sale	Pending Contract
Financing	Pending Contract	Days on Market	Unknown

Site

Acres	15.72	Zoning	A
Land SF	684,763	Utilities	Nearby (Water/Sewer)
Usable Acres	15.72	Traffic Count	Not Tracked
Corner	is not	Road Frontage	870' Citrus Grove Rd.
Visibility	Average	Shape	Roughly Rectangular
Access	Average	Distance	0.09

Sale Comments

This is the pending contract of 15.72-acres of vacant land with frontage along Citrus Grove Road in Minneola. The properties are bisected by the highway and are currently zoned A, for agricultural use in Lake County. The properties have no indicated areas of wetlands nor is it located in a flood zone.

The property is a private transaction between buyer and seller and is currently under contract for \$4,000,000 equating to \$254,452.93 on a price per acre basis.

Appraiser's Note: This site is adjacent to the subject and is located in an unincorporated portion of Minneola in Lake County. This property is under contract for \$4,000,000 and is slated to close in June 2026. This property is very superior to the subject in topography and development potential.

Sale Considered But Not Used

Other Sale Considered But Not Used



Transaction

Address	XXXX N. Hancock Road	ID	18779
City	Minneola	Date	4/9/2025
County	Lake	Actual Price	\$21,145,800
Zip	34715	Price Adjustment	\$0
Tax ID	04-22-26-0002-000-01300	Price	\$21,145,800
Grantor	Minneola Land, LLC	Price Per Acre	\$255,353
Grantee	SDP Camp Lake, LLC	Price Per Land SF	\$5.86
Book/Page or Reference	6511/738	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	Unknown

Site

Acres	82.81	Zoning	PUD - Industrial
Land SF	3,607,204	Utilities	Nearby
Usable Acres	82.81	Traffic Count	Not Tracked
Corner	is not	Road Frontage	1,180' N. Hancock
Visibility	Average	Shape	Irregular
Access	Average	Distance	0.31

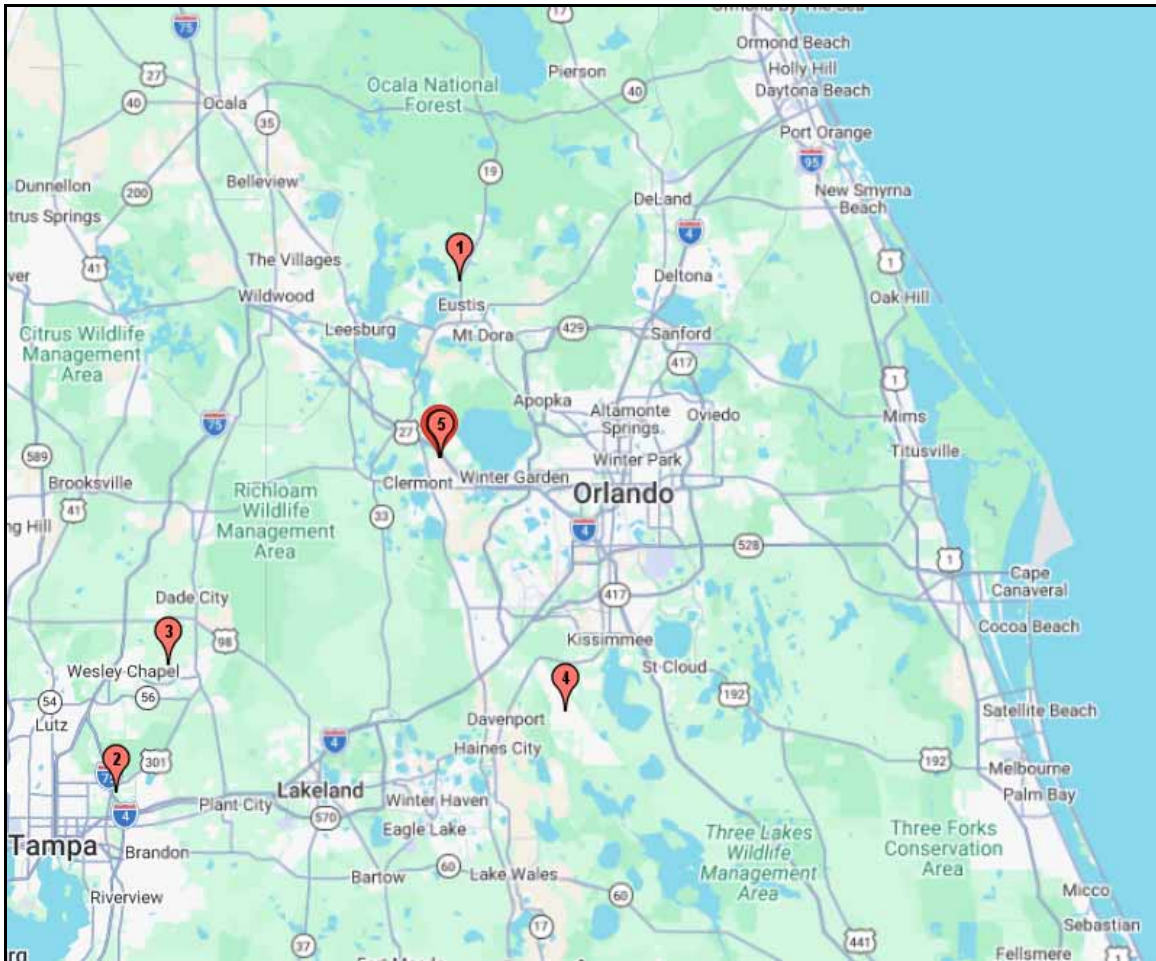
Sale Comments

This is the closed sale of a 82.81-acres of vacant industrial land with frontage along N. Hancock Rd and Visibility from Florida's Turnpike in Minneola. The property is zoned PUD-Industrial in the Hills of Minneola CDD. The property has 3.6-acres of jurisdictional wetlands.

The property was a private transaction and was recorded on April 16, 2025 with a recorded sales price of \$21,145,800 equating to \$255,353 on a price per acre basis. Plans for a 1.35-million square foot industrial building was reported by the Orlando Business Journal.

Appraiser's Note: This sale is northeast of the subject property and located in the City of Minneola and is part of the Hills of Minneola Community Development District. This sale was not used based on its zoning for industrial use, entitlements that were in place at time of sale, and significant size difference along with development potential.

Comparables Map



Legend	Address	City	Distance
Subject	XXXX Turkey Farm Road	Minneola	
Comp 1	XXXX State Road 19	Umatilla	20.35 miles
Comp 2	XXX Harney Road	Thonotasassa	53.63 miles
Comp 3	XXXX Clifton Down Drive	Zephyrhills	39.37 miles
Comp 4	XXX Laurel Ave.	Kissimmee	32.60 miles
Comp 5	XXXX Citrus Grove Road	Clermont	.09 miles

and Analysis Grid		Comp 1	Comp 2	Comp 3	Comp 4	Comp 5
Address	XXXX Turkey Farm Road	XXXX State Road 19	XXX Harney Road	XXXX Clifton Down Drive	XXX Laurel Ave.	XXXX Citrus Grove Road
City	Minneola	Umatilla	Thonotasassa	Zephyrhills	Kissimmee	Clermont
County	Lake	Lake	Hillsborough	Pasco	Osceola	Lake
Date	2/8/2026	11/6/2025	11/4/2025	11/27/2024	6/3/2024	2/11/2026
Price	--	\$300,000	\$220,000	\$200,000	\$140,000	\$4,000,000
Acres	2.02	2.47	2.88	2.11	1.75	15.72
Acre Unit Price		\$121,704	\$76,389	\$94,787	\$80,046	\$254,453
Transaction Adjustments						
Property Rights	Fee Simple	Fee Simple	0.0%	Fee Simple	0.0%	Fee Simple
Financing	Conventional	Market Terms	0.0%	Market Terms	0.0%	Market Terms
Conditions of Sale	Cash	None Noted	0.0%	None Noted	0.0%	None Noted
Expend. After Sale		\$0	\$0	\$0	\$0	\$0
Adjusted Acre Unit Price		\$121,704	\$76,389	\$94,787	\$80,046	\$254,453
Subsequent Trends Ending	2/8/2026	0.0%	0.0%	0.0%	0.0%	0.0%
Adjusted Acre Unit Price		\$121,704	\$76,389	\$94,787	\$80,046	\$254,453
Characteristics Adjustments						
Location	Average	Average	Average	Average	Average	Average
% Adjustment		0%	0%	0%	0%	0%
Qualitative		Similar	Similar	Similar	Similar	Similar
Acres	2.02	2.47	2.88	2.11	1.75	15.72
% Adjustment		5%	5%	0%	0%	10%
Qualitative		Inferior	Inferior	Similar	Similar	Inferior
Topography	Downward Sloping	Level	Level	Level	Wooded	Moderately Level
% Adjustment		-10%	-10%	-10%	-5%	-10%
Qualitative		Superior	Superior	Superior	Superior	Superior
Shape	Roughly Triangular (Communication Tower Bisection)	Roughly rectangular	Roughly rectangular	Roughly rectangular	Roughly rectangular	Roughly Rectangular
% Adjustment		-5%	-5%	-5%	-5%	-5%
Qualitative		Superior	Superior	Superior	Superior	Superior
Utilities	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (Water/Sewer)
% Adjustment		0%	0%	0%	0%	0%
Qualitative		Similar	Similar	Similar	Similar	Similar
Zoning	PUD	HM	AR	MPUD	PD	A
% Adjustment		0%	5%	0%	0%	5%
Qualitative		Similar	Inferior	Similar	Similar	Inferior
Traffic Count	0	19900	0	0	0	0
% Adjustment		-10%	0%	0%	0%	0%
Qualitative		Superior	Similar	Similar	Similar	Similar
Access	Below Average	Average	Poor	Poor	Average	Average
% Adjustment		-5%	5%	5%	-5%	-5%
Qualitative		Superior	Inferior	Inferior	Superior	Superior
Adjusted Acre Unit Price		\$91,278	\$76,389	\$85,308	\$68,039	\$241,730
Net Adjustments		-25.0%	0.0%	-10.0%	-15.0%	-5.0%
Gross Adjustments		35.0%	30.0%	20.0%	15.0%	35.0%

Analysis and Adjustments

In order to make the comparison meaningful, the comparable sales are reduced to a basic unit of comparison, i.e., the price paid per square foot of land area. For Property Rights, Financing, Conditions of Sale, Expenditures After Purchase, and Time-Market Conditions adjustments we have applied Quantitative adjustments. Qualitative analysis is used for the remaining physical features. We have considered each sale regarding its relative similarity with the subject in the factors noted above. Then a conclusion is drawn regarding the comparable sale's overall similarity with the subject.

Property Rights

This adjustment is generally applied to reflect the transfer of property rights different from those being appraised, such as differences between properties owned in fee simple and in leased fee. All of the sales reported Fee Simple property rights and no adjustments for this category are indicated.

Financing

This adjustment is generally applied to a property that transfers with atypical financing, such as having assumed an existing mortgage at a favorable interest rate. Conversely, a property may be encumbered with an above-market mortgage which has no prepayment clause or a very costly prepayment clause. Such atypical financing often plays a role in the negotiated sale price. All of the other sales have conventional financing, all cash, or seller financing at market terms, and no adjustments are required.

Conditions of Sale

This adjustment category reflects extraordinary motivations of the buyer or seller to complete the sale. Examples include a purchase for assemblage involving anticipated incremental value or a quick sale for cash. This adjustment category may also reflect a distress-related sale, or a corporation recording a non-market price. In this case, no adjustment for conditions of sale is warranted.

Economic Trends

This category reflects investors' perceptions of prevailing market conditions. This adjustment category reflects value changes, if any, which have occurred between the date of the sale and the effective date of the appraisal. Overall, all sale comparables presented have occurred since June 2024 and no significant adjustments occurred during that period. No adjustments were necessary for economic trends/time.

Location

The subject's surrounding neighborhood is considered to be Average with no significant view or traffic amenity. The comparables are adjusted accordingly and all are located in the immediate area or similar areas of Central Florida. Adjustments also consider traffic count and visibility.

Physical Characteristics

The sales are adjusted qualitatively for physical characteristic differences. We considered the size of the site (Acreage), Topography, Shape, Access to Utilities, Zoning, Traffic Count, and Access.

Land Sale 1, located in the city of Umatilla, represents a Closed Sale of \$300,000 and is considered similar to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. An upward adjustment of 5.0% is warranted for the acres of the comparable. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. The traffic count is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the access of the comparable. Adjustments for location, utilities and zoning were not necessary. A gross adjustment of 35.0% and net adjustment of -25.0% is applied as discussed in the analysis above.

Land Sale 2, located in the city of Thonotasassa, represents a Closed Sale of \$220,000 and is considered slightly inferior to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. An upward adjustment of 5.0% is warranted for the acres of the comparable. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. An upward adjustment of 5.0% is warranted for the zoning of the comparable. An upward adjustment of 5.0% is warranted for the access of the comparable. Adjustments for location, utilities and traffic count were not necessary. A gross adjustment of 30.0% and net adjustment of 0.0% is applied as discussed in the analysis above.

Land Sale 3, located in the city of Zephyrhills, represents a Closed Sale of \$200,000 and is considered similar to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. An upward adjustment of 5.0% is warranted for the access of the comparable. Adjustments for location, acres, utilities, zoning and traffic count were not necessary. A gross adjustment of 20.0% and net adjustment of -10.0% is applied as discussed in the analysis above.

Land Sale 4, located in the city of Kissimmee, represents a Closed Sale of \$140,000 and is considered slightly inferior to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. The topography is deemed superior to the subject and a downward adjustment of -5.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. A downward adjustment of -5.0% is warranted for the access of the comparable. Adjustments for location, acres, utilities, zoning and traffic count were not necessary. A gross adjustment of 15.0% and net adjustment of -15.0% is applied as discussed in the analysis above.

Land Sale 5, located in the city of Clermont, represents a Pending Contract of \$4,000,000 and is considered very superior to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. An upward adjustment of 10.0% is warranted for the acres of the comparable. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. An upward adjustment of 5.0% is warranted for the zoning of the comparable. A downward adjustment of -5.0% is warranted for the access of the comparable. Adjustments for location, utilities and traffic count were not necessary. A gross adjustment of 35.0% and net adjustment of -5.0% is applied as discussed in the analysis above.

Sales Comparison Approach Conclusion

It is important to note that several physical features affect the development potential of the subject, and therefore the utility. We specifically reiterate the subject has a significant topography slant; is bi-sected by a communication tower which drastically impacts utility of land west of the tower; requires utilities to be extended from underneath the Citrus Grove Road; and would need extension of the deceleration lane for a driveway cut or extension of Turkey Farm Road for access. The combination of these factors severely limits utility and requires the selection of comparables with similar utility.

The comparables are based on a value per acre of land area but were selected for their limited development potential and has similar issues with road access, utility access, zoning, etc. Comparable 5 is adjacent and to the east and clearly superior in most respects. The adjusted values of the comparable properties range from \$68,039 per acre to \$241,730 per acre; the average is \$112,549 per acre. The median is \$85,308 per acre.

Overall, we reconcile close to Comparable 1 and 3 that are most similar to the subject. Thus, the concluded value of the subject site is \$90,000 per acre of land area.

Land Value Ranges & As Is Reconciled Value				
Number of Comparables:	5	Unadjusted	Adjusted	% Δ
	Low:	\$76,389	\$68,039	-11%
	High:	\$254,453	\$241,730	-5%
	Average:	\$125,476	\$112,549	-10%
	Median:	\$94,787	\$85,308	-10%
	Reconciled Value/Unit Value:		\$90,000	acre
	Subject Size:		2.02	
	Indicated Value:		\$181,800	
	Reconciled Final As Is Value:		\$180,000	
	One Hundred Eighty Thousand Dollars			

Final Reconciliation

The process of reconciliation involves the analysis of each approach to value. The quality of data applied, the significance of each approach as it relates to market behavior and defensibility of each approach are considered and weighed. Finally, each is considered separately and comparatively with each other. This amount is deducted from the As Complete value in order to arrive at the As Is Value.

Value Indications

Summary of Values	
Value Premise	As Is
Date of Value	2/8/2026
Value Type	Market Value
Value Perspective	Current
Interest Appraised	Fee Simple
Land Analysis	\$180,000
Value Conclusion:	\$180,000

Cost Approach

The Cost Approach to Value is most applicable for new, nearly new, or proposed improvements which represent the Highest and Best Use for the land. A cost approach was not applied as the subject is vacant land and this method does not accurately reflect market participant actions.

Sales Comparison Approach

The Sales Comparison Approach is most reliable when the market provides an ample supply of improved comparable sales. A sales comparison analysis was considered and was developed as there is adequate data to develop a value estimate and this approach reflects market behavior for this property type. We provided five (5) comparable land sales with similar utility as the subject within Central Florida with an average indication of \$80,000 per acre.

Income Approach – Direct Capitalization

An income approach was not applied as the subject is vacant land and this method does not accurately reflect market participant actions.

Value Conclusion

Based on the data and analyses developed in this appraisal, we have reconciled to the following value conclusion(s), as of February 8, 2026, subject to the Limiting Conditions and Assumptions of this appraisal.

Value Conclusions			
Premise	Interest Appraised	Effective Date	Value Conclusion
Current As Is Market Value	Fee Simple	2/8/2026	\$180,000

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal, impartial and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in or bias with respect to the property that is the subject of this report and have no personal interest in or bias with respect to the parties involved with this assignment.
4. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
5. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
6. This appraisal assignment was not made, nor was the appraisal rendered on the basis of a requested minimum valuation, specific valuation, or an amount which would result in approval of a loan.
7. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
8. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
9. Jason C. Malick, Trainee RI25267, provided significant help in site and building inspection and descriptions, tax and zoning analysis, and research of comparison sales.
10. I, the supervisory appraiser of a registered trainee appraiser who contributed to the development or communication of this appraisal, hereby accept full and complete responsibility for any work performed by the registered trainee appraiser named in this report as if it were my own work.
11. As of the date of this report, Matthew Jehs, MAI has completed the continuing education program of the Appraisal Institute.
12. We have made an inspection of the property that is the subject of this report.
13. The appraisers have not performed a prior appraisal or any services regarding the subject property performed by the appraiser, as an appraiser or in any other capacity, within the three-year period immediately preceding the agreement to perform the assignment.



Matthew W. Jehs, MAI
Cert Gen RZ2806



Jason Christopher Malick
Trainee, RI25267

Addenda

Definitions

Please refer to the publications listed in the **Works Cited** section below for more information.

Works Cited:

- Appraisal Institute. *The Appraisal of Real Estate*. 15th ed. Chicago: Appraisal Institute, 2020. PDF.
- Appraisal Institute. *The Dictionary of Real Estate Appraisal*. 6th ed. 2015. PDF.
- The Appraisal Foundation. *2020-2021 Uniform Standards of Professional Appraisal Practice (USPAP)*. Eff. January 1, 2020 through December 31, 2021 PDF.

Market Value: As defined by the Office of the Comptroller of Currency (OCC) under 12 CFR, Part 34, Subpart C-Appraisals, 34.42 Definitions, the Board of Governors of the Federal Reserve System (FRS) and the Federal Deposit Insurance Corporation in compliance with Title XI of FIRREA, as well as by the Uniform Standards of Appraisal Practice as promulgated by the Appraisal Foundation, is as follows.

Market value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby,

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised, and acting in what they consider their own best interest;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat. (Dictionary, 6th Edition)

Leased Fee Interest

The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires. (Dictionary, 6th Edition)

Lease Types

Absolute Net Lease - A lease in which the tenant pays all expenses including structural maintenance, building reserves, and management; often a long-term lease to a credit tenant.

Gross Lease - A lease in which the landlord receives stipulated rent and is obligated to pay all of the property's operating and fixed expenses; also called full-service lease.

Modified Gross Lease - A lease in which the landlord receives stipulated rent and is obligated to pay some, but not all, of the property's operating and fixed expenses. Since assignment of expenses varies among modified gross leases, expense responsibility must always be specified. In some markets, a modified gross lease may be called a double net lease, net net lease, partial net lease, or semi-gross lease. (Dictionary, 6th Edition)

Marketing Time

An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of an appraisal. Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal. (Advisory Opinion 7 of the Appraisal Standards Board of The Appraisal Foundation and Statement on Appraisal Standards No. 6, "Reasonable Exposure Time in Real Property and Personal Property Market Value Opinions" address the determination of reasonable exposure and marketing time.) (Dictionary, 6th Edition)

Market Rent

The most probable rent that a property should bring in a competitive and open market reflecting the conditions and restrictions of a specified lease agreement, including the rental adjustment and revaluation, permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements (TIs). (Dictionary, 6th Edition)

Exposure Time

1. The time a property remains on the market.
2. The estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based on an analysis of past events assuming a competitive and open market. (Dictionary, 6th Edition)

Gross Building Area (GBA)

Total floor area of a building, excluding unenclosed areas, measured from the exterior of the walls of the above-grade area. This includes mezzanines and basements if and when typically included in the region. (Dictionary, 6th Edition)

Stabilized Occupancy

1. The occupancy of a property that would be expected at a particular point in time, considering its relative competitive strength and supply and demand conditions at the time, and presuming it is priced at market rent and has had reasonable market exposure. A property is at stabilized occupancy when it is capturing its appropriate share of market demand.
2. An expression of the average or typical occupancy that would be expected for a property over a specified projection period or over its economic life. (Dictionary, 6th Edition)

Professional Qualifications

Matthew W. Jehs

EXPERIENCE: Current Managing Director for Tuttle-Armfield-Wagner Appraisal & Research, Inc., Mr. Jehs has 25 years of appraisal experience, receiving his MAI in 2008. He has performed property valuations for a broad array of retail, industrial, and office properties including shopping centers, office/warehouses, bulk distribution warehouses, heavy manufacturing, both low-rise and high-rise professional offices and medical office buildings. Valuations have also included surgical centers, limited-service hospitality properties, condominium developments and conversions, residential subdivisions, and vacant land. Specialized real estate assignments include right-of-way projects, Cape Canaveral Port Facilities, Kennedy Space Center assets, and Melbourne Airport Aviation land, and jurisdictional wetlands. Clients served include accountants, investment firms, law firms, lenders, private corporations, local municipalities, and public agencies, including Veterans Affairs, Florida DEP Approved Appraiser, and SJRWMD. Valuations have been utilized for mortgage loan purposes, equity participation, due diligence support, condemnation proceedings and insurance purposes. Assignments have included the valuation of existing and proposed properties, as well as market studies, highest and best use studies, and property value impact studies.

EDUCATION: Bachelor of Arts Degree, Benedictine University, 2000

Appraisal Course Work Completed:

Appraisal Institute

110-Appraisal Principles
120-Appraisal Procedures
210-Residential Case Study
310-Basic Income Capitalization
410-Uniform Standards of Professional Practice – Part A
420-Uniform Standards of Professional Practice – Part B
510-Advanced Income Capitalization
520-Highest and Best Use and Market Analysis
530-Advanced Sales Comparison and Cost Approach
540-Report Writing and Valuation Analysis
550-Advanced Applications
Continuing Education in USPAP, ARGUS, STDB.com

LICENSES: State Certified General Real Estate Appraiser #FL-RZ2806

PROFESSIONAL ORGANIZATIONS: Member of the Appraisal Institute (MAI) #432527
2020 Past President Florida East Coast Chapter Appraisal Institute

I have been qualified as an expert witness in County circuit court. I have testified in several court cases involving commercial Real Estate litigation.

**PROFESSIONAL QUALIFICATIONS
FOR
JASON C. MALICK**

EDUCATION: Bachelor of Arts Business Administration, University of Florida, 2004

LICENSES: State-Registered Trainee Appraiser, RI25267

APPRAISAL COURSEWORK:

Appraisal Principles
Appraisal Procedures
Florida Appraisal Law
15-Hour National USPAP
Income Capitalization Approach
Report Writing and Case Studies
Sales Comparison and Cost Approach
Market Analysis and Highest and Best Use

APPRAISAL EXPERIENCE:

Appraisal experience including Vacant Land, Multi-Family, Single-Family, Industrial, Retail, and other Commercial and Residential Properties

PROFESSIONAL EXPERIENCE:

- September 2021 to Present – Commercial and Residential Trainee, Tuttle-Armfield-Wagner Appraisal & Research, Melbourne, FL
- January 2019 to January 2020 – Real Estate Agent Premier Properties and Coldwell Banker Paradise, Indialantic, FL



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE CERTIFIED GENERAL APPRAISER HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 475, FLORIDA STATUTES



JEHS, MATTHEW W

412 E NEW HAVEN AVENUE
MELBOURNE FL 32901

LICENSE NUMBER: RZ2806

EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 10/14/2024

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Ron DeSantis, Governor

Melanie S. Griffin, Secretary



STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE REGISTERED TRAINEE APPRAISER HEREIN HAS REGISTERED UNDER THE
PROVISIONS OF CHAPTER 475, FLORIDA STATUTES



MALICK, JASON CHRISTOPHER

412 E. NEW HAVEN AVENUE
MELBOURNE FL 32901

LICENSE NUMBER: R125267

EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 11/08/2024

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Most Recent Transfer of the Subject Property

INSTRUMENT#: 2025137499 OR BK 6628 PG 995 PAGES: 3 11/6/2025 2:43:52 PM
GARY J. COONEY, CLERK OF THE CIRCUIT COURT & COMPTROLLER, LAKE COUNTY, FLORIDA
REC FEES: \$27.00 DEED DOC:\$0.70

**This Instrument Prepared by
and Return to:**

Christopher W Hayes, Esq
Akerman LLP
420 S. Orange Avenue, Suite 1200
Orlando, Florida 32801
407-423-4000

Consideration: \$10.00
Documentary Stamp Tax: \$0.70

Property Appraiser's Account No 3850819
Parcel ID #: 05-22-26-0004-000-01300

SPECIAL WARRANTY DEED
(Overlook at Grassy Lake, Unplatted)
(Donation Property, Per PUD Approval)

THIS SPECIAL WARRANTY DEED (this "Deed") is executed this 4th day of November, 2025, by **JTD LAND AT GRASSY LAKE, LLC**, a Florida limited liability company ("Grantor"), whose address is whose post office address is 210 Hangar Road, Kissimmee, Florida 34741, in favor of **CITY OF MINNEOLA**, a Florida municipal corporation ("Grantee"), whose address is Minneola City Hall, 800 North U.S. Highway 27, Minneola, Florida 34715.

W I T N E S S E T H:

THAT for and in consideration of the sum of Ten and No/100 Dollars (US \$10.00) in hand paid by Grantee to Grantor, and for other good and valuable consideration, the receipt and sufficiency of which is acknowledged by Grantor, Grantor hereby grants, bargains, sells, alienates, remises, releases, conveys and confirms unto Grantee, Grantee's successors and/or assigns, all of the right, title, and interest that Grantor has in and to the following described real property located in Lake County, Florida, to-wit (the "Property"):

THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE

80650090,5

DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH all the tenements, hereditaments, easements and appurtenances thereto belonging or in any way appertaining but this reference shall not serve to reimpose the same.

TO HAVE AND TO HOLD the same unto Grantee in fee simple, forever.

AND Grantor does specially warrant the title to said land subject to the matters referred to herein and will defend the same against the lawful claims of all persons claiming by, through, or under the Grantor, but not otherwise.

SUBJECT TO restrictions, reservations, easements and limitations of record, if any, provided that this shall not serve to reimpose same, zoning ordinances, and taxes for the current year and subsequent years.

Wherever used herein, the terms "Grantor" and "Grantee" shall be deemed to include all of the parties to this Deed and the heirs, successors and assigns of each such party. The singular shall be deemed to include the plural, and vice versa, where the context so permits.

IN WITNESS WHEREOF, Grantor has caused this Deed to be executed as of the day and year first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

JTD LAND AT GRASSY LAKE, LLC,
a Florida limited liability company

[Signature]
Print Name Brendalee Trivara
Print Address 210 Haggard Road
KISSIMMEE, FL 34741

By: [Signature]
Craig C. Harris, its Manager

[Signature]
Print Name Asia de Armas
Print Address 210 Haggard Road
KISSIMMEE, FL 34741

STATE OF FLORIDA)
COUNTY OF Dsceola)

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization this 4th day of NOVEMBER, 2025, by Craig C. Harris, as Manager of JTD LAND AT GRASSY LAKE, LLC, a Florida limited liability company, on behalf of the company, and he is [] personally known to me or [] has produced _____ as identification.

(NOTARY SEAL)



[Signature]
Notary Public, State of Florida
Name of Notary: Cheryl Hubert
Commission Number: # 317190
Commission Expiration: 10/7/2026

Title Search Results for Subject Property



ALTA Commitment for Title Insurance
Florida Modified - 2021 v. 01.00 (07-01-2021)

Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:

Issuing Agent: Akerman LLP
 Issuing Office:
 Issuing Office's ALTA® Registry ID:
 Commitment Number: 110685006
 Issuing Office File Number: JTD at Grassy Lake s/t City of Minneola
 Property Address: 1189 Whispering Ln, Minneola, FL 34715
 Revision Number:

SCHEDULE A

1. Commitment Date: March 30, 2025 at 8:00 a.m.
2. Policy to be issued:
 - a. ALTA® Owner's Policy
 Proposed Insured: City Of Minneola, Florida, a municipal corporation
 Proposed Amount of Insurance: \$1,000.00
 The estate or interest to be insured: See Item 3 below
 - b. ALTA® Loan Policy
 Proposed Insured:
 Proposed Amount of Insurance: \$
 The estate or interest to be insured:
 - c. ALTA® Loan Policy
 Proposed Insured:
 Proposed Amount of Insurance: \$
 The estate or interest to be insured:
3. The estate or interest in the Land at the Commitment Date is:
 Fee Simple
4. The Title is, at the Commitment Date, vested in:
 JTD Land At Grassy Lake, LLC, a Florida limited liability company f/k/a DCS Capital Investments I, LLC, by virtue of Book 4660, page 2478
5. The Land is described as follows:
 See Exhibit A attached hereto and made a part hereof

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice, the Commitment to Issue Policy, the Commitment Conditions, Schedule A, Schedule B, Part I—Requirements, and Schedule B, Part II—Exceptions, and a counter-signature by the Company or its issuing agent that may be in electronic form.

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ALTA Commitment for Title Insurance
Florida Modified - 2021 v. 01.00 (07-01-2021)

Akerman LLP

By: _____
 Authorized Signatory

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Issuing Office File Number: JTD at Grassy Lake s/t City of Minneola

SCHEDULE B, PART I—Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
 - a) Warranty Deed from JTD Land At Grassy Lake, LLC, a Florida limited liability company f/k/a DCS Capital Investments I, LLC, to City Of Minneola, Florida, a municipal corporation. In connection with said deed, we will further require regarding the grantor:
 - i. Production of a copy of the articles of organization and operating agreement if adopted, with an affidavit affixed thereto that it is a true copy of the articles of organization and operating agreement, and all amendments thereto (the "Enabling Documents"), and that the limited liability company has not been dissolved;
 - ii. That said deed shall be executed by all of the members, unless the articles of organization provide that the company shall be governed by managers, then said deed shall be executed by all of the managers;
 - iii. If the Enabling Documents authorize less than all of the members, or managers as the case may be, to execute a conveyance, then said deed may be executed by such members or managers as are authorized by the articles of organization and operating agreement to execute a conveyance, together with any documentary evidence which may be necessary to show the authority of the parties executing the deed to bind the limited liability company;
 - iv. Should any member, or manager if applicable, be other than a natural person, we will require proof of good standing as well as documentation of authority of the person to execute documents on its behalf;
 - v. Certificate from the Secretary of State (or other governmental agency designated for the filing of the Enabling Documents) of said limited liability company's domicile, showing the limited liability company to have been formed prior to the date of acquisition, together with proof as to the current status of said limited liability company;

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vi. Documentary evidence in recordable form, showing compliance with all requirements regarding conveying company property contained in the Enabling Documents; and

vii. The Company reserves the right to amend the commitment, including but not limited to, the addition of further requirements and/or exceptions as it deems necessary based upon a review of any of the documentation required above.

5. Partial Release of Mortgage, releasing the land to be insured from encumbrance of the Mortgage from JTD Land At Grassy Lake, LLC, a Florida limited liability company in favor of NVR, Inc., a Virginia corporation, recorded in Book 4838, page 2303.
6. Execution at time of closing of the Seller/Owner's Affidavit by owners herein disclosing all facts relative to mechanics', laborers' and materialmens' liens and all facts relevant to parties in possession of the premises to be insured at time of closing. The Company reserves the right to make additional requirements in relation thereto.
7. Satisfactory verification from appropriate governmental authorities that any and all unrecorded Special Taxing District Liens, City and County Special Assessment Liens, MSBU Assessment Liens, Impact Fees, and Water, Sewer and Trash Removal Charges, have been paid.

NOTE: The following is for informational purposes only and is given without assurance or guarantee: 2024 taxes show PAID. The gross amount is \$10,576.33 for Tax Identification No. 0522260004-000-01300.

NOTE: The name or names of the proposed insured(s) and/or the amount of requested insurance under the Owner's/Loan Policy to be issued must be furnished and this Commitment is subject to such further exceptions and/or requirements as may then be deemed necessary.

NOTE: The following conveyance(s) have been recorded within the last 24 months:

None

NOTE: Florida Statutes, Sections 692.201-692.205, "Conveyances to Foreign Entities" (the "Statute"), effective July 1, 2023, prohibits ownership of certain real property by certain foreign parties. Pursuant to such Statute, at the time of purchase of real property in Florida, each Buyer must provide an Affidavit that the proposed Insured is not a foreign principal from a foreign country of concern that is restricted from acquiring the Land set forth on Schedule A. In compliance with the statute, Florida Real Estate Commission adopted Rule 61J2-10.200, F.A.C., which established the approved forms for such Affidavits (one for natural persons and one for entities). These affidavits will be provided upon request. Any loss or damage incurred as a result of a violation of this Statute is excluded from coverage under the terms of a title insurance policy. Further, the Company will not knowingly close or insure a transaction that violates this Statute.

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Issuing Office File Number: JTD at Grassy Lake s/t City of Minneola

SCHEDULE B, PART II—Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the Effective Date but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
2. Any rights, interests, or claims of parties in possession of the land not shown by the Public Records.
3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
4. Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the Public Records.
5. Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the Land prior to Date of Policy, and any adverse claim to all or part of the Land that is, at Date of Policy, or was previously under water.
6. Taxes or special assessments not shown as liens in the Public Records or in the records of the local tax collecting authority, at Date of Policy.
7. Any minerals or mineral rights leased, granted or retained by current or prior owners.
8. Taxes and assessments for the year 2025 and subsequent years, which are not yet due and payable.

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NOTES FOR STANDARD EXCEPTIONS: Standard Exceptions for parties in possession, for mechanics liens, and for taxes or special assessments not shown as liens in the public records shall be deleted upon receipt of an acceptable Non-Lien and Possession Affidavit establishing who is in possession of the lands, that there are no liens or encumbrances upon the lands other than as set forth in the Commitment, that no improvements to the lands have been made within the past 90 days or are contemplated to be made before closing that will not be paid in full, and that there are no unrecorded taxes or assessments that are not shown as existing liens in the public records. Any Policies issued hereunder may be subject to a Special Exception for matters disclosed by said affidavit.

Standard Exception(s) for questions of survey may be deleted upon receipt and review of a properly certified Survey meeting the Florida Minimum Technical Standards for all land surveys dated no more than 90 days prior to closing or such other proof as may be acceptable to the Company. Any Policies issued hereunder may be subject to a Special Exception for matters disclosed by said survey or proof.

The Standard Exception for any minerals or mineral rights leased, granted or retained by current or prior owners is hereby deleted.

9. Ordinance 2001-19 recorded in Book 2016, Page 656.
10. Terms and conditions of the Planned Unit Development Agreement Overlook At Grassy Lake between The City Of Minneola, a Florida municipal corporation and ACR, LLC, a foreign limited liability company recorded in Book 3853, page 506 and re-recorded in Book 3861, page 2437 and amended in Book 4746, page 306.

Note: All of the recording information contained herein refers to the Public Records of Lake County, Florida, unless otherwise indicated. Any reference herein to a Book and Page or Instrument Number is a reference to the Official Record Books of said county, unless indicated to the contrary.

Searched by: Darin Rader / (727)549-3444 - drader@firstam.com

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First American Title Insurance Company
PO Box 776123
Chicago, IL 60677-6123
Phn - (773)549-3200
Fax - (866)265-4386

April 02, 2025

Re: File #110685006
Property Address: 1189 Whispering Ln, Minneola, FL 34715

REISSUE CREDIT NOTICE

Issued by

First American Title Insurance Company

YOU MAY BE ENTITLED TO A REDUCED PREMIUM FOR TITLE INSURANCE IF THIS OFFICE IS PROVIDED WITH A PRIOR OWNER'S POLICY INSURING THE SELLER OR MORTGAGOR IN THE CURRENT TRANSACTION.

The purpose of this letter is to provide you with important information regarding the title insurance premium that has been or will be charged in connection with this transaction.

Eligibility for a discounted title insurance premium will depend on:

REFINANCE TRANSACTIONS:

To qualify for a reduced premium for title insurance you must provide our office with a copy of your prior owner's policy of title insurance insuring your title to the above-referenced property.

SALES TRANSACTIONS:

To qualify for a reduced premium for title insurance you must provide our office with a copy of your (or your seller's) prior owner's policy of title insurance insuring your title to the above referenced property. The effective date of the prior owner's policy must be less than three years old or the property insured by the policy must be unimproved (except roads, bridges, drainage facilities and utilities are not considered improvements for this purpose).

To qualify for the reduced rate, you or your representative may hand deliver, mail or fax a copy of the prior owner's policy of title insurance to your First American issuing agent conducting your settlement prior to closing, although we will accept the prior policy up to 5 working days after the closing date of your transaction.

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EXHIBIT A

The Land referred to herein below is situated in the County of Lake, State of Florida, and is described as follows:

THE WEST ¼ OF THE SOUTH ½ OF THE SE ¼, LESS THE NORTH 25 FEET THEREOF IN SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA, LESS AND EXCEPT THE FOLLOWING PARCELS, TO WIT: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5, PROCEED NORTH 00°12'52" EAST ALONG THE EAST LINE OF SECTION 5, A DISTANCE OF 1320.75 FEET TO THE NORTHEAST CORNER OF THE SE ¼ OF THE SE ¼ OF SECTION 5, SAID POINT LYING IN THE CENTERLINE OF TURKEY FARM ROAD (50' R/W); THENCE NORTH 89°53'42" WEST ALONG SAID CENTERLINE, A DISTANCE OF 852.77 FEET; LEAVING SAID CENTERLINE, SOUTH 00°06'18" WEST, A DISTANCE OF 90.00 FEET; THENCE SOUTH 89°53'42" EAST, A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°06'18" WEST, A DISTANCE OF 100.00 FEET; THENCE NORTH 89°53'42" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 00°06'18" EAST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 89°53'42" EAST, A DISTANCE OF 80.00 FEET TO THE POINT OF BEGINNING; AND COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5, PROCEED NORTH 00°12'52" EAST ALONG THE EAST LINE OF SECTION 5, A DISTANCE OF 1320.75 FEET TO THE NORTHEAST CORNER OF THE SE ¼ OF THE SE ¼ OF SECTION 5, SAID POINT LYING IN THE CENTERLINE OF TURKEY FARM ROAD (50' R/W); THENCE NORTH 89°53'42" WEST ALONG SAID CENTERLINE, A DISTANCE OF 852.77 FEET; THENCE LEAVING SAID CENTERLINE, SOUTH 00°16'18" WEST, A DISTANCE OF 25.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF TURKEY FARM ROAD, SAID POINT BEING THE POINT OF BEGINNING; THENCE LEAVING SAID RIGHT OF WAY LINE, SOUTH 00°06'18" WEST, A DISTANCE OF 65.00 FEET; THENCE NORTH 89°53'42" WEST, A DISTANCE OF 30.00 FEET; THENCE NORTH 00°16'18" EAST, A DISTANCE OF 65.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF TURKEY FARM ROAD; THENCE SOUTH 89°53'42" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

LESS ALL LANDS PLATTED AS OVERLOOK AT GRASSY LAKE EAST PHASE 3, RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, PUBLIC RECORDS OF LAKE COUNTY FLORIDA.

ALSO LESS ALL LANDS PLATTED AS OVERLOOK AT GRASSY LAKE EAST PHASE 4, RECORDED IN PLAT BOOK 84, PAGES 21 AND 22, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

ALSO LESS THAT PARCEL CONVEYED BY SPECIAL WARRANTY DEED, RECORDED IN OFFICIAL RECORDS BOOK 6445, PAGE 1153, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

ALSO LESS ROAD RIGHTS OF WAY.

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ALTA COMMITMENT FOR TITLE INSURANCE
issued by
FIRST AMERICAN TITLE INSURANCE COMPANY

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACTIONAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, First American Title Insurance Company, a Nebraska Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

FIRST AMERICAN TITLE INSURANCE COMPANY

By: 
Kenneth D. DeGiorgio, President

By: 
Lisa W. Cornehl, Secretary

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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Form 50139912 (8-4-22)



COMMITMENT CONDITIONS

1. DEFINITIONS

- a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.
- b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.
- c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.
- e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.
- g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.
- i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.
- j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

- 3. The Company's liability and obligation is limited by and this Commitment is not valid without:
 - a. the Notice;
 - b. the Commitment to Issue Policy;
 - c. the Commitment Conditions;
 - d. Schedule A;
 - e. Schedule B, Part I—Requirements; and
 - f. Schedule B, Part II—Exceptions; and

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- g. a counter-signature by the Company or its issuing agent that may be in electronic form.
4. **COMPANY'S RIGHT TO AMEND**
The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.
5. **LIMITATIONS OF LIABILITY**
- a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
- comply with the Schedule B, Part I—Requirements;
 - eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - acquire the Title or create the Mortgage covered by this Commitment.
- b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.
- e. The Company is not liable for the content of the Transaction Identification Data, if any.
- f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.
6. **LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM**
- a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.
- c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- d. The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

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Form 50139912 (8-4-22)

Page 11 of 12



- e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.
7. **IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT**
The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.
8. **PRO-FORMA POLICY**
The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.
9. **CLAIMS PROCEDURES**
This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.
10. **ARBITRATION**
The Policy contains an arbitration clause as follows:
- a. All claims and disputes arising out of or relating to this policy, including any service or other matter in connection with issuing this policy, any breach of a policy provision, or any other claim or dispute arising out of or relating to the transaction giving rise to this policy, may be submitted to binding arbitration only when agreed to by both the Company and the Insured. Arbitration must be conducted pursuant to the Title Insurance Arbitration Rules of the American Land Title Association ("ALTA Rules"). The ALTA Rules are available online at www.alta.org/arbitration. The ALTA Rules incorporate, as appropriate to a particular dispute, the Consumer Arbitration Rules and Commercial Arbitration Rules of the American Arbitration Association ("AAA Rules"). The AAA Rules are available online at www.adr.org.
- b. *If there is a final judicial determination that a request for particular relief cannot be arbitrated in accordance with this Condition 18 (Condition 17 of the Loan Policy), then only that request for particular relief may be brought in court. All other requests for relief remain subject to this Condition 18 (Condition 17 of the Loan Policy).*
- c. Fees will be allocated in accordance with the applicable AAA Rules. The results of arbitration will be binding upon the parties. The arbitrator may consider, but is not bound by, rulings in prior arbitrations involving different parties. The arbitrator is bound by rulings in prior arbitrations involving the same parties to the extent required by law. The arbitrator must issue a written decision sufficient to explain the findings and conclusions on which the award is based. Judgment upon the award rendered by the arbitrator may be entered in any State or federal court having jurisdiction.

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Form 50139912 (8-4-22)

Page 12 of 12

Subject PUD Documentation

INSTRUMENT#: 2016022389 OR BK 4748 PG 308 PAGES: 15 3/3/2016 11:35:08 AM
NEIL KELLY, LAKE COUNTY CLERK OF THE CIRCUIT COURT
REC FEES: \$129.00

Prepared by, and After
Recording,
Return To:

Katrina Thomas Stone, Esq.
Stone & Gerken, P.A.
4850 N. Highway 19A
Mount Dora, Florida 32757
(352) 357-0330

AMENDED AND RESTATED PLANNED UNIT DEVELOPMENT AGREEMENT OVERLOOK AT GRASSY LAKE

THIS AGREEMENT the ("Agreement") is entered into as of the 16th day of February, 2016, between THE CITY OF MINNEOLA, a Florida municipal corporation, ("City") and JTD Land at Grassy Lake, LLC, a Florida limited liability company, the Owner of the Property ("Owner").

RECITALS

1. The predecessor in title to the Owner annexed 87.44 acres of property described and depicted on Exhibit "A" attached hereto and incorporated herein by reference (the "First Property"), pursuant to Ordinance 2008-14. By approving Ordinance 2008-14, the City approved the Overlook at Grassy Lake Planned Unit Development Agreement between ACR, LLC and the City dated January 6, 2009 (the "Original Agreement").
2. Owner desires to annex into the City of Minneola approximately 32.18 acres of land currently located in unincorporated Lake County, Florida described and depicted on Exhibit "B", attached hereto and incorporated herein by reference (the "Additional Property"). Owner desires to develop the First Property and the Additional Property as one development and the First Property and the Additional Property are hereinafter collectively referred to as the "Property."
3. Owner has developed conceptual plans for the Property as a mixed use development.
4. The Additional Property is located in unincorporated Lake County, Florida, and is currently zoned "A"(Agriculture).
5. The Additional Property has a future land use designation on the Lake County Future Land Use Map as "Urban Low."
6. Owner has filed applications for annexation, rezoning, and amendment to the City's Comprehensive Plan for the Additional Property.

CITY OF MINNEOLA
800 NORTH US HWY 27
MINNEOLA FL 34715

INSTRUMENT# 2016022389 OR BOOK 4748/PAGE 309 PAGE 2 of 15

7. Owner has the full power and authority to make, deliver, enter into and perform pursuant to the terms and conditions of this Agreement and has taken all necessary action to authorize the execution, delivery, and performance of the terms and conditions of this Agreement.
8. The City of Minneola has determined that the annexation of the Additional Property and the proposal for its development presents, among other things, an opportunity for the City to secure quality planning and growth, protection of the environment, and a strengthened and revitalized tax base.
9. Owner will fund certain public improvements and infrastructure to facilitate the development of the Property.
10. The Property is within the City's Chapter 180, Florida Statutes, utility district, and Owner has requested and City desires to provide water and sewer as well as other municipal services to the Property.
11. Owner and City believe that it is in the best interest of each party to enable the Property to be developed as further described herein, in accordance with Part II of Chapter 163, Florida Statutes, the "Local Government Comprehensive Planning and Land Development Regulation Act" (the "Act"), other applicable Florida Law and the Charter and Code of Ordinances of the City of Minneola, Florida, and, therefore, Owner and City agree that this Agreement shall constitute an Agreement in accordance with the Florida Local Government Development Agreement Act, Sections 163.3220-163.3243, Florida Statutes.
12. City finds that the development of the Property, as proposed herein, is consistent with the Comprehensive Plan and Land Development Regulations of the City.

ACCORDINGLY, in consideration of the mutual benefits and the public interest and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

Section 1. Recitals. The above recitals are true and correct, are hereby incorporated herein by reference, and form a material part of this Agreement. All exhibits to this Agreement are hereby deemed a part thereof.

Section 2. Authority. This Agreement is entered into under the authority of the City's Code and under the Florida Local Government Development Agreement Act, Sections 163.3220-163.3243, Florida Statutes.

Section 3. Conditions Precedent. Owner has filed applications with the City to annex, rezone to Planned Unit Development (PUD) and amend the Future Land Use Map and text of the City's Comprehensive Plan to include the Additional Property (collectively, the "Additional Property Approvals"). It is understood and agreed to by the City and the Owner that this Agreement shall not become effective, or be binding or enforceable as to any party unless and until the City duly adopts the Additional Property Approvals for the Additional Property and the last of the Additional Property Approvals adopted by the City becomes effective. Until such time as this Agreement becomes effective, the Original Agreement shall continue to apply to the First Property. The parties hereto understand and acknowledge that the City is in no way bound to annex the Additional Property or, except as may be

2

provided otherwise by law, to adopt the Additional Property Approvals. The City shall have the full and complete right to approve or deny the Owner's petition for voluntary annexation of the Additional Property into the municipal limits of the City. The parties further acknowledge and agree that the component of the Additional Property Approvals consisting of an amendment to the City's comprehensive plan to include the Additional Property will not become effective unless and until such time as such amendment is found to be "in compliance" by the Florida Department of Economic Opportunity ("DEO") or any subsequent state agency serving as the state land planning agency, as set forth in Chapter 163, Florida Statutes. No development orders will be issued by City and no construction can occur until such comprehensive plan amendment is adopted by City and approved by DEO.

Section 4. Land Use/Development. Development of the Property shall be substantially consistent with the "Overlook at Grassy Lake" conceptual plans prepared by Green Consulting Group, Inc. dated January 26, 2016, a copy of which is attached as **Exhibit "C"** ("the Plan") and the permitted uses listed thereon. Except as modified in this Agreement or the Plan, all development shall be consistent with City's "PUD" (Planned Unit Development) zoning district. Additionally, except as otherwise set forth in this Agreement, all single family residential development shall be consistent with the "RSF-2" (Single-Family medium Density Residential) zoning district and all non-residential development shall be consistent with the City's "B-1" (Business) zoning district and, subject to City approval after public hearings and DEO approval, the City's MURD-Overlook future land use category. The Owner may utilize the Property for timber or citrus production prior to development of each phase. In the event Owner desires to utilize the Property for other agricultural uses, Owner shall first obtain City Council's approval within City Council's reasonable discretion. The Owner shall have the option to replace the commercial uses with single family dwelling units per market demand.

Section 5. Development Schedule. The Property will be developed in multiple phases as depicted on Exhibit "C."

Section 6. Density. Gross density shall not exceed 3 dwelling units/acre. Gross acreage is approximately 119.62 acres and the maximum residential density for the Property shall consist of no more than 305 units of single family dwelling units. Notwithstanding the foregoing, if Owner elects to convert the commercial land to single family residential use, the total number of single family dwelling units may exceed three hundred and five (305) but shall not exceed three hundred fifty (350) units.

Section 7. Lot Size/Setbacks/Impervious Surface. The City and Owner hereby acknowledge that a mix of single family residential lot sizes shall be provided which shall include lots which are approximately 50 and 60 foot wide with an approximate lot depth of 125 feet, all as more particularly described in the final engineering plans approved by the City for development of the Property. The maximum height for any single family residential unit shall be thirty-five (35) feet.

Setbacks:

- Front: 20 feet*
- Side: 5 feet
- Rear: 20 feet; 5 feet for accessory structures including pool enclosures
- Street side: 15 feet

*Setback from a front facing garage shall be at least 25' to the property line/sidewalk, so as not to impede pedestrian flow.

Impervious Surface Ratio (ISR): The overall impervious surface of Property will not exceed forty-five (45) percent. Individual lots may develop with a maximum impervious surface ratio of sixty-five (65) percent, including pools and all accessory structures.

The commercial component of the Property shall be developed in accordance with the Business District (B-1) zoning category.

Section 8. Open Space. Owner shall provide a minimum of thirty percent (30%) open space. All open space and recreational improvements located thereon shall be maintained by the Homeowners' Association ("HOA") unless otherwise agreed to by the Owner and City.

Section 9. Homeowner's Association (HOA). The HOA shall be responsible for the maintenance and operation of all stormwater retention areas, common area landscaping, street lights, parks, recreational areas and any other improvements or facilities located on lands owned by the HOA, unless any such maintenance has been expressly assumed by City.

Owner shall delineate this responsibility within any declaration of restrictive covenants and restrictions satisfactory to City. Such covenants and restrictions shall be recorded at the time of the final plat and prior to the sale of any lots within the Property.

Section 10. Road Improvements. No development shall be allowed to proceed unless the impacted roads and road network meet transportation concurrency and Fair Share requirements as adopted or provided by City or Lake County. Owner shall donate the Citrus Grove Road right-of-way shown on the Plan in such width as determined by the turnpike interchange approved alignment (but in no event wider than one hundred feet).

Section 11. Public Facilities. Owner agrees to convey or dedicate, within the City's discretion, to the City all portions of the Property located northeast of the Grassy Lake Road right-of-way, consisting of approximately 2.5 acres, as set forth on the Plan on Exhibit "C," and such property shall be referred to as the "Donated Property." The conveyance or dedication of the Donated Property to the City shall occur upon the City's written request therefor. If City has not requested the conveyance or dedication of the Donated Property from Owner within four (4) years of the effective date of this Agreement, Owner shall provide written notice to City of the City's opportunity to make such request (the "Donated Property Notice"). Thereafter, if City does not provide its written request for the conveyance or dedication of the Donated Property within one (1) year of the City's receipt of the Donated Property Notice, the City's right to request the Donated Property shall expire. Owner, or its successors (which may include the HOA), shall maintain the Donated Property until such time (if any) as the Donated Property is conveyed or dedicated, as applicable, to the City. The development of the Donated Property by the City shall be aesthetically and architecturally compatible with the Developer's project; however, it is expressly understood that the City may install public infrastructure within the right of way located on the Donated Property.

Section 12. Pedestrian/Bike Paths. Owner agrees to provide a minimum ten (10) foot wide multi-use trail along the east side of Grassy Lake Road, as depicted on the Plan shown on Exhibit "B" (the "Multi-Use Trail"). The Multi-Use Trail shall be constructed of asphalt and in the location shown on the Plan and shall be separated from any and all roadway in a manner sufficient to ensure the maximum level of safety for those using such trail.

Additionally, except for that portion of the property adjacent to Grassy Lake Road, Owner shall provide sidewalks of at least five (5) feet in width on both sides of the right-of-way within the Property. Such sidewalks shall be separated from any and all roadways in a manner sufficient to meet the latest Florida Department of Transportation, Lake County, and City of Minneola design standards. Further, the Multi-Use

Trail shall be constructed by Owner, at Owner's expense, shall be located within the area so as not to interfere or obstruct the installation and maintenance of utilities, and shall be in addition to any other LDR requirements. The sidewalks internal to the Property shall not be the responsibility of the City, but shall be constructed rather by the homebuilder upon the completion of the home on each lot and all such sidewalks shall be maintained by the City or as otherwise provided in the City Land Development Regulations and City Code of Ordinances.

Section 13. Park and Recreation Fees. Owner shall comply with all City regulations regarding parks and recreation fees, including, but not limited to, those requirements set forth in Section 126-4 (f) of the City Land Development Code.

Section 14. Lighting. All exterior lighting shall be arranged to reflect light away from single-family residences, to the greatest extent possible while providing lighting adequate to ensure safety on road right-of-way. Owner shall provide decorative street lighting as is reasonably acceptable to City and compatible with the design of the Property. The poles and street lights within the Property shall be purchased by the Owner and installed by Owner. Operation and maintenance shall be by the Homeowner's Association.

Section 15. Water, Wastewater, and Reuse Water. Owner and their successors and assigns agree to obtain water, reuse water, irrigation water, and wastewater service (hereafter, "Utilities") exclusively through purchase from City. Owner covenants and warrants to City that it will not engage in the business of providing such Utilities to the Property or within City's F.S. Chapter 180 utility district. Owner shall construct, at Developer's expense, all on-site utility facilities (e.g. lift stations and lines) as well as pay for the extension of facilities from City's current point of connection. All such improvements must be constructed to City requirements and transferred to City as a contribution in aid of construction. Owner shall be allowed to use private wells for irrigation if the City cannot provide sufficient reuse water for irrigation purposes.

Section 16. Impact Fees. Owner agrees to pay all impact fees, including water and wastewater impact fees, fire rescue, and any impact fees adopted after the execution of this Agreement for all units as building permits are issued for such units at the then existing rate. Prepayment of utility impact fees and acceptance by City of such fees shall reserve capacity for the prepaid units. No water, wastewater, or any other utility capacity is reserved until or unless such fees have been paid pursuant to an agreement with City. Owner agrees and understands that no capacity has been reserved and that Owner assumes the risk that capacity will be available. Accordingly, if capacity is available and City is willing to allocate such capacity to Owner, Owner shall enter into a reservation agreement as described in Ordinance 2005-18 and any other utility agreements or easements related to the Property as requested by City from time to time.

Section 17. Landscaping/Buffers. Owner shall use efforts to incorporate drought tolerant plants in all common areas. Further, the Owner agrees to make specifications within any declaration of restrictive covenants for the Property that allow for the landscaping installations to include certain drought tolerant plants following the guidelines of "Florida Friendly Landscaping."

Owner agrees to provide landscaping within the buffers along the Property's southern, northern and western boundary as is depicted on the Concept Plan.

Section 18. Water Conservation. Owner agrees to encourage the use of indigenous plants for landscaping purposes, to help minimize irrigation requirements, and to encourage the use of other water conservation methods. Owner shall install, or cause to be installed, rain sensors on automatic sprinkler systems within the common areas of the Property. Owner will include in its declaration of restrictive covenants for the Property that inclusion of rain sensors is required whenever irrigation is installed.

Section 19. Environmental. Owner will comply with all local, state, regional, and federal requirements regarding any environmental issues affecting the Property. Moreover, Owner agrees to

use all reasonable efforts to preserve on site or to relocate any gopher tortoises on the Property and to not seek an incidental take permit without first obtaining the consent of City. Owner acknowledges that City has adopted Ordinance 2006-22, which provides for specific requirements and protections relating to listed species, and agrees that it shall comply with such ordinance. Owner will preserve the wetlands area on its western boundary and execute any requested conservation easements per Chapter 704, Florida Statutes.

Section 20. Grading. Owner shall comply with all City Land Development Regulations regarding grading, including, but not limited to, LDR Sections 122-81 - 122-92 with the exception of grading limitations and maximum height of retaining walls. Grading shall be limited to a maximum limitation of twenty feet (20') of cut, thirty feet (30') of fill and retaining walls shall not exceed ten feet (10') in height.

Any grading tracts shall allow lots to be as level as possible while complying with City's grading limitations and accounting for topographic changes within the grading tracts. Any such tracts shall be landscaped and maintained by Owner or HOA in such a manner as to prevent erosion, and such maintenance shall include, but is not limited to, the replacement and replanting of any trees and/or shrubs that die, become unsightly, or are removed for any reason.

The landscaping of such grading tracts shall be subject to City approval and shall include, but is not limited to, the planting of trees in sufficient number and arrangement as City determines is reasonably necessary to prevent a visible wall of homes and to instead provide an aesthetically pleasing view of such landscaping of the grading tracts. Owner further agrees to work with City to maintain in all reasonable respects the natural topography of the property and maintain the hills that are indigenous to Minneola.

Section 21. Stormwater Management. The Owner agrees to provide at Developer's expense a comprehensive stormwater management system consistent with all regulatory requirements of the City and the St. John's River Water Management District. Impacts to flood plains are allowed in accordance with the Water Management District procedures for compensating storage and will be based on the 100-year floodplain established by FEMA.

Section 22. Other Municipal Facilities/Services. The City hereby agrees to provide, either directly or through its franchisees or third party providers, police and fire protection, emergency medical services, and solid waste collection, disposal, and recycling services to the Property under the same terms and conditions and in the same manner as are afforded to all other residential property owners within the City.

Section 23. Concurrency. A complete concurrency study conforming to the City of Minneola Land Development Regulations will be required prior to any preliminary plat approvals or construction plan approvals. The Owner shall ensure that all traffic concurrency studies conducted reflect all planned and approved development in the area. The Owner has ensured that there is sufficient school capacity for the proposed development and has received a reservation for three hundred (300) dwelling units dated October 22, 2015.

Section 24. Signage. Owner shall ensure that any and all signage for the Property is located upon lands owned by either Owner or the HOA.

Section 25. Compliance with City Laws and Regulations. Except as expressly modified herein, all development of the Property shall be subject to the regulations of county, state, and federal agencies, as well as with the City Land Development Regulations and City Code provisions, as such City Land Development Regulations and City Code provisions exist at the time of the execution of this Agreement.

The City may apply subsequently-enacted Land Development Regulations and City Code provisions to the Property in accordance with Section 163.3233, Florida Statutes (2015), or as may be otherwise agreed to in writing by Owner.

Section 26. Due Diligence. The City and Owner further agree that they shall commence all reasonable actions necessary to fulfill their obligations hereunder and shall diligently pursue the same throughout the existence of this Agreement. The City shall further provide all other municipal services to the Property as are needed by Owner from time to time in accordance with the City's applicable policies for the provision of said services.

Section 27. Default: Enforcement. In the event of a default of one or more of the provisions herein by Owner or the City, the violating party shall be given thirty (30) days to cure such violation upon receipt of written notice of the violation from the non-violating party. In the event such default is not cured within said period, the Owner or the City, as the case may be, shall be entitled to all remedies available at law or equity, or as set forth in Section 163.3243, Florida Statutes. In addition, Owner consents to the placement of a claim of lien on the Property upon its default (where such default persists after Owner has been given 30 days' notice and opportunity to cure as set forth above) of any monetary obligation herein without precluding any other remedies of City; provided, however, (i) no such lien shall attach to any legally platted lot that is sold to a third party (which third party is neither owned nor controlled by Owner); and (ii) Owner shall have the right to transfer any such lien(s) off the Property to other security as provided by law.

Section 28. Governing Law. This Agreement shall be construed in accordance with the laws of the State of Florida and venue for any action hereunder shall be in the Circuit Court of Lake County, Florida.

Section 29. Binding Effect: Assignability. This Agreement, once effective, shall supersede and replace the Original Agreement in its entirety and be binding upon and enforceable by and against the parties hereto and their assigns. This Agreement shall be assignable by the Owner to successive owners. Owner shall, however, provide written notice to the City of any and all such assignees. The rights and obligations set forth in this Agreement shall run with the land and be binding on all successors and/or assignees. The parties hereby covenant that this Agreement is a legal, valid, and binding agreement.

Section 30. Waiver: Remedies. No failure or delay on the part of either party in exercising any right, power, or privilege hereunder will operate as a waiver thereof, nor will any waiver on the part of either party or any right, power, or privilege hereunder operate as a waiver of any other right, power, privilege hereunder, nor will any single or partial exercise of any right, power, or privilege hereunder preclude any other further exercise thereof or the exercise of any other right, power, or privilege hereunder.

Section 31. Exhibits. All exhibits attached hereto are hereby incorporated in and made a part of this Agreement as if set forth in full herein.

Section 32. Notice. Any notice to be given shall be in writing and shall be sent by certified mail, return receipt requested, to the party being noticed at the following addresses or such other address as the parties shall provide from time to time:

As to City:	Pat Kelley, Mayor City of Minneola P.O. Box 678 Minneola, FL 34755 352-394-3598
-------------	---

Copy to:	Mark Johnson City Manager City of Minneola P.O. Box 678 Minneola, FL 34755 (352)394-3598 Scott A. Gerken, Esquire City Attorney 4850 N. Highway 19A Mount Dora, FL 32757 352-357-0330 P 352-357-2474 F
Copy to:	James H. McNeil, Jr., Esquire Akerman LLP 420 S. Orange Avenue, Suite 1200 Orlando, FL 32802-0231 407-419-8540 P 407-234-4230 F
As to Owner:	JTD Land at Grassy Lake, LLC Attn: Craig Harris 210 South Hoagland, Blvd. Kissimmee, FL 34741

Section 33. Entire Agreement. This Agreement sets forth all of the promises, covenants, agreements, conditions, and understandings between the parties hereto, and supersedes all prior and contemporaneous agreements, understandings, inducements or conditions, express or implied, oral or written, except as herein contained. However, the failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve Owner from complying with the law governing said permitting requirements, conditions, terms or restrictions.

Section 34. Execution. If Owner fails to execute and deliver to City within thirty (30) days following City Council's approval of this Overlook at Grassy Lake Development Agreement, City, at City's option, shall be relieved of all obligations contained herein and City Council's approval of this Overlook at Grassy Lake Development Agreement shall terminate.

Section 35. Term of Agreement. The term of this Agreement shall commence on the date this Agreement is executed by both the City and Owner, or the effective date of the last of the Additional Property Approvals to be adopted by the City, whichever occurs later, and shall terminate twenty (20) years thereafter; provided, however, that the term of this Agreement may be extended by mutual consent of the City and the Owner, subject to a public hearing in accordance with the requirements of Section 163.3225, Florida Statutes.

Section 36. Amendment. Amendments to the provisions of this Agreement shall be made by the parties only in writing by formal amendment.

[Signatures on following pages]

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement as of the date first above written.

CITY OF MINNEOLA, FLORIDA
a Florida Municipal Corporation

Attest: By Christina Stidham
Christina Stidham
City Clerk

[Signature]
Name: Pat Kelley
Its: Mayor



Date: 2/16/16

Date: 2/16/16

JTD LAND AT GRASSY LAKE, LLC

By: [Signature]
Name: Craig Adams
Title: MANAGER

EXHIBIT A

Legal Description:

The South 3/4 of the Southeast 1/4 of the Southwest 1/4 in Section 5, Township 22 South, Range 26 East, Lake County, Florida.

AND

The West 3/4 of the South 1/2 of the SE 1/4, LESS the North 25 feet thereof, in Section 5, Township 22 South, Range 26 East, Lake County, Florida, LESS and EXCEPT THE FOLLOWING PARCELS, TO WIT: Commencing at the Southeast corner of said Section 5, proceed North 00°12'52" East along the East line of Section 5, a distance of 1320.75 feet to the Northeast corner of the SE 1/4 of the SE 1/4 of Section 5, said point lying in the centerline of Turkey Farm Road (50' r/w); thence North 89°53'42" West along said centerline a distance of 852.77 feet; leaving said centerline, South 00°06'18" West a distance of 90.00 feet; thence South 89°53'42" East a distance of 25.00 feet to the Point of Beginning; thence South 00°06'18" West a distance of 100.00 feet; thence North 89°53'42" West a distance of 80.00 feet; thence North 00°06'18" East a distance of 100.00 feet; thence South 89°53'42" East a distance of 80.00 feet to the Point of Beginning; AND commencing at the Southeast corner of said Section 5, proceed North 00°12'52" East along the East line of Section 5 a distance of 1320.75 feet to the Northeast corner of the SE 1/4 of the SE 1/4 of Section 5, said point lying in the centerline of Turkey Farm Road (50' r/w); thence North 89°53'42" West along said centerline a distance of 852.77 feet; thence leaving said centerline, South 00°16'18" West a distance of 25.00 feet to a point on the South right of way line of Turkey Farm Road, said point being the Point of Beginning; thence leaving said right of way line South 00°06'18" W a distance of 65.00 feet; thence North 89°53'42" West a distance of 30.00 feet; thence North 00°16'18" East a distance of 65.00 feet to a point on the South right of way line of Turkey Farm Road; thence South 89°53'42" East along said South right of way line a distance of 30.00 feet to the Point of Beginning.

EXHIBIT B

Legal Description:

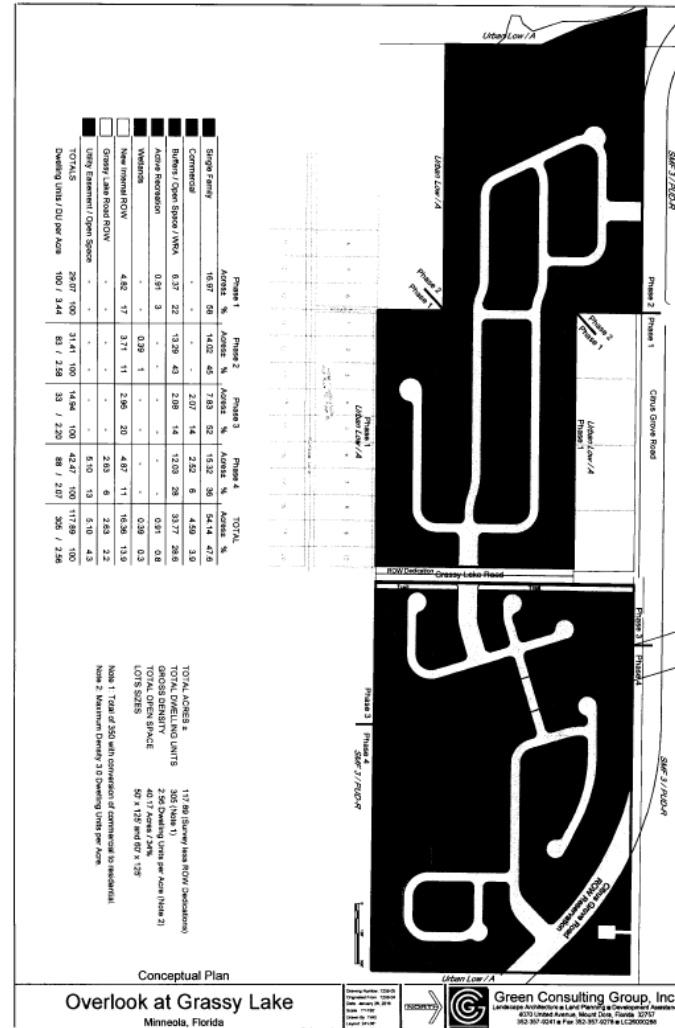
Government Lot 1, less the North 1320 feet thereof, all in Section 6, Township 22 South, Range 26 East, Lake County, Florida.

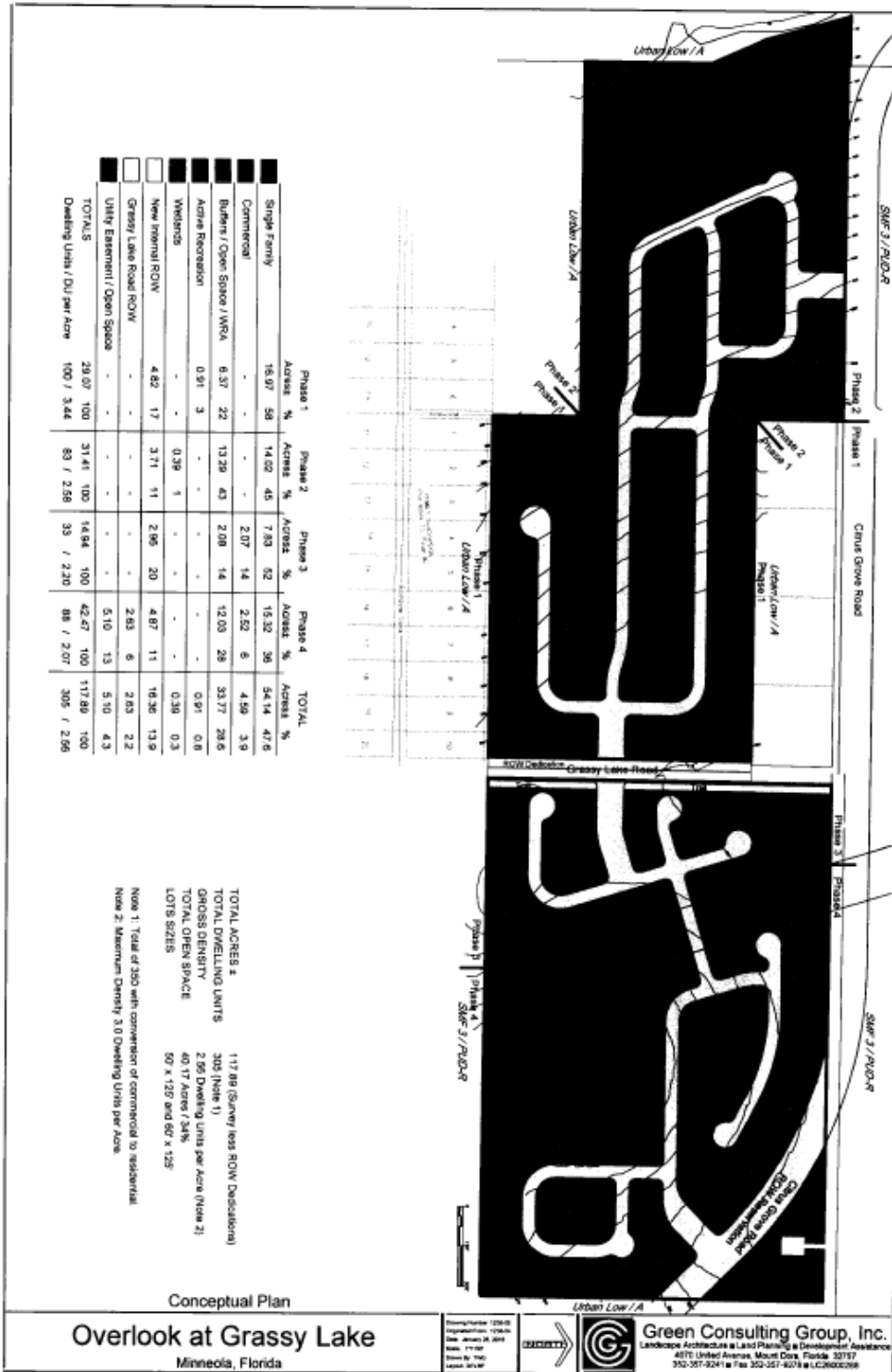
AND

The North Three-Fourths (N 3/4) of the Southwest Quarter (SW 1/4) of the Southwest Quarter (SW 1/4) of Section 5, Township 22 South, Range 26 East, Lake County, Florida.

EXHIBIT C

(See attached)





Clermont Lakes DENTAL CARE

A Family Owned Private Practice

ORLANDO'S DENTISTS OF THE YEAR



Services are:

- Root Canals
- Invisalign
- Laser Dentistry
- Implants
- Veneers
- Teeth Whitening
- Dental Emergency Services
- Sleep Apnea Devices
- General and Preventative Dentistry
- Cosmetic Dentistry
- Restoration Dentistry Including Same-Day Crowns
- Teeth Cleaning
- Extractions



War Veterans are Eligible for Free Dental Services

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ALIGN®
MENT*

teens only)
, D8090

\$1
EMERGENCY
EXAM

(Regularly \$101)
D0330, D0272, D0140,
D0220, D0230

352-432-8269
1927 S. Hwy 27
Clermont, FL 34711



@clermontlakesdentalcare

Fall in Love with a Shelter Pet

Double the love: Meet Roscoe & Sheila

Roscoe (14yr) and his 10-year-old sweetheart Sheila are the definition of a perfect pair. These adorable terrier companions have been together and must be adopted as a duo, and once you meet them, you'll understand why — their bond is truly special.

Despite being seniors, they still have plenty of love to give and life to enjoy! Both are spunky in their own sweet way and love the simple pleasures in life. You'll often find them happily rolling on their backs in the grass, soaking up the sunshine, or enjoying quiet walks together.

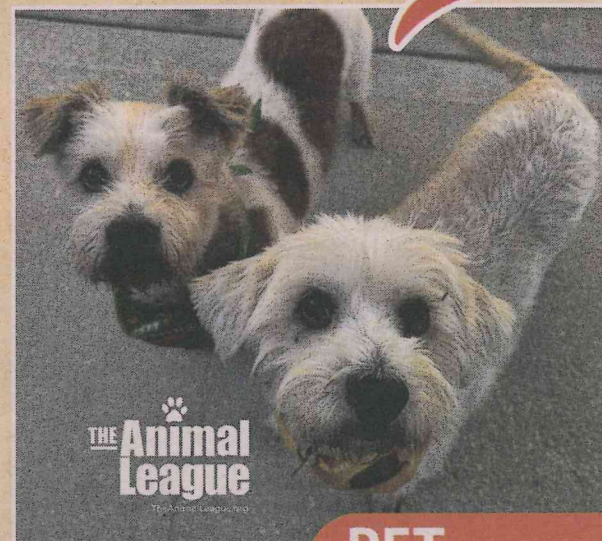
They're gentle companions who prefer peace over chaos — not the type to wrestle over toys or have little spats. Sheila absolutely adores attention, and Roscoe is always close by to make sure he gets his fair share too!

Roscoe is on a prescription kidney-support diet as a preventative due to his age, and he happily cleans his bowl every time. These two would thrive in a quiet, laid-back home where they can relax, enjoy time with their family, and continue spending their days side-by-side.

Senior dogs have a special kind of love to give — and Roscoe and Sheila are ready to share theirs.

If you have room in your heart and home for Roscoe and Sheila, please email us at: adoptions@TheAnimalLeague.org. Or complete an adoption application here: <https://theanimalleague.org/adopt-a-pet/adoption-application/>

Give these two the peaceful, loving home they deserve to enjoy their golden years together.



PET THE WEEK



PHOTO OF THE WEEK

Our Editor Sharon Keeble snapped his photo of her St Bernard Dave enjoying his morning run at the lake

CITY OF MINNEOLA, FLORIDA NOTICE OF AVAILABILITY OF REAL PROPERTY COMMUNITY REDEVELOPMENT AREA

NOTICE IS HEREBY GIVEN, pursuant to Section 163.380(3)(a), Florida Statutes, that the City of Minneola, Florida (the "City"), intends to dispose of certain real property located within the City of Minneola Mountain Community Redevelopment Area (the "CRA").

Property Description: Approximately 2.02± acres of vacant land located at 1189 Whispering Lane, Minneola, Florida 34715, identified as Parcel No. 05-22-26-0004-000-01300. The property is located in Section 5, Township 22 South, Range 26 East, Lake County, Florida, and consists of non-agricultural future development acreage. A full legal description is available from the City upon request.

The City hereby invites proposals from private developers and all other persons or entities interested in the purchase, lease, or other transfer and redevelopment or rehabilitation of the above-described property in accordance with the Community Redevelopment Act of 1969, as amended.

All proposals must be submitted in writing and received by the City within thirty (30) days after the date of publication of this notice.

Interested parties may obtain further information regarding the property, including redevelopment objectives, submission requirements, and evaluation criteria, from:

City of Minneola – CRA
800 N. U.S. Highway 27
Minneola, Florida 34715
Phone: (352) 394-3598
jheffington@minneola.us

The City will consider all proposals received, including the financial and legal ability of the proposer to carry out the proposed redevelopment or rehabilitation. The City reserves the right to accept such proposal as it deems to be in the public interest and in furtherance of the purposes of the Community Redevelopment Act, to negotiate with any proposer, and to reject any and all proposals.

AFFIDAVIT OF PUBLICATION

Clermont Sun

Published Weekly

Clermont, Lake County, Florida

Case No. 2026-11

STATE OF FLORIDA
COUNTY OF LAKE

Before the undersigned authority, Gina Sapp, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Clermont Sun, a newspaper published at Clermont in Lake County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

June 03, 2026

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

Gina Sapp

Gina Sapp

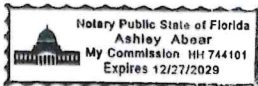
Sworn to and subscribed before me this 3rd day of June 2026 by Gina Sapp, who is personally known to me.

Ashley Aboar

Ashley N. Aboar, Clerk, Notary Number: #HH744101
Notary expires: December 27, 2029

00012418 00209478

Joyce Heffington
CITY OF MINNEOLA
P.O BOX 678
MINNEOLA, FL 34755



CITY OF MINNEOLA
P.O. BOX 678
MINNEOLA, FL 34755
(352) 3943598

NOTICE OF ORDINANCE CHANGE

The City of Minneola proposes to adopt the following ordinance:

ORDINANCE NO. 2026-11

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, ACTING AS THE GOVERNING BODY OF THE MINNEOLA COMMUNITY REDEVELOPMENT AGENCY, APPROVING THE SALE OF CERTAIN REAL PROPERTY LOCATED EAST OF CITRUS GROVE ROAD AND SOUTH OF TURKEY FARM ROAD WITHIN THE MINNEOLA MOUNTAIN COMMUNITY REDEVELOPMENT AREA PURSUANT TO SECTION 163.380, FLORIDA STATUTES; ACCEPTING THE PURCHASE OFFER SUBMITTED BY CITRUS RIDGE RETAIL, LLC; AUTHORIZING THE EXECUTION OF A PURCHASE AND SALE AGREEMENT AND RELATED CLOSING DOCUMENTS; AUTHORIZING THE CITY MANAGER TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE THE SALE; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

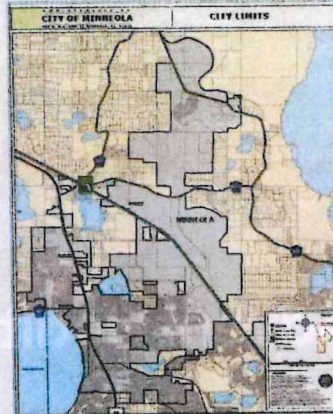
A public hearing on the ordinance will be held at the Minneola City Council meeting on Tuesday, June 16, 2026 at 6:30 p.m. at the Minneola City Hall, 800 N. U.S. Hwy. 27, Minneola, Florida.

The proposed Ordinance may be inspected by the public between the hours of 8 a.m. and 5 p.m. Monday to Friday at Minneola City Hall. For further information call (352) 394-3598 ext. 111.

Interested parties may appear at the meetings and be heard with respect to the proposed Ordinance.

A person who decides to appeal any decision made by any board, agency, or council with respect to any matter considered at such meeting or hearing, will need a record of the proceedings. For such purposes, any such person may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based (Florida Statutes, 286.0105).

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT KRISTINE THOMPSON CITY CLERK AT (352) 394-3598 EXT. 111 AT LEAST 48 HOURS BEFORE THE DATE OF THE SCHEDULED HEARING.



File No.
251247



Appraisal Report

Real Estate Located at:

1189 Whispering Ln
Minneola, FL 34715

Effective Date of Value:

01/09/2026

Prepared for:

Mark Johnson, City Manager
City of Minneola
800 US Hwy 27.
Minneola, FL 34715

Prepared by:

Joseph W. Saunders
State-Certified General Real Estate Appraiser
RZ3554

Address: 721 West Ave ~ Clermont, FL ~ 34711
E-mail: Saundersappraisals@gmail.com ~ Phone: 352.552.4808

Saunders Appraisals LLC
REAL ESTATE APPRAISAL & CONSULTATION SERVICES
SaundersAppraisals@gmail.com · 352.552.4808
721 West Ave, Clermont, FL 34711

January 9, 2026

Mark Johnson, City Manager, City of Minneola
800 US Hwy 27.
Minneola, FL 34715

RE: Appraisal of real estate located at 1189 Whispering Ln., Minneola, FL 34715.

Mr. Johnson,

This is a Restricted Appraisal Report which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Restricted Appraisal Report. As such, it presents no discussions of the data, reasoning, and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analyses is retained in the appraiser's file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use as stated in the report. The appraiser is not responsible for unauthorized use of this report.

The purpose of this appraisal was to estimate the market value of the fee simple interest. The function of this appraisal was to serve as the basis for establishing market value of the subject property to aid with internal decision making by you, the client. Data, information and calculations leading to the value conclusion are incorporated in my appraisal work file. However, the conclusion of value itself is conveyed within the following chart:

CONCLUSION OF VALUE			
Appraisal Premise	Interest Appraised	Date of Value	Value Conclusion
As Is	Fee Simple	January 9, 2026	\$1,115,000
<i>Source: Saunders Appraisals LLC</i>			

We believe, based on the assumptions employed, the value conclusion represents a market price achievable within the estimated exposure time prior to the effective date. We take no responsibility for any events, conditions, or circumstances affecting the market that exists subsequent to the effective date of this appraisal. This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits, and addenda.

Respectfully submitted,



Joseph W. Saunders
State-Certified General Real Estate Appraiser RZ3554

CERTIFICATION OF THE APPRAISAL

I certify to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report and no personal interest with parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice of The Appraisal Foundation, Federal Regulations as stipulated by the Office of the Comptroller of the Currency (OCC) and requirements of the Financial Institutions Reform, Recovery, and Enforcement Act (FIRREA).
8. As of the date of this report, Joseph W. Saunders has completed the requirements of the continuing education program of the State of Florida.
9. Joseph W. Saunders has made a personal inspection of the property that is the subject of this report.
10. Joseph W. Saunders has extensive experience in the appraisal/review of similar property types.
11. Joseph W. Saunders is currently certified in the state where the subject is located.
12. Joseph W. Saunders has not performed any prior services regarding the subject property, as an appraiser, or in any other capacity, within the 3-year period immediately preceding acceptance of this appraisal assignment.

Extraordinary Assumption:

The subject property was being used as a storage lot at the time of inspection. This appraisal was completed under the extraordinary assumption that the soil conditions are favorable for development and do not have any contamination or negative environmental issues.

As requested by the client, this appraisal was of the land only. The subject was completed with the hypothetical condition that the subject did not have any improvements.



Table of Contents

<u>CERTIFICATION OF THE APPRAISAL</u>	3
<u>SUMMARY OF SALIENT FACTS</u>	5
<u>Ownership History:</u>	6
<u>Scope of Work:</u>	6
<u>Property Description:</u>	8
<u>Highest and Best Use:</u>	8
<u>Appraisal Methodology:</u>	8
<u>DIRECT SALES COMPARISON APPROACH</u>	10
<u>Conclusion of Value</u>	14
<u>Comparative Sales Analysis</u>	14
<u>Sales Comparison Approach Indicated "As Is" Value</u>	15
<u>Exposure Time</u>	15
<u>Marketing Time</u>	15
<u>GENERAL ASSUMPTIONS AND LIMITING CONDITIONS</u>	16

SUMMARY OF SALIENT FACTS

Appraisal Report Type:	Restricted Appraisal
Date of Report:	January 9, 2026
Date of Value/Inspection:	January 9, 2026 - Date of Inspection January 9, 2026 - "As Is" Date of Value
Client:	Mr. Mark Johnson, City Manager, City of Minneola
Intended User:	Restricted to client use only
Intended Use/ Purpose of Appraisal:	To aid in internal decision-making purposes by the client.
Type of Value:	<p>Market value-<i>The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:</i></p> <ol style="list-style-type: none"> 1. <i>buyer and seller are typically motivated;</i> 2. <i>both parties are well informed or well advised, and acting in what they consider their own best interests;</i> 3. <i>a reasonable time is allowed for exposure in the open market;</i> 4. <i>payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and</i> 5. <i>The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.</i> ¹
Real Property Interest Appraised:	Fee Simple
Parcel Number(s)	05-22-26-0004-000-01300
Real Property Appraised:	The subject consists of 2.017± acres of land zoned PUD, (survey provide by the client).

¹ The definition of market value is taken from the Office of the Controller of the Currency under 12CFR, Part 34, Subpart C and adopted by the Appraisal Standards Board of The Appraisal Foundation, 2018-19 Edition. This definition is also compatible with the OTS, RTC, FDIC, NCUA, and the Board of Governors of the Federal Reserve System definition of market value. This definition is compatible with the definition of market value contained in The Dictionary of Real Estate Appraisal, Fifth Edition.

Owner(s) of Record: JTD Land At Grassy Lake LLC

Ownership History:

According to Lake County Public Records, the subject property is currently owned by JTD Land At Grassy Lake LLC. There has been no sales, transactions, or ownership transfers recorded in the past three years for the subject property.

Scope of Work:

The following steps were completed for this assignment:

1. identified the subject property;
2. understood the intended use of the report;
3. applied appropriate appraisal methodology;
4. researched and analyzed the context of the subject's area/neighborhood and physical, legal and economical characteristics of the subject;
5. analyzed the comparable data to arrive at a probable range of value via each approach to value used in this report;
6. reconciled the results of each approach into a reasonable and defensible final estimate of value for the subject, as defined herein; and
7. estimated a reasonable exposure time and marketing time associated with the value estimate.

The subject property was inspected on January 9, 2026. No one accompanied the appraiser during the time of inspection. The date of "As Is" value is January 9, 2026. The date of report is the date indicated on the letter of transmittal.

To develop the opinion of value, we performed an appraisal as defined by the Uniform Standards of Professional Appraisal Practice (USPAP). In this appraisal, we used all appropriate approaches to value which included the Direct Sales Comparison Approach as it is the most applicable approach in appraising vacant land. Furthermore, the value conclusion reflects all known information about the subject, market conditions, and available data.

This appraisal of the subject has been presented with reporting requirements set forth under Standards Rule 2-2(b) of USPAP.

Market Area

Orlando MSA- The subject property is located within the City of Minneola. More specifically, the site was located just west, north, and south of Citrus Grove Rd, in an area of stable development. The neighborhood is mixed in character with primarily residential, industrial and commercial uses. Indications and reports reflect that the economic climate is stable with appreciating conditions in many submarket areas of Lake County. Current economic data reflects significant reduction in marketing time and or vacancies within the subject's market area as well as surrounding market areas. These trends are expected to continue within the foreseeable future with a gradual increase in the market anticipated for the coming years. Demand has presented growth over the past 12-24± months for commercial properties within the metro area with an increase in absorption rates. Overall, the real estate market appears to be healthy.



January 9, 2026



Lake County Board of County Commissioners

Property Description:

Site Description: The subject consists of a total of 2.017± acres or 87,860± square feet of land (subject to formal survey confirmation) located in Minneola, Florida. The site is triangular shaped with an at road grade topography. Access is adequate via the west, north, and south side of Citrus Grove Rd. The subject has 305.94± feet of frontage along the south side of Turkey Farm Rd and 590' along Citrus Grove Rd. The site has average visibility and exposure from its respective roadways. A lattice-style telecommunications tower is situated in the center of the subject property (see aerial). This tower is not part of the subject property. However, we assume no responsibility for hidden or unapparent conditions beyond the area of our expertise as appraisers. The property is limited in uses due to its configuration. There were no other known factors that would negatively impact the marketability of the subject property. This appraisal was completed as a land-only valuation, as requested by the client.

Extraordinary Assumption:

The subject property was being used as a vacant land at the time of inspection. This appraisal was completed under the extraordinary assumption that the soil conditions are favorable for development and free of contamination or other adverse environmental conditions.

Legal Descriptions: See Property Record Cards in Addendum

2025 Taxes/Assessment: See Property Record Cards in Addendum

Zoning: The subject property is currently zoned PUD by the City of Minneola Zoning Authorities.

Property Type/Existing Use: Vacant PUD Land

Highest and Best Use:

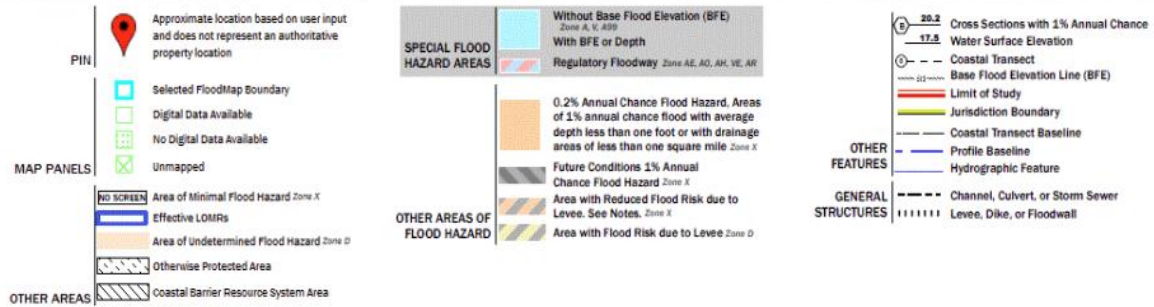
As Vacant:

Consequently, after considering the physically possible, legally permissible, financially feasible and maximum productivity standpoints of the subject property, the highest and best use of the site as vacant is for industrial development when demand dictates such.

Appraisal Methodology:

In valuing the subject property, the Direct Sales Comparison Approach to value has been utilized since it was considered the most meaningful approach to value in appraising vacant land. The Cost and Income Approaches to value are not necessary for appraising vacant land and were omitted.

FEMA MAP



DIRECT SALES COMPARISON APPROACH

The following sales were utilized to estimate the value of the subject property:

17215 Grassy Lake Rd
Minneola, FL 34715 (Lake County) - Lake County Submarket

★★★★☆
Land

Sale Summary

Sold	2/4/2025
Sale Price	\$1,300,000
Land Area AC	4.56
Land Area SF	198,634
Price/AC Land	\$285,088
Price/SF Land	\$6.54
Price Status	Confirmed
Sale Comp Status	Research Complete
Sale Comp ID	7044555
Parcel Numbers	05-22-26-0003-000-01000 +1

Contacts

Type	Name	Location	Phone
Recorded Buyer	Grassy Lake Medical LLC	-	(603) 738-6466
True Buyer	Carol C Foss	Apex, NC 27539	-
Contacts	Carol Foss (609) 915-4898		
Buyer Broker	None on the deal	-	-
Recorded Seller	Donna Foss Welton	Clermont, FL 34715	(352) 455-2478
True Seller	Donna Foss Welton	Clermont, FL 34715	(352) 455-2478
Contacts	Donna Welton (407) 394-0324		
Listing Broker	The Settineri Group	Mulberry, FL 33860	(973) 407-0008
Contacts	Chris Settineri (973) 407-0008		

Property Details

On-Sites	Rough graded	Zoning	AR
Current Use	Vacant Land with a home		
Proposed Use	Health Care, Medical, Storefrnt Retail/Residntl		
Off-Sites	No Cable, Curb/Gutter/Sidewalk, Electricity, No Gas, No Irrigation, Sewer, Streets, No Telephone, Water		
Frontage	627' on Citrus Grove Rd (with 1 curb cut), 329' on Grassy Lake Rd (with 1 curb cut)		
Zoning Description	Currently zoned A1 with support for commercial rezoning		

Transaction Details

Sale Date	2/4/2025	Recording Date	2/7/2025
Sale Price	\$1,300,000	Zoning	AR
Land Price	\$285,088/AC (\$6.54/SF)	% Improved	70.54%
Sale Type	Investment	Document Number	6473-0517
Parcel Number	05-22-26-0003-000-01100, 05-22-26-0003-000-01000		

2026 CoStar Group - Licensed to Saunders Appraisals - 1043167

10

Page 400 of 1141

2 Citrus Grove Rd @ Grassy Lake Rd - Commercial Site, Overlook at...
 Minneola, FL 34715 (Lake County) - Lake County Submarket



Sale Summary

Sold	12/13/2024
Sale Price	\$1,500,000
Land Area AC	2.27
Land Area SF	98,881
Price/AC Land	\$660,794
Price/SF Land	\$15.17
Price Status	Confirmed
Sale Comp Status	Research Complete
Sale Comp ID	7068742
Parcel Numbers	05-22-26-0004-000-01300



Contacts

Type	Name	Location	Phone
Recorded Buyer	Toole Asma Lic	Winter Garden, FL 34787	-
True Buyer	Ace Hardware	Orlando, FL 32803	(407) 895-7003
Contacts	Walter Toole (407) 656-2593		
Recorded Seller	Dcs Capital Investments I LLC	Kissimmee, FL 34741	(407) 870-0066
True Seller	Jr. Davis Construction Company, Inc.	Kissimmee, FL 34741	(407) 870-0066
Contacts	Craig Harris (407) 870-0066		
Listing Broker	Condev Realty	Winter Park, FL 32789	(407) 679-1748
Contacts	Tommy Pinel (407) 579-6118		

Property Details

Topography	Level	Current Use	Vacant Land
On-Sites	Rough graded	Zoning	PUD
Proposed Use	Commercial		
Improvements	Rough graded with off-site retention		
Off-Sites	Cable, Curb/Gutter/Sidewalk, Electricity, No Gas, Irrigation, Sewer, Streets, Telephone, Water		
Frontage	298' on Citrus Grove Road		
Zoning Description	Overlook at Grassy Lake PUD. Allowable uses per Minneola B-1 zoning.		

Transaction Details

Sale Date	12/13/2024	Sale Type	Investment
Sale Price	\$1,500,000	Time On Market	5 Months 17 Days
Land Price	\$660,794/AC (\$15.17/SF)	Zoning	PUD



2026 CoStar Group - Licensed to Saunders Appraisals - 1043167



18142 US-27

Clermont, FL 34715 (Lake County) - Lake County Submarket



Land

Sale Summary

Sold	9/6/2024
Sale Price	\$775,000
Land Area AC	1.76
Land Area SF	76,666
Price/AC Land	\$440,339
Price/SF Land	\$10.11
Price Status	Confirmed
Sale Comp Status	Research Complete
Sale Comp ID	6855311
Parcel Numbers	36-21-25-0004-000-03200 +1
Sale Conditions	Redevelopment Project



Contacts

Type	Name	Location	Phone
Recorded Buyer	RRB Partners	Orlando, FL 32819	(833) 772-3387
True Buyer	RRB Partners	Orlando, FL 32819	(833) 772-3387
Contacts	Beau Blackerby (850) 766-1599		
Buyer Broker	Garito & Company	Orlando, FL 32801	(407) 777-9660
Contacts	William Jennings (443) 934-0100		
Recorded Seller	Cynthia G Nurmi	Clermont, FL 34715	(352) 394-4915
True Seller	Cynthia G Nurmi	Clermont, FL 34715	(352) 394-4915
Contacts	Cynthia Nurmi (352) 394-4915		
Listing Broker	Garito & Company	Orlando, FL 32801	(407) 777-9660
Contacts	William Jennings (443) 934-0100, Timothy Garito (407) 777-9660 X100		

Property Details

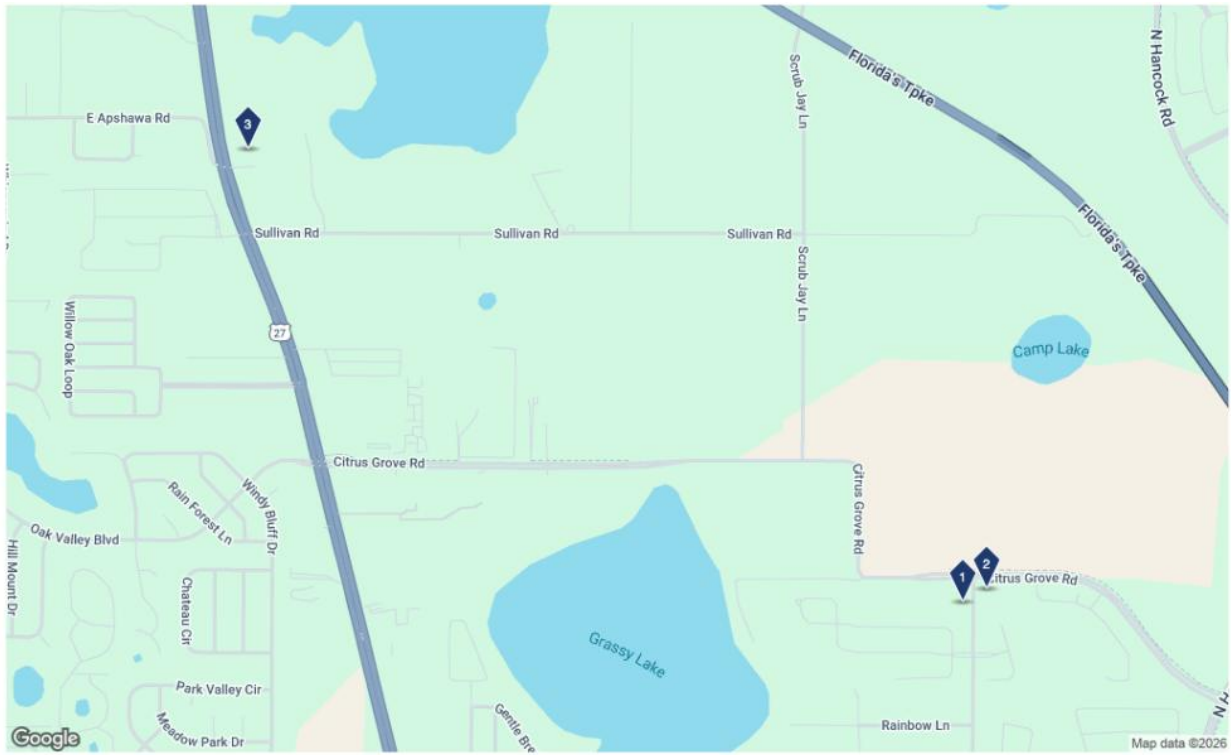
Topography	Level	Current Use	Vacant land
On-Sites	Raw land	Zoning	B
Proposed Use	Bank, Car Wash, Commercial, Day Care Center, Health Care, Hold for Development, Retail		
Off-Sites	No Cable, No Curb/Gutter/Sidewalk, Electricity, No Gas, No Irrigation, No Sewer, No Streets, No Telephone, No Water		
Frontage	90' on U.S. 27		
Zoning Description	Business		

Transaction Details

Sale Date	9/6/2024	Time On Market	1 Year 11 Months
Sale Price	\$775,000	Zoning	B
Land Price	\$440,339/AC (\$10.11/SF)	% Improved	43.43%
Sale Type	Investment		
Sale Conditions	Redevelopment Project		
Parcel Number	36-21-25-0004-000-03200, 36-21-25-0004-000-05100		



2026 CoStar Group - Licensed to Saunders Appraisals - 1043167



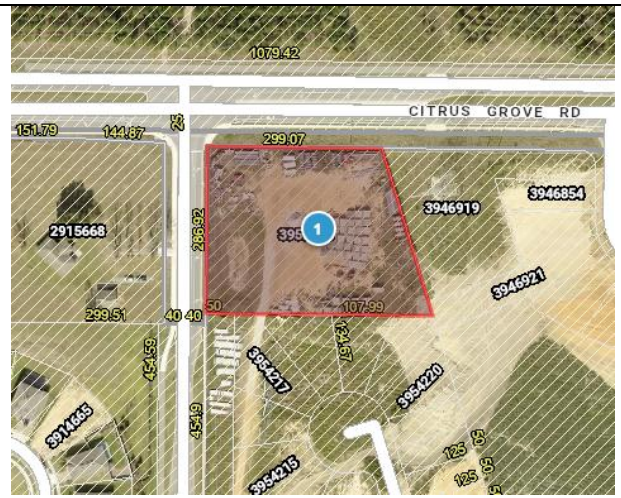
COMPARABLE VACANT LAND SALES ANALYSIS							
	Subject	Sale 1	Adj.	Sale 2	Adj.	Sale 3	Adj.
Real Property Rights Conveyed	---	Fee Simple		Fee Simple		Fee Simple	
Financing	---	Cash or equivalent		Cash or equivalent		Cash or equivalent	
Conditions of Sale	---	Arm's Length		Arm's Length		Arm's Length	
Date of Sale	---	02/2025	+4%	12/2024	+5%	09/2024	+7%
ORB/Page	---	6473/0517					
Sale Price	---	\$1,300,000		\$1,500,000		\$775,000	
Price Per Square Foot	---	\$6.54/SF		\$15.17/SF		\$10.11/SF	
Location	1189 Whispering Ln, Minneola	17215 Grassy Lake Rd, Minneola		Citrus Grove Rd @ Grassy Lake Rd Minneola		18142 US-27 Clermont, FL	
Property Type	Land	Land		Land		Land	
Site Size- Net Usable SF	87,861±	198,634±	+20%	98,881±		76,666±	
Site Size- Net Usable AC	2.017±	4.56±		2.27±		1.76±	
Shape/Configuration	Triangular	Square		Irregular		Rectangular	
Topography	Average	Average		Average		Average	
Access	Average	Superior	-5%	Superior	-5%	Similar	
Visibility/Exposure	Average	Similar		Similar		Inferior	+5%
Zoning	PUD	AR	+35%	PUD		B	
Road Frontage	306' & 590'	627' & 329'		299' & 286'		90'	+15%
Overall Adjustment		+54%		0%		+27%	
Adjusted Price Per Acre	---	\$10.07		\$15.17		\$12.84	

Compiled by: Saunders Appraisals

COMPARABLE PHOTOS



COMPARABLE NO. 1



COMPARABLE NO. 2



COMPARABLE NO. 3

Conclusion of Value

The adjustment grid presented has the relevant characteristics that drive real estate prices. The qualitative adjustments were deemed appropriate. The sales used in this appraisal were considered to be comparable in regard to physical and economic characteristics and were the best available sales.

Comparative Sales Analysis

Unadjusted Sale Price	Low	High	Average
Indicated Unit Sale Price (Per SF)	\$6.54	\$15.17	\$10.61
Adjusted Unit Sale Price (Per SF)	\$10.07	\$15.17	\$12.69
Concluded Unit Price	\$12.69/Square foot		
Concluded Opinion of Market Value	\$12.69/SF x 87,861± ac = \$1,114,956, Rounded: \$1,115,000		
Compiled by: Saunders Appraisals			

The price per square foot of land area was concluded to be the best unit of comparison to appraise the subject property. The unadjusted unit sale prices ranged from a low of \$6.54 per square foot to a high of \$15.17 per square foot of land area. Consequently, after applying appropriate qualitative adjustments to the sales, we have concluded an estimated opinion of market value for the subject property to be greater than the unit sale price of Sales 1 & 3 and less than the unit sale price of Sale 2, or \$12.69 per square foot. As a result, we have concluded an estimated opinion of market value for the subject to be \$12.69/sf x 87,861± sf, or \$1,114,956, rounded to \$1,115,000

Sales Comparison Approach Indicated “As Is” Value.....\$1,115,000

Exposure Time

An estimated exposure time of 6-12±months appears to be reasonable, defensible, and appropriate. I assume the subject would have been competitively priced and aggressively promoted regionally.

Marketing Time

An estimated marketing time of 6-12± months appears to be reasonable, defensible, and appropriate. I assume the subject would be competitively priced and aggressively promoted regionally.

GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

1. This is a Restricted Appraisal Report which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Restricted Appraisal Report. As such, it presents no discussions of the data, reasoning, and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning, and analyses is retained in the appraiser's file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use as stated in the report. The appraiser is not responsible for unauthorized use of this report.
2. No responsibility is assumed for legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated in this report.
3. The property is appraised free and clear of any or all liens and encumbrances unless otherwise stated in this report.
4. Responsible ownership and competent property management are assumed unless otherwise stated in this report.
5. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
6. All engineering is assumed to be correct. Any plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.
7. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
8. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless otherwise stated in this report.
9. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in this appraisal report.
10. It is assumed that all required licenses, certificates of occupancy or other legislative or administrative authority from any local, state, or national governmental, or private entity or organization have been or can be obtained or renewed for any use on which the value estimates contained in this report are based.
11. Any sketch in this report may show approximate dimensions and is included to assist the reader in visualizing the property. Maps and exhibits found in this report are provided for reader reference purposes only. No guarantee as to accuracy is expressed or implied unless otherwise stated in this report. No survey has been made for the purpose of this report.
12. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless otherwise stated

ADDENDA

LAKE COUNTY PROPERTY APPRAISER RECORD CARD

PROPERTY RECORD CARD

General Information


Name:	JTD LAND AT GRASSY LAKE LLC	Alternate Key:	3850819
Mailing Address:	210 HANGAR RD KISSIMMEE, FL 34741 Update Mailing Address	Parcel Number: ⓘ	05-22-26-0004-000-01300
		Millage Group and City:	OMI1 Minneola
		2025 Total Certified Millage Rate:	17.5866
		Trash/Recycling/Water/Info:	My Public Services Map ⓘ
Property Location:	1189 WHISPERING LN MINNEOLA FL, 34715	Property Name:	-- Submit Property Name ⓘ
		School Information:	School Locator & Bus Stop Map ⓘ School Boundary Maps ⓘ
Property Description:	W 3/4 OF S 1/2 OF SE 1/4 OF SEC 5-22-26--LESS N 25 FT FOR RD R/W & LESS FROM SE COR OF SEC 5-22-26 RUN N 0-12-52 E 1320.75 FT TO NE COR OF SE 1/4 OF SE 1/4, N 89-53-42 W 852.77 FT, S 0-06-18 W 25 FT TO S R/W LINE OF TURKEY FARM RD FOR POB, RUN S 0-06-18 W 65 FT, S 89-53-42 E 25 FT, S 0-06-18 W 100 FT, N 89-53-42 W 80 FT, N 0-06-18 E 100 FT, S 89-53-42 E 25 FT, N 0-06-18 E 65 FT TO S R/W LINE OF TURKEY FARM RD, S 89-53-42 E 30 FT TO POB & LESS FROM NE COR OF SW 1/4 OF SEC 5-22-26 RUN S 0-39-31 W ALONG E LINE OF SW 1/4 A DIST OF 1347.03 FT, S 89-24-06 E 9.42 FT FOR POB, CONT S 89-24-06 E 30.58 FT, S 0-39-31 W 385 FT, N 89-24-06 W 27.16 FT TO A POINT ON E'LY EXISTING EDGE OF GRASSY LAKE RD, THENCE ALONG SAID E'LY EXISTING EDGE OF RD N 0-29-30 E 157.37 FT, N 0-03-33 W 193.81 FT, N 0-13-16 W 33.84 FT TO POB FOR ADDITIONAL RD R/W & LESS FROM NE COR OF SW 1/4 OF SEC 5 RUN S 0-39-52 W ALONG E LINE OF SW 1/4 A DIST OF 1346.92 FT FOR POB, RUN S 89-24-06 E 9.41 FT TO A POINT ON EXISTING EDGE OF PAVEMENT OF GRASSY LAKE RD, S 0-13-16 E 33.90 FT, S 0-02-42 E 97.89 FT, S 0-04-24 E 95.92 FT, S 0-27-27 W 97.19 FT, S 0-32-50 W 60.18 FT, N 89-24-04 W 19.89 FT TO A POINT ON W EDGE OF PAVEMENT OF SAID GRASSY LAKE RD, THENCE N 0-23-36 E 79.58 FT, S 89-24-32 E 7.42 FT TO E LINE OF SW 1/4 OF SEC 5, N 0-39-52 E 305.48 TO POB FOR RD R/W & LESS FROM NW COR OF SE 1/4 OF SE 1/4 OF SEC 5-22-26 RUN S 89-24-06 E ALONG N LINE OF S 1/2 OF SE 1/4 A DIST OF 323.95 FT, S 0-35-54 W 25 FT TO A POINT ON S LINE OF EXISTING RD R/W FOR POB, RUN S 34-26-37 W 67.53 FT, S 47-11-03 E 40.10 FT TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SW'LY HAVING A RADIUS OF 1032.93 FT & TO WHICH BEGINNING A RADIAL LINE BEARS N 41-05-49 E, THENCE SE'LY ALONG THE ARC OF SAID CURVE, HAVING A CHORD BEARING OF S 43-13-23 E, A CHORD DIST OF 204.47 FT, THRU A CENTRAL ANGLE OF 11-21-37 & AN ARC DIST OF 204.80 FT TO A POINT OF TANGENCY, THENCE S 37-32-34 E 98.10 FT, THENCE S 22-58-07 E 51.66 FT, S 37-32-34 E 195.03 FT TO A POINT ON E LINE OF W 3/4 OF S 1/2 OF SE 1/4 OF SEC 5, S 0-40-15 W ALONG SAID E LINE 193.99 FT, N 37-32-34 W 495.55 FT TO A CURVE CONCAVE SW'LY HAVING A RADIUS OF 899.93 FT, THENCE NW'LY ALONG THE ARC OF SAID CURVE, HAVING A CHORD BEARING OF N 43-59-58 W, A CHORD DIST OF 202.40 FT, THRU A CENTRAL ANGLE OF 12-54-48 & AN ARC DIST OF 202.83 FT, THENCE S 34-26-37 W 13.05 FT ALONG A NON-TANGENT LINE TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE S'LY HAVING A RADIUS OF 899.93 FT & TO WHICH BEGINNING A RADIAL LINE BEARS N 39-25-04 E, THENCE W'LY ALONG THE ARC OF SAID CURVE, HAVING A CHORD BEARING OF N		

64-02-26 W, A CHORD DIST OF 418.90 FT, THRU A CENTRAL ANGLE OF 26-55-0 & AN ARC DIST OF 422.77 FT TO AN INTERSECTION WITH THE S LINE OF AN EXISTING RD R/W, S 89-24-06 E, ALONG A NON-TANGENT LINE & SAID S R/W LINE A DIST OF 498.85 FT TO POB FOR RD R/W AND LESS OVERLOOK AT GRASSY LAKE PB 7 PG 3-5 AND LESS OVERLOOK AT GRASSY LAKE EAST PHASE 3 PB 81 PG 33-35 & LESS OVERLOOK AT GRASSY LAKE EAST PHASE 4 PB 84 PG 21-22 & LESS FROM THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 5 TOWNSHIP 22 SOUTH RANGE 26 EAST RUN SOUTH 89-24-27 EAST ALONG THE SOUTH LINE 747.61 FEET TO THE SOUTHWEST CORNER OF TRACT A OVERLOOK AT GRASSY LAKE EAST PHASE 3 PB 81 PG 33-35 RUN NORTH 16-51-42 WEST ALONG THE WESTERLY LINE OF SAID TRACT A AND TRACT F A DISTANCE OF 1057.57 FEET FOR THE POINT OF BEGINNING, THENCE CONTINUE NORTH 16-51-42 WEST ALONG SAID WESTERLY LINE OF TRACT F AND TRACT D A DISTANCE OF 301.36 FEET TO THE NORTHWEST CORNER OF SAID TRACT D ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF CITRUS GROVE ROAD, THENCE RUN NORTH 89-23-24 WEST ALONG SAID SOUTHERLY RIGHT OF WAY LINE 298.41 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF GRASSY LAKE ROAD, THENCE RUN SOUTH 0-39-47 WEST ALONG SAID EASTERLY RIGHT OF WAY LINE 287.46 FEET TO THE NORTH LINE OF OVERLOOK AT GRASSY LAKE EAST PHASE 4 PB 84 PG 21-22, SOUTH 89-23-24 EAST 389.15 FEET TO THE POINT OF BEGINNING--ORB 4668 PG 2478

NOTE: This property description is a condensed/abbreviated version of the original description as recorded on deeds or other legal instruments in the public records of the Lake County Clerk of Court. It may not include the Public Land Survey System's Section, Township, Range information or the county in which the property is located. It is intended to represent the land boundary only and does not include easements or other interests of record. This description should not be used for purposes of conveying property title. The Property Appraiser assumes no responsibility for the consequences of inappropriate uses or interpretations of the property description.

Land Data

Line	Land Use	Frontage	Depth	Notes	No. Units	Type	Class Value	Land Value
1	ACREAGE - NON AGRICULTURAL FUTURE DEVELOPMENT (9901)	0	0		2.020	Acre	\$70,700.00	\$70,700.00

[Click here for Zoning Info](#)  [FEMA Flood Map](#)

Miscellaneous Improvements

There is no improvement information to display.

Sales History

NOTE: This section is not intended to be a complete chain of title. Additional official book/page numbers may be listed in the property description above and/or recorded and indexed with the Clerk of Court. [Follow this link to search all documents by owner's name.](#)

Book/Page	Sale Date	Instrument	Qualified/Unqualified	Vacant/Improved	Sale Price
4668 / 2478	07/30/2015	Lieu of Foreclosure	Unqualified	Vacant	\$2,950,000.00
4349 / 386	07/01/2013	Warranty Deed	Qualified	Vacant	\$1,093,000.00
3878 / 1357	02/17/2010	Certificate of Title	Unqualified	Vacant	\$100.00
3135 / 862	04/12/2006	Personal Rep Deed	Unqualified	Vacant	\$1,500,000.00

[Click here to search for mortgages, liens, and other legal documents.](#) 

Values and Estimated Ad Valorem Taxes ⓘ

Values shown are 2026 Working Values. If you need a 2025 Property Record Card, please contact our office. The Market Value listed below is not intended to represent the anticipated selling price of the property and should not be relied upon by any individual or entity as a determination of current market value.

Tax Authority	Market Value	Assessed Value	Taxable Value	Millage	Estimated Taxes
LAKE COUNTY BCC GENERAL FUND	\$70,700	\$70,700	\$70,700	5.0254	\$355.30
SCHOOL BOARD STATE	\$70,700	\$70,700	\$70,700	3.0870	\$218.25
SCHOOL BOARD LOCAL	\$70,700	\$70,700	\$70,700	2.9980	\$211.96
LAKE COUNTY WATER DISTRICT	\$70,700	\$70,700	\$70,700	0.2940	\$20.79
ST JOHNS RIVER FL WATER MGMT DIST	\$70,700	\$70,700	\$70,700	0.1793	\$12.68
CITY OF MINNEOLA	\$70,700	\$70,700	\$70,700	5.5000	\$388.85
LAKE COUNTY MSTU AMBULANCE	\$70,700	\$70,700	\$70,700	0.4629	\$32.73
LAKE COUNTY VOTED DEBT SERVICE	\$70,700	\$70,700	\$70,700	0.0400	\$2.83
				Total: 17.5866	Total: \$1,243.39

Exemptions Information

This property is benefitting from the following exemptions with a checkmark ✓

Homestead Exemption (first exemption up to \$25,000)	Learn More	View the Law
Additional Homestead Exemption (up to an additional \$25,000)	Learn More	View the Law
Limited Income Senior Exemption (applied to county millage - up to \$50,000)	Learn More	View the Law
Limited Income Senior Exemption (applied to city millage - up to \$25,000) @	Learn More	View the Law
Limited Income Senior 25 Year Residency (county millage only-exemption amount varies)	Learn More	View the Law
Widow / Widower Exemption (up to \$5,000)	Learn More	View the Law
Blind Exemption (up to \$500)	Learn More	View the Law
Disability Exemption (up to \$5,000)	Learn More	View the Law
Total and Permanent Disability Exemption (amount varies)	Learn More	View the Law
Veteran's Disability Exemption (\$5,000)	Learn More	View the Law
Veteran's Total and Permanent Disability Exemption (amount varies)	Learn More	View the Law
Veteran's Combat Related Disability Exemption (amount varies)	Learn More	View the Law
Deployed Servicemember Exemption (amount varies)	Learn More	View the Law
First Responder Total and Permanent Disability Exemption (amount varies)	Learn More	View the Law
Surviving Spouse of First Responder Exemption (amount varies)	Learn More	View the Law
Conservation Exemption (amount varies)	Learn More	View the Law
Tangible Personal Property Exemption (up to \$25,000)	Learn More	View the Law
Religious, Charitable, Institutional, and Organizational Exemptions (amount varies)	Learn More	View the Law
Economic Development Exemption	Learn More	View the Law
Government Exemption (amount varies)	Learn More	View the Law

NOTE: Information on this Property Record Card is compiled and used by the Lake County Property Appraiser for the sole purpose of ad valorem property tax assessment administration in accordance with the Florida Constitution, Statutes, and Administrative Code. The Lake County Property Appraiser makes no representations or warranties.

APPRAISAL DEFINITIONS

Definition of Market Value

Market value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- (1) Buyer and seller are typically motivated;
- (2) Both parties are well informed or well advised, and acting in what they consider their own best interests;
- (3) A reasonable time is allowed for exposure in the open market;
- (4) Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- (5) The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Source: Federal Register, vol.55, no. 163, August 22, 1990, pages 34228 and 34229; also quoted in the Glossary of the Uniform Standards of Professional Appraisal Practice, 2000 edition.)

Definition of Fee Simple Interest

According to the 13th Edition of the Appraisal of Real Estate the definition of fee simple estate is: absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Definition of Leased Fee Interest

According to the 13th Edition of the Appraisal of Real Estate the definition of Leased Fee Interest is defined as: an ownership interest held by a landlord with the right of use and occupancy conveyed by lease to others; the rights of the lessor (the leased fee owner) and the lessee (leaseholder) are specified by contract terms contained within the lease.

Definition of Leasehold Interest

According to the 13th Edition of the Appraisal of Real Estate the definition of Leased Fee Interest is defined as: the right held by the lessee to use and occupy real estate for a stated term and under the conditions specified in the lease. .

Definition of Highest and Best Use

According to the 13th Edition of the Appraisal of Real Estate the definition of highest and best use is defined as: the reasonably probable and legal use of vacant land or an improved property that is physically possible, legally permissible, appropriately supported, financially feasible, and that results in the highest value.

Retrospective Value

According to the 13th Edition of the Appraisal of Real Estate the retrospective value is defined as: a valid historical date requested by the client to be the effective date of the opinion of value.

Prospective Value

According to the 13th Edition of the Appraisal of Real Estate the prospective value is defined as: a valid future date requested by the client to be the effective date of the opinion of value.

QUALIFICATIONS OF APPRAISER(S)

Joseph W. Saunders

State-Certified General Real Estate Appraiser RZ3554

Business Address

Saunders Appraisals LLC
721 West Avenue,
Clermont, FL 34711
Telephone: (352) 552-4808
E-mail: SaundersAppraisals@gmail.com

Licensing

- State-Certified General Real Estate Appraiser RZ3554
State of Florida

Career Background

- State-Certified General Real Estate Appraiser with Saunders Appraisals LLC 2013 to present
- Registered Trainee Real Estate Appraiser with Appraisals Inc. of Central Florida from 2004 to 2012

Educational Background

- B.S. Business Administration, Economics
University of Central Florida, 2003

Appraisal Education

In addition to college courses, I have taken and completed over 330 hours of the following appraisal courses:

License Residential Appraisal Course AB I, 2004	Institute of Florida Real Estate Careers
USPAP, 2004	Institute of Florida Real Estate Careers
License Residential Appraisal Course ABII, 2006	Real Estate Education Specialists
USPAP Update, 2006	Institute of Florida Real Estate Careers
Appraisal Law Update, 2006	Institute of Florida Real Estate Careers
Law and Standards, 2008	Real Estate Education Specialists
National USPAP, 2008	Cooke Real Estate School
General Appraiser Income Approach, 2008	Real Estate Education Specialists
General Report Writing and Case Studies, 2009	Cooke Real Estate School
General Market Analysis & Highest and Best Use, 2009	Appraisal Institute
General Appraiser Site Evaluation and Cost, 2010	Appraisal Institute
General Appraiser Sales Comparison, 2010	Appraisal Institute
National USPAP, 2010	Cooke Real Estate School
Statistics, Modeling and Finance, 2010	Cooke Real Estate School
Florida Appraisal Law Update, 2010	Cooke Real Estate School
Supervisor/Trainee Roles & Relationships, 2010	Cooke Real Estate School
How to Analyze & Value Income Properties, 2012	McKissock Appraisal School
Appraisal Applications of Regression Analysis, 2012	McKissock Appraisal School
Appraising Industrial/Flex Buildings for Mortgage	McKissock Appraisal School
Underwriting, 2012	
National USPAP, 2012	McKissock Appraisal School
Florida Appraisal Law Update, 2012	McKissock Appraisal School

Appraisal Reports Prepared in the Following Counties


Lake, Orange, Sumter, Polk, Osceola, Citrus, Hernando, Volusia, Seminole, Marion, Brevard and Alachua.

Purpose of Appraisals

Financing, acquisition, insurance purposes, governmental acquisition, estate tax purposes and estate planning, & asset evaluation.


Types of Appraisal Assignments

Single Family Residential	Improved Agricultural	Airport Hangars
Single Family Lots	Horticultural Nurseries	Restaurants
Vacant Commercial	Clubhouses	Churches
Vacant Industrial	Hotels/Motels	Dude Ranches
Vacant Agricultural	Institutions	Banks/Financial Facilities
Vacant Institutional	Day Care Centers	Special Purpose
Residential Subdivisions	Conservation Areas	Mini-warehouses
Multi-Family	Wetlands	Mobile Home/RV Parks
Office Condominiums	Improved Pasture	Gas Station/Convenience
Residential Condominiums	Offices	Car Dealerships
Mixed-Use Properties	Warehouses	Improved Medical Office
Planned Unit Developments	Shopping Centers	Retail



Ron DeSantis, Governor

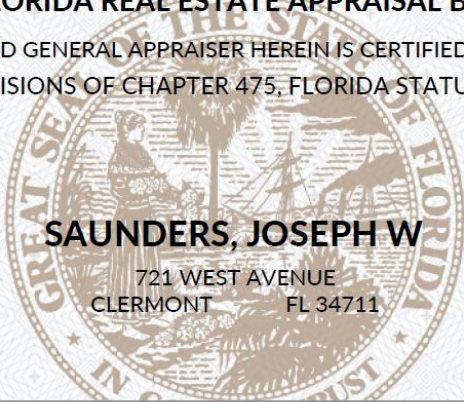
Melanie S. Griffin, Secretary



STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE CERTIFIED GENERAL APPRAISER HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 475, FLORIDA STATUTES



SAUNDERS, JOSEPH W
721 WEST AVENUE
CLERMONT FL 34711

LICENSE NUMBER: RZ3554


EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 11/22/2024

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.





TUTTLE ARMFIELD WAGNER
APPRAISAL & RESEARCH, INC.

**REAL ESTATE APPRAISAL REPORT
OF 2.02 ACRES OF PLANNED DEVELOPMENT (PUD) LAND
LOCATED AT THE CORNER OF
TURKEY FARM ROAD AND CITRUS GROVE ROAD,
MINNEOLA, LAKE COUNTY, FL 34715**

Prepared For:
Citrus Grove Retail, LLC
c/o Mr. Kevin Skorman
6000 Metrowest Blvd.
Suite 111
Orlando, FL 32835

Effective Date of the Appraisal:
February 8, 2026

Date of the Report:
February 12, 2026

Prepared by:
TUTTLE-ARMFIELD-WAGNER APPRAISAL & RESEARCH, INC.
Matthew Jehs, MAI, State Certified General Real Estate Appraiser RZ2806
Jason Malick, Trainee Appraiser RI25267

File Name: AC26-2631

Tuttle-Armfield-Wagner Appraisals & Research, Inc.
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February 12, 2026

Citrus Grove Retail, LLC
c/o Mr. Kevin Skorman
6000 Metrowest Blvd., Ste. 111
Orlando, FL, 32835

Re: Real Estate Appraisal Report
2.02-Acres of Vacant Planned Development (PUD) Land,
Located at the Corner Of:
Turkey Farm Road and Citrus Grove Road,
Minneola, Lake County, FL 34715
File Name: AC26-2631

At your request, we have prepared an appraisal for the above referenced property. The subject property is legally described in the accompanying report, of which this letter is hereby made a part of and incorporated therein. This report is for your exclusive use and we are not responsible for any unauthorized use.

This is an Appraisal Report as defined by Uniform Standards of Professional Appraisal Practice under Standards Rule 2-2(a). It presents a discussion of the data, reasoning, and analyses that were used in the appraisal process to develop the opinion of value. Additional supporting documentation concerning the data, reasoning, and analyses is retained in our file.

The subject is a vacant land parcel situated near the corner of Citrus Grove Road and Turkey Farm Road in Minneola. The property consists of 2.02-acres of vacant land zoned PUD-Commercial in the City of Minneola. The property is partially bisected by a communications tower in the central portion of the property. The property has a downward sloping topography from the northeast corner towards the southwest corner and is naturally vegetated with no apparent site improvements. The property was recently donated to the City of Minneola from the developer of a master planned community directly to the west constructing the Overlook at Grassy Lake Subdivision. This donation occurred in November 2025. The property is not currently listed for sale nor under contract for purchase. The client of this report will utilize this analysis and research for rendering a decision to purchase all or a portion of the subject property.

The property is further identified as XXXX Turkey Farm Road (No Assigned Street Address), Minneola, Lake County, FL 34715 and Lake County Property Appraiser Parcel ID 05-22-26-0004-000-01300.

At the request of the client, the purpose of this appraisal is to estimate the Current Market Value of the subject property's Fee Simple estate in its "As Is" condition, effective February 8, 2026.

This letter of transmittal is not an appraisal report; however, the attached report sets forth the data, research, and analyses that support our value conclusions. Based on the appraisal described in the accompanying report, subject to the Limiting Conditions and Extraordinary Assumptions, we have made the following value conclusions:

Value Conclusions			
Premise	Interest Appraised	Effective Date	Value Conclusion
Current As Is Market Value	Fee Simple	2/8/2026	\$180,000


Please reference Page 6 of this report for important information regarding the Limiting Conditions and Assumptions; Page 9 for Extraordinary Assumptions, and Page 16 for scope of research and analysis for this appraisal, including property identification, inspection, highest and best use analysis and valuation methodology. Acceptance of this report constitutes an agreement with these conditions and assumptions.

We certify that we have no present or contemplated future interest in the property beyond this estimate of value. The appraiser has not performed any prior services regarding the subject within the previous three years of the effective date of this appraisal.

The intended user of this report is Citrus Grove Retail, LLC, and is intended only for use by them in estimating the market value of the subject property. Parties who receive a copy of this report do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such at the time of the engagement for services.

We believe you will find this report to be self-explanatory; however, you are invited to contact us should you have any questions or require further information relative to this matter. We thank you for the opportunity to provide our professional services.

Respectfully submitted,
Tuttle-Armfield-Wagner Appraisal & Research, Inc.


Matthew W. Jehs, MAI
Cert Gen RZ2806


Jason Christopher Malick
Trainee, RI25267

TABLE OF CONTENTS

Summary of Important Facts and Conclusions.....	5
Limiting Conditions and Assumptions	6
Extraordinary Assumptions	9
Identification of Subject.....	10
Purpose of the Appraisal.....	10
Client.....	10
Intended Use and User of Appraisal	10
Owner of Record and Sales History.....	11
Legal Description.....	12
Scope of Work	16
Location Maps	18
Neighborhood Analysis	20
Zoning.....	27
Assessment and Taxes	30
Property Description.....	31
Highest and Best Use.....	38
Valuation Methodology	42
Land Valuation – Sales Comparison Approach.....	43
Land Comparables – As Is.....	43
Sales Comparison Approach Conclusion.....	54
Final Reconciliation	55
Certification	56
Addenda	57
Definitions.....	58
Professional Qualifications	61

Summary of Important Facts and Conclusions

Report Dates

Report Date	2/12/2026
Inspection Date	2/8/2026
As Is Date of Value	2/8/2026

Subject Summary

Property Name	18734 Vacant Commercial Land XXXX Turkey Farm Road
Property Major Type	Land
Address	XXXX Turkey Farm Road
City	Minneola
County	Lake
State	FL
Zip	34715
Tax ID	05-22-26-0004-000-01300
Owner	City of Minneola
Land SF	87,991
Acres	2.02
Zoning	PUD

Real Estate Assessment and Taxes

Tax ID	Land	Improvements	Total Assessment	Millage Tax Rate	Ad Valorem Taxes	Non Ad Valorem Taxes	Tax Rate	Total Parcel Taxes
05-22-26-0004-000-01300	\$70,700	\$0	\$70,700	17.5866	\$1,243.39	\$19.00	17.5866	\$1,262.39

Land Summary

Parcel ID	Gross Land Area (Acres)	Gross Land Area (Sq Ft)	Usable Land Area (Acres)	Usable Land Area (Sq Ft)	Topography	Access
05-22-26-0004-000-01300	2.02	87,991	2.02	87,991	Below Average	Below Average

Value Conclusions

Premise	Interest Appraised	Effective Date	Value Conclusion
Current As Is Market Value	Fee Simple	2/8/2026	\$180,000

Limiting Conditions and Assumptions

1. Acceptance of and/or use of this report constitutes acceptance of the following limiting conditions and assumptions; these can only be modified by written documents executed by both parties.
2. The values given in this appraisal report represent the opinion of the signers as to the values as of the dates specified herein. Values of real estate are affected by an enormous variety of forces and conditions which will vary with future conditions, sometimes sharply within a short time. Responsible ownership and competent management are assumed.
3. This appraisal report covers the premises herein described only. Neither the figures herein nor any analysis thereof, nor any unit values derived therefrom are to be construed as applicable to any other property, however similar the same may be.
4. It is assumed that the title to said premises is good; that the legal description of the premises is correct; that the improvements are entirely and correctly located on the property; but no investigation or survey has been made, unless so stated.
5. The value given in this appraisal report is gross, without consideration given to any encumbrance, restriction or question of title, unless so stated.
6. Information as to the description of the premises, restrictions, improvements and income features of the property involved in this report is as has been submitted by the applicant for this appraisal or has been obtained by the signer hereto. All such information is considered to be correct; however, no responsibility is assumed as to the correctness thereof unless so stated in the report.
7. Possession of any copy of this report does not carry with it the right of publication, nor may it be used, or relied upon, for any purpose by anyone other than the client without prior written authorization of the client and identified as such herein, and in any event, only in its entirety. Parties who receive a copy of this report as a consequence of disclosure requirements applicable to our client do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such by our client at the time of engagement for services.
8. Neither all nor part of the contents of this report shall be conveyed to the public through advertising, public relations, news, sales or other media, without the written consent of the author; particularly as to the valuation conclusions, the identity of the appraiser or the firm with which he is connected, or any reference to the Appraisal Institute, or to the SRA or MAI designations.
9. The appraiser herein, by reason of this report is not required to give testimony in court or attend hearings, with reference to the property herein appraised, unless arrangements have been previously made therefore.
10. The Contract for the appraisal of said premises is fulfilled by the signer hereto upon the delivery of this report duly executed.

11. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and zoning laws unless noncompliance is stated, defined and considered in the appraisal report. Necessary licenses, permits, consents, legislative or administrative authority from any local, state or Federal government or private entity are assumed to be in place or reasonably obtainable.
12. The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering which might be required to discover such factors. The appraiser does not consider mineral rights.
13. All data relating to land sales, improved property sales, and comparable rentals used in this report are considered to be proprietary; that is, owned by Tuttle-Armfield-Wagner. It is provided to the client for use within this report only. Any other use or distribution of this data without the prior written consent of Tuttle-Armfield-Wagner is specifically prohibited.
14. An environmental assessment was not provided for use in this assignment. No evidence of contamination was observed during our inspection, nor did we note the presence of commonly known toxic chemicals/hazardous materials. Nonetheless, we are not qualified to inspect/evaluate a site for potential hazards or contamination. Therefore, lacking contrary information, we assume that no contamination or environmental hazards exist that would adversely affect the subject utility and/or market value. Accordingly, the market value estimate contained herein is based on the accuracy of this assumption (subject to verification via a current environmental assessment as conducted by a duly qualified environmental scientist or engineer).
15. There are no proposed judgments or pending or threatened litigation that could affect the value of the property.
16. If the property is subject to one or more leases, any estimate of residual value contained in the appraisal may be particularly affected by significant changes in the condition of the economy, of the real estate industry, or of the appraised property at the time these leases expire or otherwise terminate.
17. No consideration has been given to personal property located on the premises or to the cost of moving or relocating such personal property; only the real property has been considered.
18. The current purchasing power of the dollar is the basis for the value stated in our appraisal; we have assumed that no extreme fluctuations in economic cycles will occur.
19. The value found herein is subject to these and to any other assumptions or conditions set forth in the body of this report but which may have been omitted from this list of Assumptions and Limiting Conditions.

20. Information, estimates and opinions are verified where possible, but cannot be guaranteed. Maps and plans provided are intended to assist the client in visualizing the property; no other use of these plans is intended or permitted.
21. Unless stated herein, the property is assumed to be outside of areas where flood hazard insurance is mandatory. Maps used by public and private agencies to determine these areas are limited with respect to accuracy. Due diligence has been exercised in interpreting these maps, but no responsibility is assumed for misinterpretation.
22. It is assumed there are no encroachments, easements or other restrictions which would affect the subject property, unless otherwise stated.
23. This appraisal is to be used only for the purpose stated herein. While distribution of this appraisal in its entirety is at the discretion of the client, individual sections shall not be distributed; this report is intended to be used in whole and not in part.
24. The Americans with Disabilities Act (ADA) became effective January 26, 1992. We have not made a specific survey or analysis of this property to determine whether the physical aspects of the improvements meet the ADA accessibility guidelines. In as much as compliance matches each owner's financial ability with the cost to cure the non-conforming physical characteristics of a property, we cannot comment on compliance to ADA. Given that compliance can change with each owner's financial ability to cure non-accessibility, the value of the subject does not consider possible non-compliance. Specific study of both the owner's financial ability and the cost to cure any deficiencies would be needed for the Department of Justice to determine compliance.

Extraordinary Assumptions

An assumption is a statement or condition which is presumed or assumed to be true and from which a conclusion can be drawn. An extraordinary assumption is an assumption which if found to be false could alter the resulting opinion or conclusion. We note that the use of the following Extraordinary Assumptions might have an effect on assignment results if later found out to be untrue or faulty.

Extraordinary Assumptions

There are no Extraordinary Assumptions for this appraisal.

Identification of Subject

The subject is a vacant land parcel situated near the corner of Citrus Grove Road and Turkey Farm Road in Minneola. The property consists of 2.02-acres of vacant land zoned PUD-Commercial in the City of Minneola. The property is partially bisected by a communications tower in the central portion of the property. The property has a downward sloping topography from the northeast corner towards the southwest corner and is naturally vegetated with no apparent site improvements. The property was recently donated to the City of Minneola from the developer of a master planned community directly to the west constructing the Overlook at Grassy Lake Subdivision. This donation occurred in November 2025. The property is not currently listed for sale nor under contract for purchase. The client of this report will utilize this analysis and research for rendering a decision to purchase all or a portion of the subject property.

The property is further identified as XXXX Turkey Farm Road (No Assigned Street Address), Minneola, Lake County, FL 34715 and Lake County Property Appraiser Parcel ID 05-22-26-0004-000-01300 with Property Alternate Key 3850819.

Purpose of the Appraisal

At the request of the client, the purpose of this appraisal is to estimate the Current 'As Is' Market Value of the subject property's Fee Simple estate effective February 8, 2026. The "Market Value" and "Fee Simple" interests are defined in the Addendum.

Client

This appraisal report has been prepared for Citrus Grove Retail, LLC, c/o Mr. Kevin Skorman located at 6000 Metrowest Blvd, Suite 111, Orlando, FL 32835.

Intended Use and User of Appraisal

Intended user of the report is specifically identified as the client. Parties who receive a copy of this report do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such at the time of the engagement for services. The client will rely upon this appraisal for internal use, including but not limited to, rendering a decision relative to purchase of all or a portion of the property rights of the subject property.

This report is not intended for any other use or user. No one other than the named client or any other party not identified as an intended user should use or rely on this appraisal for any purpose. Such parties are advised to obtain an appraisal from an appraiser of their own choosing if they require an appraisal for their own use.

Owner of Record and Sales History

The Lake County Property Appraiser's Record Card indicates current ownership is listed as City of Minneola. The property has been under this current ownership since November 6, 2025 when it was donated to the City of Minneola. We received little information from the City of Minneola but were provided a map of the planned development west of the subject (across Citrus Grove Road) that is currently under construction for development of a multi-phase retail and residential planned unit subdivision known as Overlook at Grassy Lake as shown below:



Below are the details of the last sale transfer:

Subject Sale History	
Transaction Type	Closed Sale
Price	\$10
Date	11/6/2025
Days on Market	Unknown
Book/Page or Reference Doc.	7
Grantor	JTD Land At Grassy Lake, LLC
Grantee	City of Minneola
Property Rights	Fee Simple
Financing	Cash to seller
Conditions of Sale	Donation of Land
Verification Source	Property Appraiser
Comments	<p>This is the closed sale/donation of 2.02-acres of vacant commercial/PUD land located in the City of Minneola. The property is zoned PUD and has no areas of wetlands nor is it located in a flood zone.</p> <p>The property was a donation from JTD Land at Grassy Lake, LLC to the City of Minneola and was recorded with the Lake County Clerk of the Circuit Court on November 6, 2025.</p>

Based on Information obtained from the client, various recognized published data sources and / or the county assessor's records, the subject property ownership history has had no other sales in the last three years. Further, the property is not currently listed for sale nor under contract for purchase.

Legal Description

The following Legal Description was obtained via Lake County records. We assume it is correct but strongly advise a current title policy be obtained if further verification is necessary.

Address: XXXX Turkey Farm Road (No Assigned Address), Minneola, Lake County, FL 34715, with Lake County Parcel ID: 05-22-26-0004-000-01300.

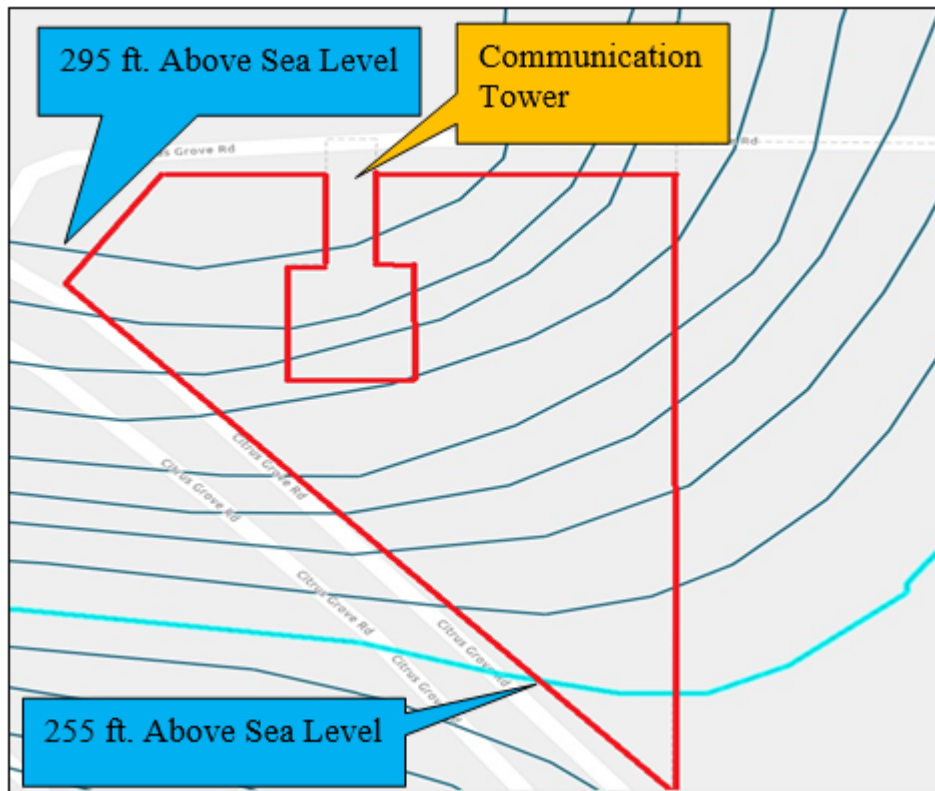
THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

Boundary Map

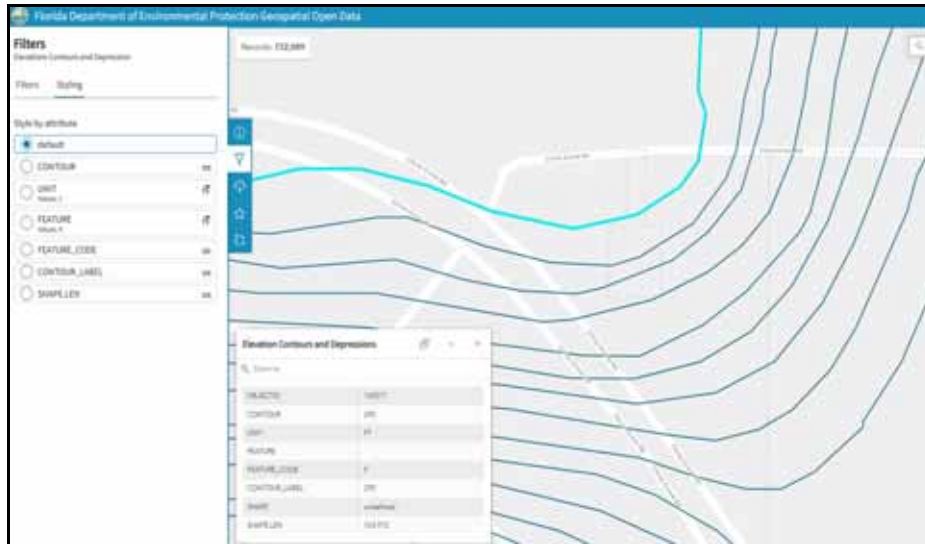


Topographic Map & Development Concerns

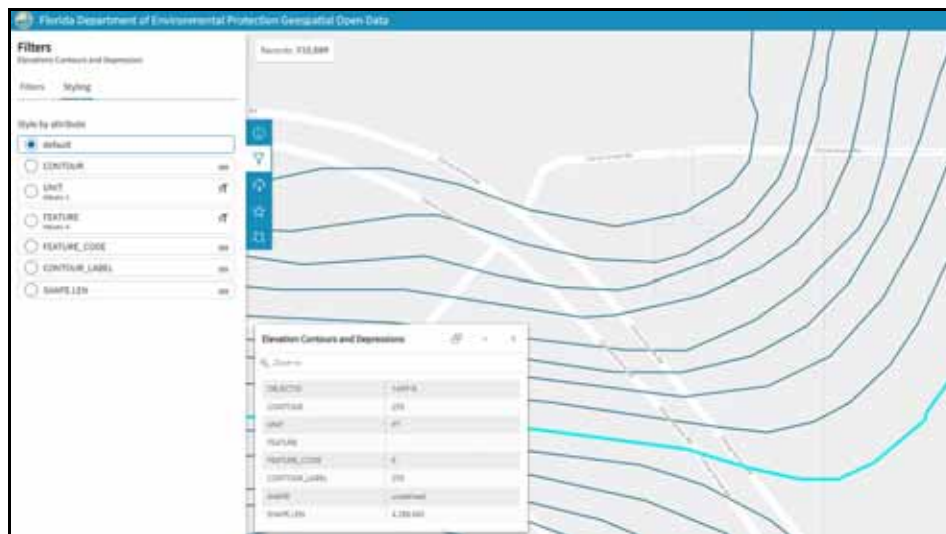


Topography

Below are topographic maps of the subject parcel. There are significant contours and slopes on the subject property extending from the highest point of elevation at the northwest corner sloping downward to the lowest part of the subject parcel at the southeast corner.



As shown above, the highest elevation at the subject property is found at the northwestern corner at approximately 295 ft. above sea level.



As shown above, the lowest elevation at the subject property is found at the southeastern corner at approximately 255 ft. above sea level. This is an elevation change of approximately 40 feet from the highest to the lowest point at the property.

Aerial



Eagle View



The aerial depictions are from the Lake County Property Appraiser records. The property boundaries are not exact. They are for illustrative purposes only.

Scope of Work

According to the Uniform Standards of Professional Appraisal Practice, it is the appraiser's responsibility to develop and report a scope of work that results in credible results that are appropriate for the appraisal problem and intended user. Therefore, the appraiser must identify and consider:

- the client and intended users of the report as well as the intended use;
- assignment conditions;
- typical client expectations; and
- typical appraisal work by peers for similar assignments.

Scope Summary - Definition of the Problem

Problem

The purpose of the appraisal is to estimate the Current Market Value of the Fee Simple interest of the subject property on an 'As Is' basis.

Intended Use

The client will rely upon this appraisal for internal use, including but not limited to, rendering a decision relative to purchase of all or a portion of the property rights of the subject property.

Intended User(s)

Intended user of the report is specifically identified as the client. Parties who receive a copy of this report do not become a party to the appraiser-client relationship and do not become intended users of this report unless the parties were specifically identified as such at the time of the engagement for services.

Appraisal Report

Based on the intended users understanding of the subject's physical, economic and legal characteristics, and the intended use of this appraisal, an appraisal report format was used.

This is an Appraisal Report as defined by Uniform Standards of Professional Appraisal Practice under Standards Rule 2-2(a). It presents a discussion of the data, reasoning, and analyses that were used in the appraisal process to develop the opinion of value. Additional supporting documentation concerning the data, reasoning, and analyses is retained in our file.

Utilized Approaches to Value

Cost Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Sales Comparison Approach

There is adequate data to develop a value estimate and this approach reflects market behavior for this property type.

Income Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Scope of Work

Property Identification

The subject has been identified by the assessors' parcel number, legal description, and address.

Is this a 'Land Only' appraisal?

yes

Inspection

An inspection of the subject property has been made, with photographs.

Zoning

A review of zoning and applicable land use controls has been made.

Market Analysis

The subject marketing area and surrounding neighborhoods within the county were examined in order to determine factors that significantly affect the subject property. Local land use policies, community support facilities, traffic patterns, demographics, and development trends were considered. A summary of the most pertinent details is presented.

Highest and Best Use Analysis

An "As Vacant" and "As Improved" H&BU analysis for the subject has been made. Physically possible, legally permissible and financially feasible uses were considered, and the most reasonably probable and maximally productive use was concluded.

Information Sources

The appraiser maintains a comprehensive database for this market area and has reviewed the market for sales, rentals and listings relevant to this analysis. In addition, market data acquired in the course of previous appraisal work is retained in the appraiser's work files. Other sources include, but are not limited to the following: Multiple Listing Services, public records, interviews with brokers, buyers, and sellers, appraisal files, published articles and surveys. Information pertaining to this data was verified by one or more parties involved with, or having reliable knowledge of, each individual transaction when possible.

Information Not Available

We had sufficient information to conclude a reliable value conclusion.

Comments

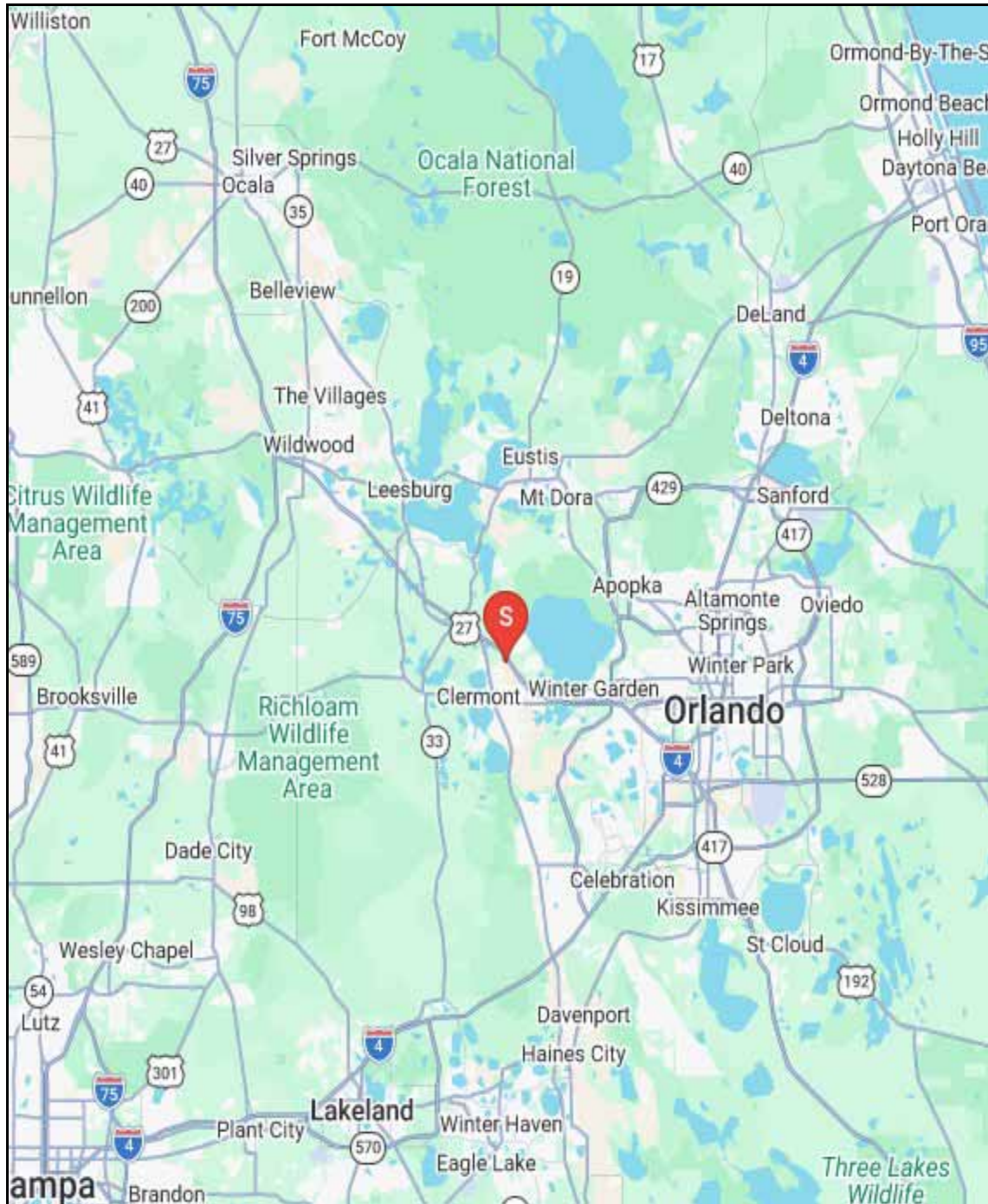
The employed methods and level of analysis provides a credible value conclusion for the subject property.

Competency Comment

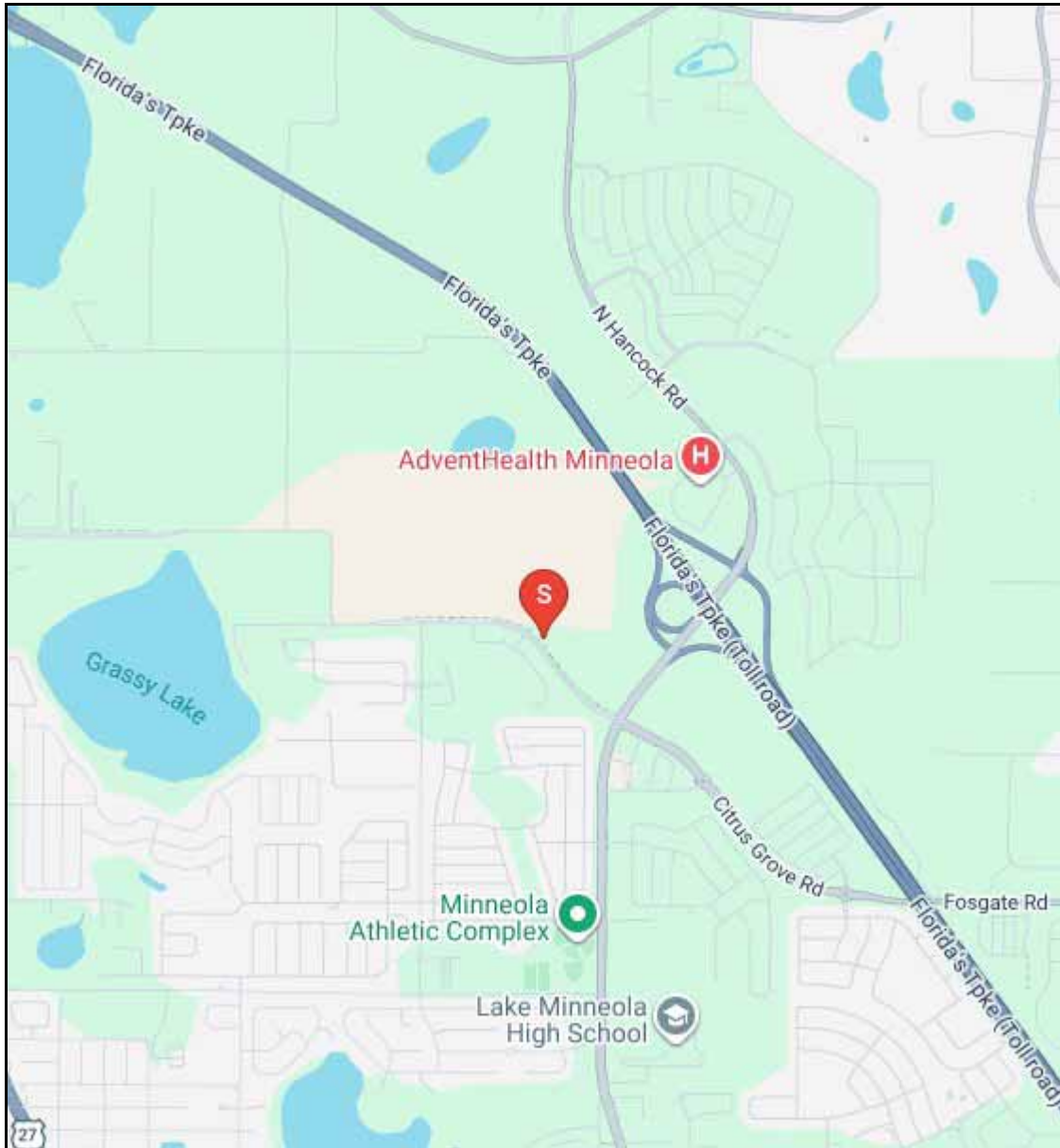
The person(s) signing this report are licensed to appraise real property in the state the subject is located. They affirm they have the experience, knowledge, and education to value this type property. They have previously appraised similar real estate.

Location Maps

Regional Perspective



Neighborhood Perspective



Neighborhood Analysis

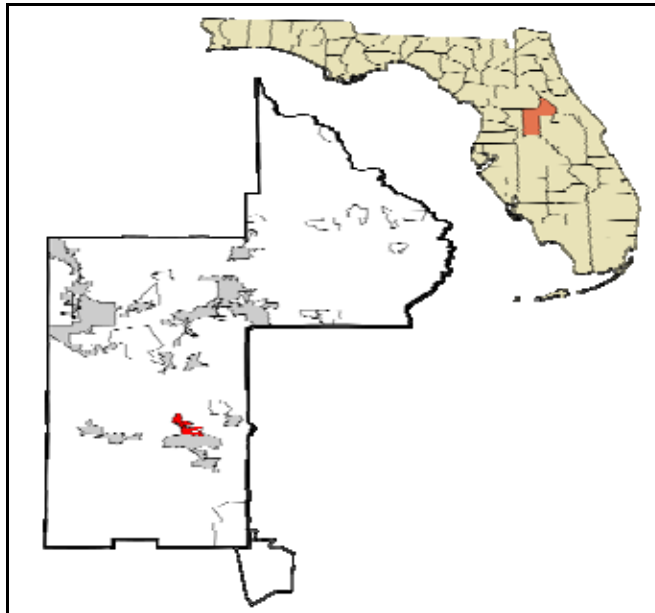
Location and General Data

The subject property is located in the City of Minneola within Lake County. Minneola is part of the Orlando-Kissimmee-Sanford Florida Metropolitan Statistical Area (MSA).

The predominant cause for the population increases in Florida and Lake County is migration. Lake County's location in the central portion of the state is attractive to persons within more urbanized areas of South Florida seeking a less congested locale and better quality of life. The mild climate has also made Lake County a popular residential area for permanent retirees and seasonal residents from colder northern regions. A new report from Redfin indicates that states with lower taxes are attracting people from all over the country. Florida has the seventh-lowest tax rate in the country and saw seven people move in for every person who left. Florida gained more residents than all but four states between 2013 and 2020. As of early 2026, Minneola has a population of approximately 22,412 and is one of the fastest-growing cities in Florida with a significant annual growth rate with estimates indicating a population increase of over 38% since the 2020 census, driven by residential development.

The City of Minneola has a strong business core. Some of the top employers include AdventHealth Minneola, Lake County Schools, Publix Super Markets, and Target. With close proximity to Clermont and the Florida Turnpike, Minneola has become a hub for expanding commercial and service-based employment.

The subject neighborhood is defined as the Florida's Turnpike to the north and east, E. Highway 50 to the South, and U.S. Highway 27 to the west. This area is approximately 13 square miles.



Location of Minneola in Lake County and the State of Florida



LAKE COUNTY ECONOMIC INDICATORS REPORT
 QUARTER 4 ENDING DECEMBER 2025
 Office of Economic Development

Labor Market*

Category				
Labor Force	198,188	1,539,334	11,213,000	170,723,000
Employed	188,757	1,471,428	10,717,000	163,720,000
Unemployed	8,909	67,906	433,000	7,003,000
Unemployment Rate (December 2025)	4.8%	4.4%	4.4%	4.1%
Unemployment Rate (December 2024)	3.2%	3.0%	3.2%	3.8%

Source: Florida Department of Commerce, courtesy of Orlando Economic Partnership

*Not seasonally adjusted

**Orlando MSA consists of Orange, Seminole, Osceola, Lake

Lake County Jobs

Compensation	December 2025	December 2024
Median Advertised Salary	\$44,928	\$41,600
Unique Postings	5,418	4,762

Source: Lightcast, courtesy of Orlando Economic Partnership

Location	Open Jobs	# of Unemployed People Per 100 Jobs*
Lake	5,060	177
Florida	429,221	101

Source: Florida Department of Economic Opportunities, courtesy of The Florida Scorecard. The most current data for this is December 2025.

*This is the seasonally adjusted number of unemployed for the state from the U.S. Bureau of Labor Statistics.

Note: Data for unique postings and open jobs differ due to differences in reporting timeframes - unique postings capture full month in question, open jobs are reported in mid-monthly timeframes (14th of previous month to 13th of current month).

Tourism

Category	November 2025	November 2024	Annual Change
TDT Collections	\$441,760	\$451,760	-2.21%
Hotel Occupancy	64.7%	74.1%	-9.4pp

Source: TDT Collection, Lake County Tax Collector, courtesy of Visit Lake. Hotel Occupancy, Smith Travel Research, courtesy of Visit Lake.



LAKE COUNTY ECONOMIC INDICATORS REPORT
 QUARTER 4 ENDING DECEMBER 2025
 Office of Economic Development

Business Revenues/Gross Sales

Location	October 2025	October 2024	Annual Change
Lake County	\$1,327,229,991	\$1,273,780,483	4.2%
Orlando MSA	\$18,892,325,817	\$18,689,043,147	1.1%

Source: Florida Department of Revenue, courtesy of Orlando Economic Partnership
 Note: As of the time of publication, the Florida Department of Revenue has not released sales data for November or December of 2025 so the most recent data was used

Lake County Commercial/Industrial Real Estate

Type	Quarter 4 2025	Quarter 4 2024	Annual Change
Office Vacancy	4.3%	3.9%	0.4pp
Industrial Vacancy	15.0%	13.1%	1.9pp

Source: CoStar, courtesy of Orlando Economic Partnership

Lake County Residential Real Estate

Category	Single Family December 2025	Annual Change	Townhomes & Condos December 2025	Annual Change
Closed Sales	577	12%	55	7.8%
Median Sale Price	\$375,000	-7.4%	\$320,000	-5.2%
Active Inventory	2,363	5.5%	260	25%
Dollar Volume	\$262,000,000	12%	\$17,500,000	6.4%
New Listings	544	7.7%	49	-22%
New Pending Sales	434	16%	46	28%

Source: Florida Realtors® courtesy of Realtors® Association of Lake and Sumter Counties

Lake County Board of County Commissioners, Office of Economic Development Office

Contact Information: Meg Brew, Director

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Transportation & Traffic Patterns

North/South Routes

Florida's Turnpike – This is a major arterial roadway throughout much of Florida spanning approximately 265 miles from I-75 near Wildwood north of the subject to Miami Gardens in South Florida. Minneola is accessed from the turnpike at Exit 278. This exit is east of the subject within ½ mile where it intersects with N. Hancock Road.

U.S. Highway 27 – This is a north-south United States Numbered Highway with the southern terminus at US 1 in Miami and the northern terminus near Fort Wayne, Indiana. U.S. Highway 27 intersects with Citrus Grove Road approximately 2 miles west of the subject.

East/West Routes

State Road 50– an east-west highway that spans 114 miles from Weeki Wachee west of the subject to US Highway 1 in Titusville. SR 50 intersects with N. Hancock Road approximately 4 miles southeast of the subject in the City of Clermont.

Traffic Count Map

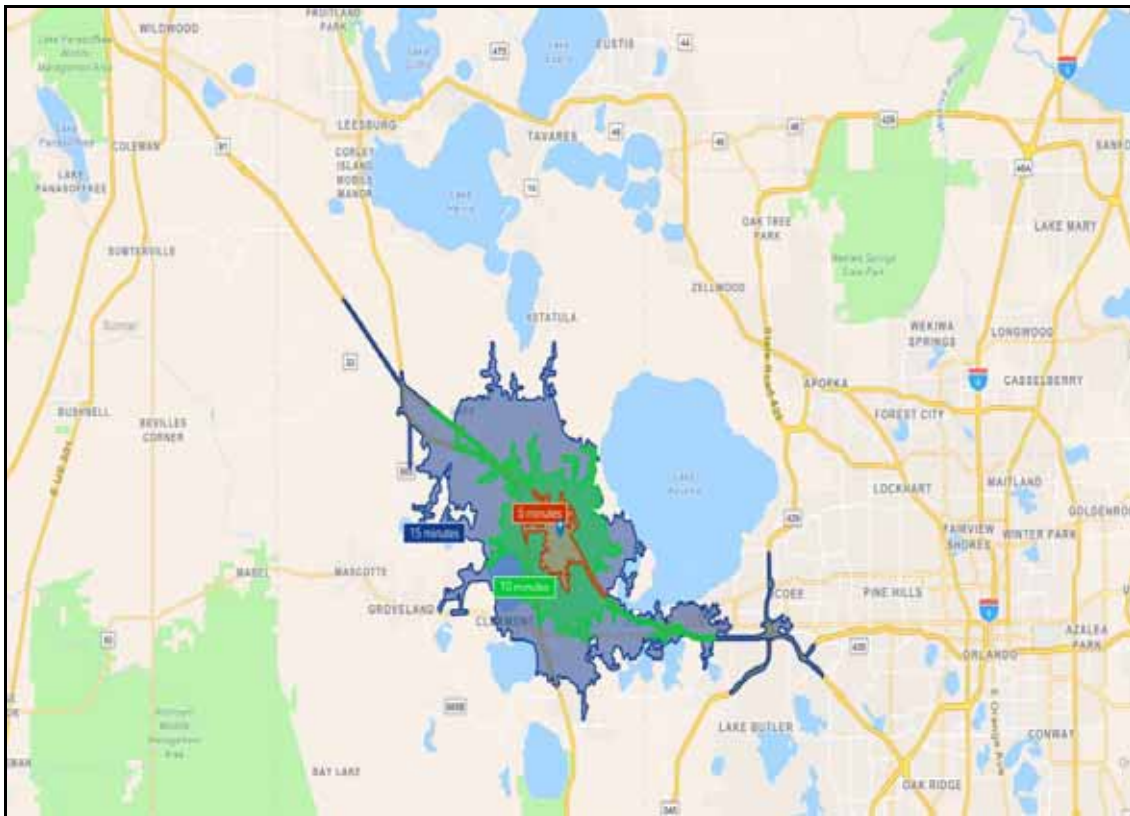
A traffic count map for roadways in the area is located below. In the area of the subject, Citrus Grove Road nor Turkey Farm Road have traffic levels tracked as this is primarily a local roadway residential use. Southeast of the subject, Citrus Grove Road intersects with N. Hancock Road that has traffic levels tracked at 17,500 vehicles per day. Near the subject, the Florida's Turnpike has traffic levels tracked at 79,800 vehicles per day and west of the subject, traffic is tracked at 36,500 vehicles per day along N. Highway 27.



Demographics

For demographic data, we have included a detailed analysis of the neighborhood provided by ESRI, the endorsed GIS firm utilized by both the Appraisal Institute and CCIM members. This data incorporates information reported by U.S. Bureau of the Census, 2010 Census of Population and Housing. ESRI then makes credible forecasts for 2020 and 2025. Due to the geographical factors presented by the Halifax River, the most appropriate study areas are 5, 10, & 15-minute drive times.

Population and income information for the five, ten, and fifteen-minute drive times are shown on the following tables. All three study areas have slight increases forecast for population levels as well as income levels, with the five-minute area having the greatest income levels.



(Site to Do Business 5, 10, and 15-minute drive-time)



Community Profile

17201 Citrus Grove Rd, Clermont, Florida, 34715
 Drive time: 5, 10, 15 minute radii

Prepared by Esri
 Latitude: 28.59720
 Longitude: -81.72588

	5 minutes	10 minutes	15 minutes
Population Summary			
2010 Total Population	2,504	22,010	53,929
2020 Total Population	5,103	32,003	77,454
2020 Group Quarters	0	589	1,698
2025 Total Population	8,633	39,691	93,372
2025 Group Quarters	0	480	1,570
2030 Total Population	10,633	46,019	106,694
2025-2030 Annual Rate	4.26%	3.00%	2.70%
2025 Total Daytime Population	6,229	42,961	92,727
Workers	1,173	21,723	44,604
Residents	5,056	21,238	48,123
Household Summary			
2010 Households	789	7,705	19,310
2010 Average Household Size	3.17	2.79	2.72
2020 Total Households	1,496	10,944	28,179
2020 Average Household Size	3.41	2.87	2.69
2025 Households	2,849	13,933	34,880
2025 Average Household Size	3.03	2.81	2.63
2030 Households	3,585	16,371	40,443
2030 Average Household Size	2.97	2.78	2.60
2025-2030 Annual Rate	4.70%	3.28%	3.00%
2010 Families	624	5,894	14,340
2010 Average Family Size	3.52	3.16	3.12
2025 Families	2,290	10,686	25,805
2025 Average Family Size	3.45	3.24	3.03
2030 Families	2,866	12,560	29,940
2030 Average Family Size	3.38	3.20	2.99
2025-2030 Annual Rate	4.59%	3.28%	3.02%
Housing Unit Summary			
2000 Housing Units	338	3,634	11,773
Owner Occupied Housing Units	71.9%	75.6%	67.0%
Renter Occupied Housing Units	24.0%	17.9%	20.6%
Vacant Housing Units	4.1%	6.5%	12.4%
2010 Housing Units	871	8,579	21,906
Owner Occupied Housing Units	70.6%	66.3%	62.8%
Renter Occupied Housing Units	20.0%	23.5%	25.4%
Vacant Housing Units	9.4%	10.2%	11.9%
2020 Housing Units	1,577	11,729	30,577
Owner Occupied Housing Units	79.7%	69.1%	65.7%
Renter Occupied Housing Units	15.2%	24.2%	26.5%
Vacant Housing Units	4.8%	6.5%	8.0%
2025 Housing Units	2,997	14,805	37,640
Owner Occupied Housing Units	80.4%	72.3%	69.0%
Renter Occupied Housing Units	14.6%	21.9%	23.7%
Vacant Housing Units	4.9%	5.9%	7.3%
2030 Housing Units	3,713	17,203	42,830
Owner Occupied Housing Units	79.8%	73.5%	70.5%
Renter Occupied Housing Units	16.7%	21.7%	23.9%
Vacant Housing Units	3.4%	4.8%	5.6%

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: Esri forecasts for 2025 and 2030. U.S. Census Bureau 2000 and 2010 decennial Census data converted by Esri into 2020 geography.

February 05, 2026



Community Profile

17201 Citrus Grove Rd, Clermont, Florida, 34715
 Drive time: 5, 10, 15 minute radii

Prepared by Esri
 Latitude: 28.59720
 Longitude: -81.72588

	5 minutes	10 minutes	15 minutes
Median Household Income			
2025	\$103,664	\$96,141	\$96,211
2030	\$111,588	\$105,625	\$106,980
Median Home Value			
2025	\$441,747	\$428,335	\$444,889
2030	\$470,557	\$468,822	\$491,638
Per Capita Income			
2025	\$38,755	\$39,739	\$44,054
2030	\$43,929	\$44,767	\$49,462

Summary and Conclusion

The subject neighborhood is a mixed-use area which is approximately 70% developed. Commercial and residential land uses are the predominant type of development within this defined area. To a lesser extent, a variety of institutional and recreational uses are present. Commercial development is located along the major traffic arteries and appears to be adequate to support the surrounding residential population. The area is well-served by adequate roadways, and supported by a diversified employment base.

The subject's neighborhood is well located with respect to employment centers. The number of housing units and population has increased significantly since 2000 in all three drive-times. No adverse area conditions are known, nor were any observed, that preclude or severely limit the subject's utilization to its highest and best use as determined herein. In comparison to other areas in the region, the market area is rated as follows:

MARKET AREA ATTRIBUTE RATINGS

Highway Access	Good
Demand Generators	Good
Convenience to other supporting land uses	Good
Convenience to Public Transportation	Average
Employment Stability	Average
Police and Fire Protection	Average
General Appearance of Properties	Average
Appeal to Market	Average
Prices/Value Trend	Stable for Residential Stable for Commercial Stable for Industrial

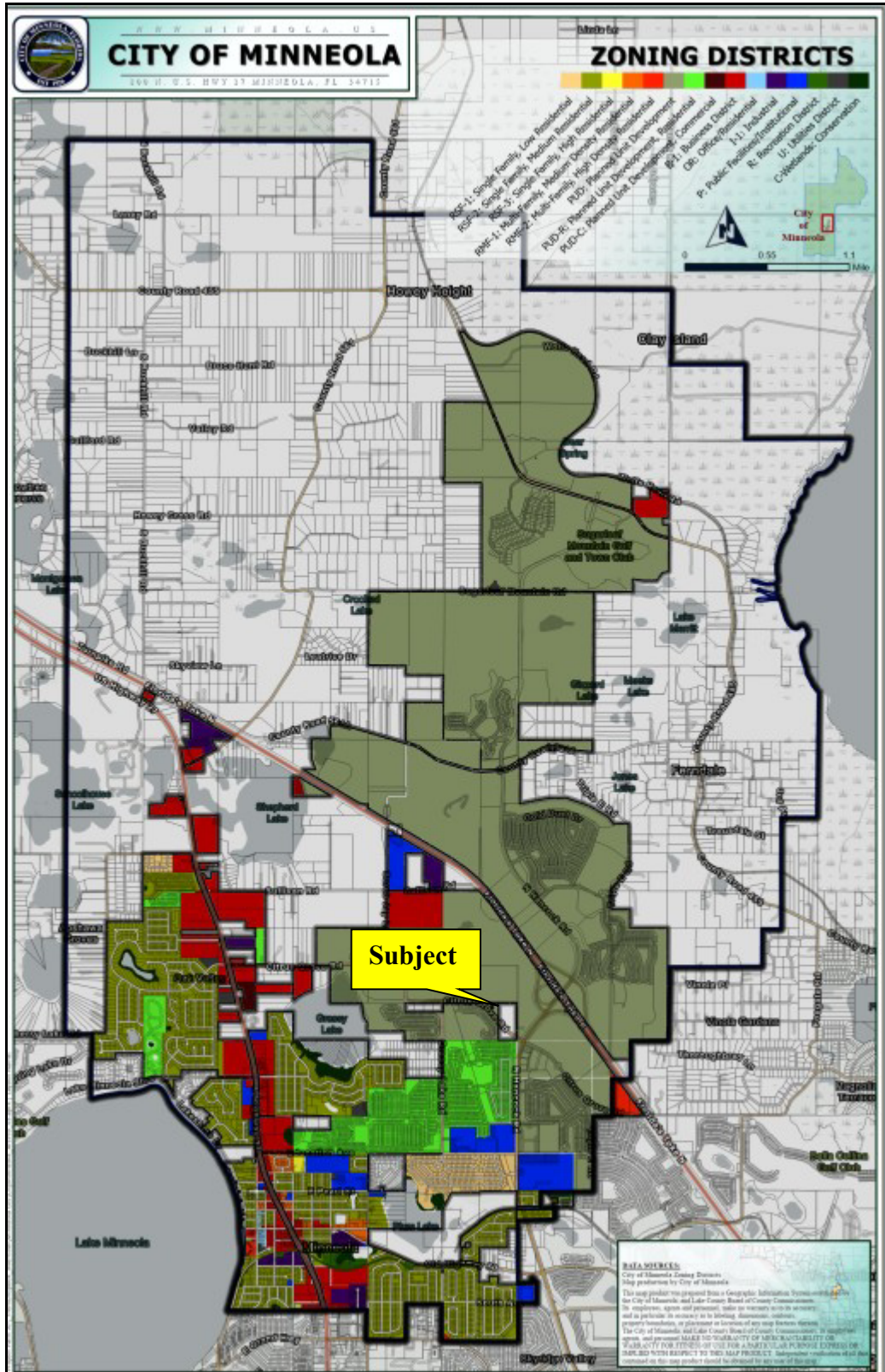
Zoning

Requirements noted below are not intended to represent all applicable aspects of the ordinance. They do provide the reader with knowledge of general legal parameters.

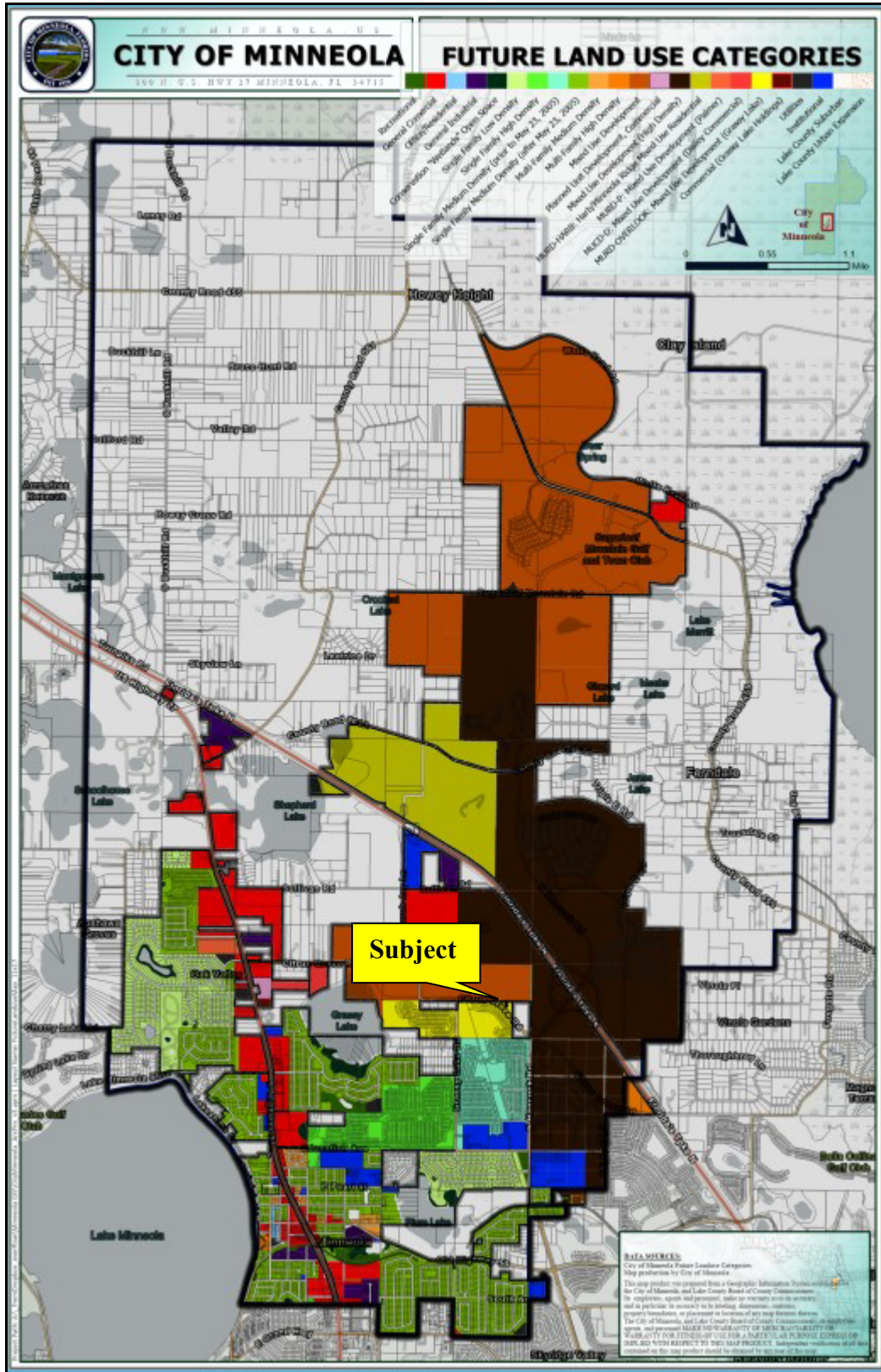
Zoning Summary	
Zoning Authority	Minneola
Zoning District	Commercial
Zoning Code	PUD
Zoning Type/Description	PUD - Planned United Development Grassy Lake
Zoning Intent/Summary	The PUD district is established to implement comprehensive plan policies by allowing a variety of housing types with a broad range of housing costs. This PUD district is designed to encourage innovative development concepts to provide design amenities and to manage natural features of the land. The location of such PUD's will be dictated by the type of development that will be provided. (Residential PUD's will be located in residentially designated areas of the future land use map of the comprehensive plan as an overlay district, commercial PUDs will be located in commercially designated areas of the future land use map as an overlay district, etc.) Densities and intensities cannot exceed those which are permitted in that area on the future land use map.
Permitted Uses	(2)Commercial PUD. Commercial uses as permitted under the B-1 and OR zoning districts and other uses deemed appropriate and incidental to the primary use by the city council. Permitted uses in the B-1 Business District include but are not limited to: Offices, personal services, convenience stores without fuel operations, laundry & dry cleaning retail stores, financial services, office supply, retail sales & services, business services, office complex, maintenance contractor, medical office/clinic, manufactured homes sales & service, office condominiums, restaurants, banks, health/exercise club, adult/vocational education, learning center.
Future Land Use	MURD - Overlook
Minimum Lot Area	22,500 SF
Minimum Lot Width	150 ft.
Minimum Lot Depth	None
Front Set Back Distance	15 ft.
Side Yard Distance	15 ft.
Back Yard Distance	15 ft.
Maximum Building Height	35 ft.
Zoning Parking Requirements	Varies by use
Deed Restrictions/Moratoriums	To our knowledge, there are no land use regulations other than zoning that would affect the property. Further, there is no moratorium on development.
Entitlements	We were provided no information by ownership that the subject site possesses any Entitlements which would affect the subject site. We assume that the subject does not have Entitlements in place which would significantly affect the value.
Zoning Data Source	City of Minneola Code of Ordinances

Appraiser's Note: In speaking with a Senior Planner with the City of Minneola, Thomas Grimms, the subject is zoned PUD Commercial as of the effective date of the appraisal, February 8, 2026.

Zoning Map



Future Land Use Map

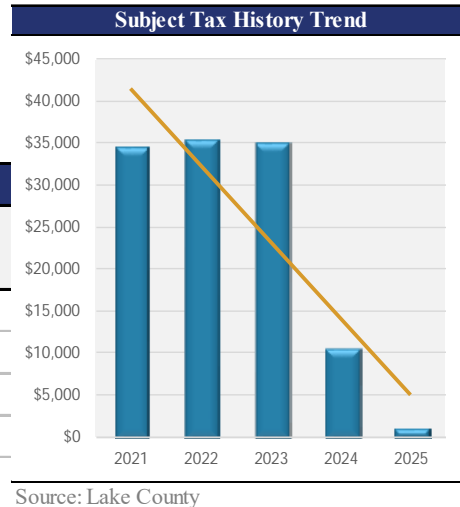


Assessment and Taxes

Real Estate Assessment and Taxes								
Tax ID	Land	Improvements	Total Assessment	Millage Tax Rate	Ad Valorem Taxes	Non Ad Valorem Taxes	Tax Rate	Total Parcel Taxes
05-22-26-0004-000-01300	\$70,700	\$0	\$70,700	17.5866	\$1,243.39	\$19.00	17.5866	\$1,262.39

The tax year runs from January 1st to December 31st. Real estate taxes in Lake County are paid one year in arrears (2024 taxes are paid in 2025), and are due and payable November 1st of each year or as soon thereafter as the certified tax roll is received by the Tax Collector from the Property Appraiser. Properties in Lake County are assessed Ad Valorem Taxes and Non-Ad Valorem Taxes. Ad valorem taxes, or real property taxes, are based on the value of such property. Non-ad valorem assessments are NOT based on value but are set amounts. The Non-Ad Valorem Taxes the subject is responsible for goes toward solid waste disposal and emergency medical services. According to Florida law, assessments are to be at 'Full Just Value'. This term is generally held to be 100% Market Value, less reasonable costs of sales. It has been our experience, however, that assessments vary widely in relation to market value as defined in this report. Reassessments are annual based on a calendar year.

Tax History			
Assessed Year	Total Assessment	Taxes	% Change
2021	\$1,940,750	\$34,555	
2022	\$1,940,750	\$35,252	2.0%
2023	\$1,940,750	\$34,913	-1.0%
2024	\$592,550	\$10,576	-69.7%
2025	\$70,700	\$1,262	-88.1%



Appraiser's Note: The subject was previously a part of a subdivision, Overlook at Grassy Lake, with a total acreage of 118.47-acres inclusive of the subject 2.02-acres. As lots were sold within the subdivision, the tax burden for the developer started to reduce via the total assessment in 2024 and continued through 2025. The subject 2.02-acre parcel was donated to the City of Minneola in November 2025 and has not been reassessed since the previous transfer. This will occur later in 2026.

Property Description

The following description is based on our property inspection, public records, and a survey.

Site Summary	
Parcel ID	05-22-26-0004-000-01300
Location	The subject has an assigned address of XXXX Turkey Farm Road, Minneola, FL, 34715.
Land Use	Commercial
Current Use	Vacant PUD Land
Map Latitude	28.597043
Map Longitude	-81.725997
Adjacent Land Uses	The subject is located in a mixed-use area of the City of Minneola. North and east of the subject is vacant land and the Florida's Turnpike. South and west of the subject are single-family residential developments including a new subdivision, Overlook at Grassy Lake. Southeast of the subject is a newly developed shopping plaza, Hills Crossing, anchored by a Publix Shopping Center with several retail outparcels including McDonald's, Starbucks, Chipotle Mexican Grill, Extra Space Storage, Papa Johns Pizza, and Jersey Mike's Subs.
Site Analysis & Comments	Site utility is below average. The subject has a communication tower that bisects the site and affects the shape and overall developable area. Further, the topography is downward sloping from the northwest corner to the southeast corner with an approximate 40 foot drop in sea level from 295 feet above sea level at the highest point to 255 feet at the lowest point. Utilities would need to be extended/bored under Citrus Grove Road and access would likely be an issue and would likely need to be developed along Turkey Farm Road vs. the arterial roadway and frontage along Citrus Grove Road.

Site Size Attributes	
Gross Land Area (Sq Ft)	87,991
Gross Land Area (Acres)	2.02
Usable Land Area (Sq Ft)	87,991
Usable Land Area (Acres)	2.02
Excess Land Area Comments	There is no indicated excess land. The subject Floor Area Ratio (FAR) meets or exceeds current building trends for this property type.
Usable Land Area Comments	Other than the setback ordinances required by zoning, we have been provided no information that any of the subject land is unusable.
Source for Site Size	Property appraiser record card.
Site Size Analysis	The total subject land area is typical for a commercial use in the subject neighborhood.

Site Characteristics	
Corner Lot	is
Dimensions	Varies
Primary Frontage Street Name	Citrus Grove Rd.
Secondary Frontage Street Name	Turkey Farm Road
Frontage - Primary Street (Feet)	590
Frontage - Secondary Street (Feet)	307
Average Depth (Feet)	Varies
View	Average
View Description	The primary street frontage is along Turkey Farm Road.
Access	Below Average
Access Description	There is currently no direct access to the subject. Access to the subject is speculative and would likely need to come from the southern elevation of Turkey Farm Road. Access from Citrus Grove Road would necessitate an extension of the turn lane to accommodate an access point from the eastern elevation of Citrus Grove Road. Access from Citrus Grove Road would necessitate an extension of the deceleration turn lane. From Turkey Farm Road, the unpaved road would need to be upgraded to current standards.
Site Visibility	Average
Site Visibility Description	The site has low passing traffic which is typical for a commercial use.
Site Improvements	The site is a vacant land parcel with no site improvements.
Off-Site Improvements	The off-site improvements consist largely of the improved roadways and municipal utilities.
Street Lighting	There are no street lights along Citrus Grove Rd. nor Turkey Farm Rd. in the area of the subject.
Sidewalks	There are sidewalks along Citrus Grove Rd. but not Turkey Farm Rd.
Curb and Gutter	There are curbs and gutters along Citrus Grove Rd. but not Turkey Farm Rd.
Drainage	The subject site is vacant land and does not have any drainage system in place.
Landscaping	The subject is vacant land, and does not have any planted landscaping. It is natively vegetated.
Topography	Downward sloping. There are significant elevation changes and contours present at the subject with a 40 foot elevation drop from the northwest corner to the southeast corner that would render development difficult without extensive alterations to the landscape.
Shape	Roughly Triangular. The communication tower that bisects the property would likely make uniform development difficult and would likely render the northern land west of the tower unusable. This would limit development to the southern and eastern portion which has significant elevation concerns.
Soil Conditions	The appraiser assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The appraiser assumes no responsibility for such conditions, or for engineering which might be required to discover such factors. The appraiser does not consider mineral rights.

Site Utilities	
Adequacy of Utilities	The subject's utilities access are below average as utilities would need bored under Citrus Grove Road from the west.
Public Electricity	Nearby-Above ground elevated lines.
Water Supply Type	Nearby-City Water (would likely require boring under Citrus Grove Rd.)
Sewer Type	Nearby (would require extension and stubbing to site)
Rail Access	Unknown
Site Hazards	
FEMA Map #	12069C0580E
FEMA Map Date	12/18/2012
Flood Zone	X
In Flood Plain	No
Flood Zone Comments	The Flood Zone X classification denotes areas that are "determined to be outside the 500-year flood", and are considered to be of minimal flood hazard. The appraiser is not an expert in this matter and is reporting data from FEMA maps.
Encumbrance / Easement Description	We were provided a current survey and title policy of the subject property. No easements, encumbrances, and or deed restrictions exist that adversely affect subject utility or market value. Accordingly, the market value estimated herein is contingent on the accuracy of this assumption. The full title policy for the subject can be found in the Addenda of this appraisal report. Please reference Limiting Conditions and Assumptions.
Environmental Issues	We were not provided with an Environmental Survey report addressing potential contaminants or hazards. No adverse environmental conditions on the subject site were reported to the appraisers, and we assume the site is free and clear of environmental hazards. We were provided Phase I ESA for the adjacent site composed by Bio-Tech Consulting Environmental and Permitting Dated November 27, 2024 with an assessment that revealed no RECs, Controlled Recognized Environmental Conditions (CRECs) or Significant Data Gaps (SDGs). This ESA is maintained in the appraiser's work file. Please reference Limiting Conditions and Assumptions.
Encroachments	No encroachments onto the subject property were noted by inspection or survey. We assume there are no encroachments onto the subject site.
Wetlands Type	None
Retention	None; Req. Upon Development
Possible Nuisance	No nuisances were observed upon inspection of the subject property.



Aerial



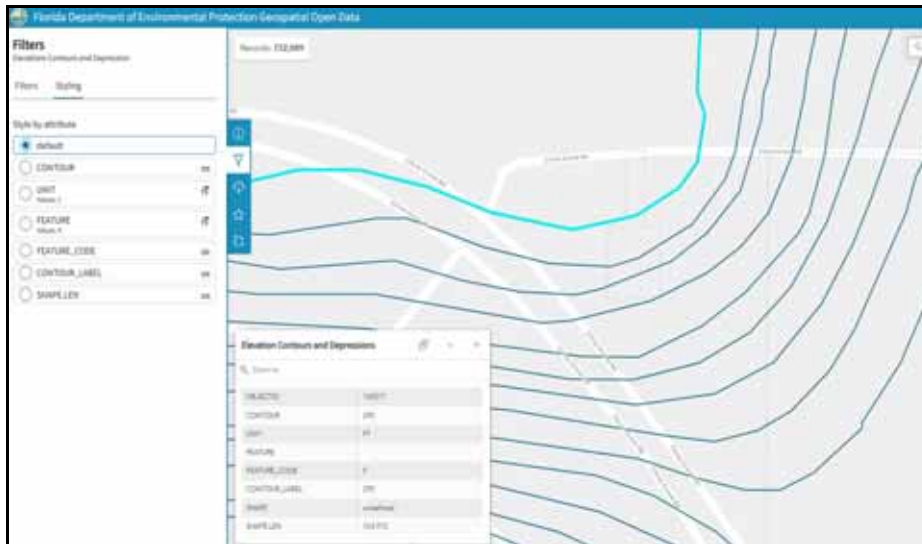
Eagle View



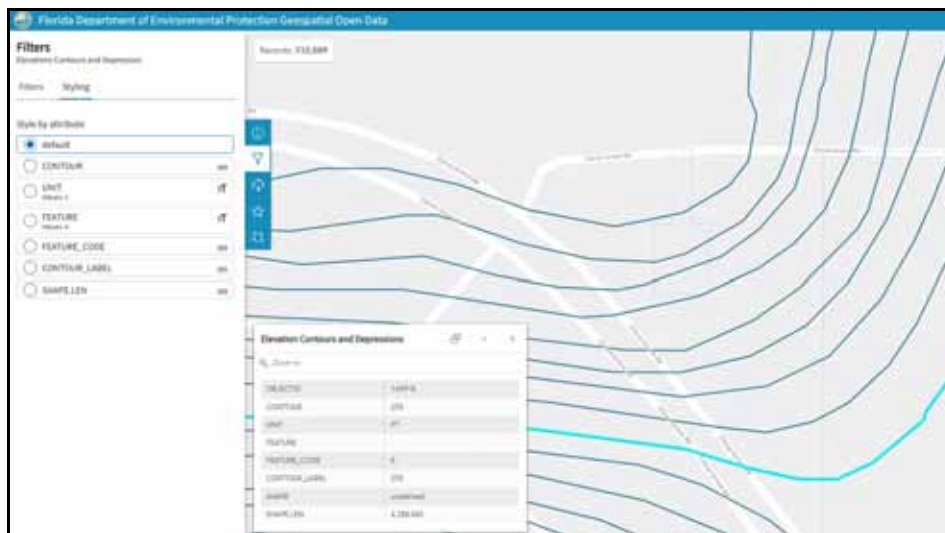
The aerial depictions are from the Lake County Property Appraiser records. The property boundaries are not exact. They are for illustrative purposes only.

Topography

Below are topographic maps of the subject parcel. There are significant contours and slopes on the subject property extending from the highest point of elevation at the northwest corner sloping downward to the lowest part of the subject parcel at the southeast corner.



As shown above, the highest elevation at the subject property is found at the northwestern corner at approximately 295 ft. above sea level.



As shown above, the lowest elevation at the subject property is found at the southeastern corner at approximately 255 ft. above sea level. This is an elevation change of approximately 40 feet from the highest to the lowest point at the property.

Subject Photographs



Subject Land – Northwest Corner



Land – Southwest Corner Facing East



Subject Terrain



Interior Portion of Subject



Communication Town Bisecting Subject Property



Downward Sloping Topography



Citrus Grove Road – Facing East



Citrus Grove Road – Facing West



Paved Portion of Turkey Farm Rd.



Unpaved Portion of Turkey Farm Rd.

Highest and Best Use

Before an opinion of value can be developed, the highest and best use of the property must be determined for both the subject site as though vacant, and for the property as improved. Highest and best use may be defined as

“The reasonably probable and legal use of vacant land or improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value 1.”

1. **Permissible Use.** What uses are permitted by zoning and other legal restrictions?
2. **Possible Use.** To what use is the site physically adaptable?
3. **Feasible Use.** Which possible and permissible use will produce any net return to the owner of the site?
4. **Maximally Productive.** Among the feasible uses which use will produce the highest net return, (i.e., the highest present worth)?

Because the use of the land can be limited by the presence of improvements, highest and best use is determined separately for the land or site as though vacant and available to be put to its highest and best use, and for the property as improved.

The first determination reflects the fact that land value is derived from potential land use. The highest and best use of a property as improved refers to the optimal use that could be made of the property including all proposed structures.

The determination of the highest and best use of land as though vacant is useful for land or site valuation; determining the highest and best use of an improved property provides a decision regarding continued use or demolition of the property.

Highest and Best Use As Vacant

Legally Permissible

The category of Legally Permissible uses includes an analysis of public development regulations, including current and possible future changes in zoning regulations and procedures, and private constraints including deed restrictions, leases, or any known encumbrances on title.

As discussed earlier in the zoning section, the current zoning classification is PUD, Planned Unit Development Commercial, Grassy Lake, in the City of Minneola. Permitted uses include but are not limited to: all permitted uses under the B-1 and OR zoning districts and other uses deemed appropriate and incidental to the primary use by the city council. Permitted uses include but are not limited to: Permitted uses in the B-1 Business District include but are not limited to: Offices, personal services, convenience stores without fuel operations, laundry & dry cleaning retail stores, financial services, office supply, retail sales & services, business services, office complex, maintenance contractor, medical office/clinic, manufactured homes sales & service, office condominiums, restaurants, banks, health/exercise club, adult/vocational education, learning center.

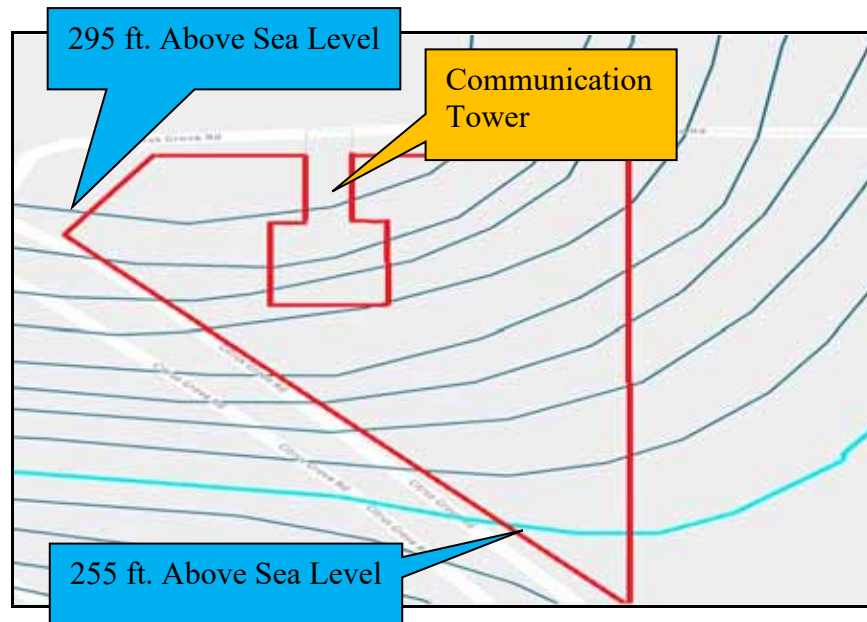
1 *The Appraisal of Real Estate* 12th Edition, Page 305, Appraisal Institute

Any commercial development consistent with the permitted uses is considered legally permitted. To our knowledge, there are no land use regulations other than zoning that would affect the property. Further, there is no moratorium on development.

Physical Factors

The category of Physically Possible uses is an analysis of the subject's ability to support various improvement types. Included in this category is an analysis of the physical attributes of the land, access and transportation, infrastructure and available public services, environmental considerations, along with current and expected future neighborhood development trends.

The subject contains a total of 2.02-acres and has approximately 40 feet of sloping from the northwestern corner down to the southeastern corner as showing the topographical map below:



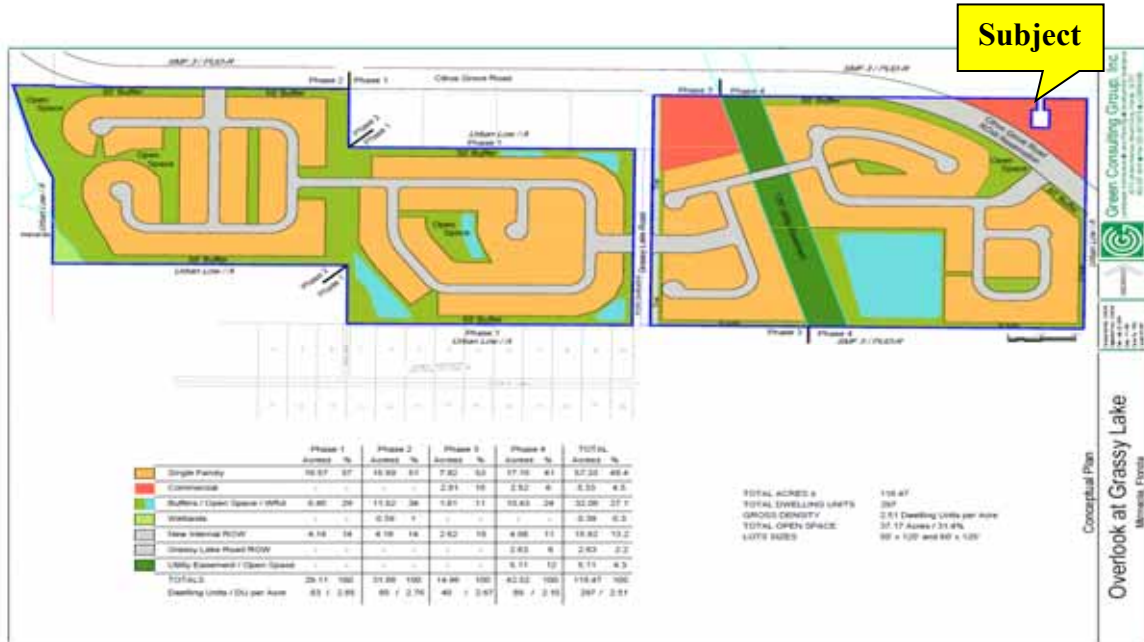
Additionally, there is a communication tower that bisects the subject parcel at the northwestern elevation that would likely restrict development in the area west of the tower.

Site utility is below average. The subject has a communication tower that bisects the site and affects the shape and likely overall developable area. Further, the topography is downward sloping from the northwest corner to the southeast corner with an approximate 40-foot drop in sea level from 295 feet above sea level at the highest point to 255 feet at the lowest point. Utilities would need to be extended/bored under Citrus Grove Road and access would likely be an issue and would likely need to be developed along Turkey Farm Road vs. the arterial roadway and frontage along Citrus Grove Road.

Financially Feasible

Financial Feasibility is an analysis of the ability of the property to return the highest possible yield to the investment of land and improvements based on its income producing capability and the return requirements of investors in the market.

The subject is located in a mixed-use area with residential and commercial uses nearby. The subject was a part of a larger subdivision before being “donated” to the City of Minneola as shown below:



There are significant commercial uses in the subject area as well with close proximity to N. Hancock Road and the Florida’s Turnpike particularly southeast of the subject as shown below:



Any improvements consistent with the surrounding development are considered to be legally and physically feasible.

Maximally Productive Use

Reviewing the permitted principal uses set forth under the zoning ordinance, as well as recent developments in the neighborhood, it is our opinion that a commercial use, is the most feasible use of the land “as if vacant”.

Exposure Time

Exposure time is the estimated length of time that the subject would have been offered on the market prior to a hypothetical sale of the property on the effective date of the appraisal. Based on data obtained from sales transactions and interviews with market participants, it is our opinion that the probable exposure time for the property at the concluded, "as is", market value is 9-12 Months for the effective date of February 8, 2026.

Marketing Period

Marketing period is an opinion of the amount of time it might take to sell the subject at the concluded market value during the period immediately following the effective date of the appraisal. Because we foresee no significant changes in market conditions in the near term, it is our opinion that a reasonable marketing period for the subject is the same as its exposure time. Therefore, we estimate the subject’s marketing period to be 9-12 Months for the effective date of February 8, 2026.

Valuation Methodology

Three basic approaches may be used to arrive at an estimate of market value. They are:

1. The Cost Approach
2. The Income Approach
3. The Sales Comparison Approach

Cost Approach

The Cost Approach is summarized as follows:

$$\begin{array}{r} \text{Cost New} \\ - \text{Depreciation} \\ + \text{Land Value} \\ \hline = \text{Value} \end{array}$$

Income Approach

The Income Approach converts the anticipated flow of future benefits (income) to a present value estimate through a capitalization and or a discounting process.

Sales Comparison Approach

The Sales Comparison Approach compares sales of similar properties with the subject property. Each comparable sale is adjusted for its inferior or superior characteristics. The values derived from the adjusted comparable sales form a range of value for the subject. By process of correlation and analysis, a final indicated value is derived.

Final Reconciliation

The appraisal process concludes with the Final Reconciliation of the values derived from the approaches applied for a single estimate of market value. Different properties require different means of analysis and lend themselves to one approach over the others.

Analyses Applied

Utilized Approaches to Value

Cost Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Sales Comparison Approach

There is adequate data to develop a value estimate and this approach reflects market behavior for this property type.

Income Approach

The subject is vacant land and this method does not accurately reflect market participant actions.

Land Valuation – Sales Comparison Approach

The Sales Comparison Approach is based on the premise that a buyer would pay no more for a specific property than the cost of obtaining a property with the same quality, utility, and perceived benefits of ownership. It is based on the principles of supply and demand, balance, substitution and externalities. The following steps describe the applied process of the Sales Comparison Approach.

- The market in which the subject property competes is investigated; comparable sales, contracts for sale and current offerings are reviewed.
- The most pertinent data is further analyzed and the quality of the transaction is determined.
- The most meaningful unit of value for the subject property is determined.
- Each comparable sale is analyzed and where appropriate, adjusted to equate with the subject property.
- The value indication of each comparable sale is analyzed and the data reconciled for a final indication of value via the Sales Comparison Approach.

Land Comparables – As Is

We have researched comparables for this analysis; these are documented on the following pages and analysis grid. All sales have been researched through numerous sources and verified by a party to the transaction when available. In order to make the comparison meaningful, the comparable sales are reduced to a basic unit of comparison, i.e., the price paid per acre. In addition to the subject's neighborhood, we searched for comparable sales in surrounding similar trade areas due to the lack of land sales with similar attributes as the subject in Minneola, Lake County, and other nearby counties in Central Florida. The comparables are detailed on the following pages.

Land Comparable 1



Transaction

Address	XXXX State Road 19	ID	18756
City	Umatilla	Date	11/6/2025
County	Lake	Actual Price	\$300,000
Zip	32784	Price Adjustment	\$0
Tax ID	26-18-26-0003-000-02801	Price	\$300,000
Grantor	Berner Properties, LLC	Price Per Acre	\$121,704
Grantee	Marlin Civil, LLC	Price Per Land SF	\$2.79
Book/Page or Reference	6630/2192	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	153

Site

Acres	2.47	Zoning	HM
Land SF	107,375	Utilities	Nearby (City Water/Sewer)
Usable Acres	2.465	Traffic Count	19,900
Corner	is not	Road Frontage	260' State Road 19
Visibility	Average	Shape	Roughly rectangular
Access	Average	Distance	20.35

Sale Comments

This is the closed sale of a 2.47-acre vacant land tract with frontage along State Road 19 in Umatilla. The property is zoned Industrial (HM) in Lake County and has no indicated areas of wetlands nor is it located in a flood zone.

The property was listed by the owner, Michael Brenner, in June 2025 for \$350,000 and after 153 days on market closed for \$300,000 as recorded in Lake County OR Book 6630, Page 2192 on November 12, 2025. Mr. Brenner confirmed that the sale was arms-length with no atypical sales conditions.

Land Comparable 2



Transaction

Address	XXX Harney Road	ID	18753
City	Thonotasassa	Date	11/4/2025
County	Hillsborough	Actual Price	\$220,000
Zip	33592	Price Adjustment	\$0
Tax ID	U-19-28-20-ZZZ-000000-00000.2	Price	\$220,000
Grantor	Southwest Florida Water Management District	Price Per Acre	\$76,389
Grantee	Gosalia Concrete Constructors, Inc.	Price Per Land SF	\$1.75
Book/Page or Reference	2025472009	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	2297

Site

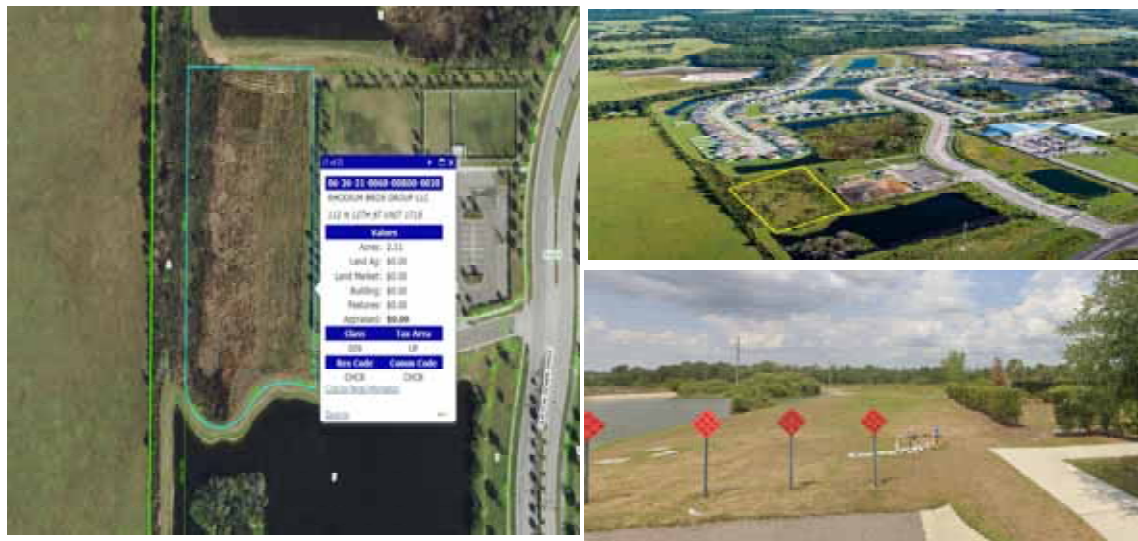
Acres	2.88	Zoning	AR
Land SF	125,453	Utilities	Nearby (City Water/Sewer)
Usable Acres	2.88	Traffic Count	Not Tracked
Corner	is not	Road Frontage	25' Harney Road
Visibility	Average	Shape	Roughly rectangular
Access	Poor	Distance	53.63

Sale Comments

This is the closed sale of a 2.83-acre vacant land tract with access from a crossover easement on the southern elevation of Harney Road. The property is zoned AR for agricultural residential with no indicated areas of wetlands but is located in an AE flood zone based on proximity to the Tampa Bypass Canal.

The property was listed for \$300,000 in 2019 and after 2,297 days on market closed for \$220,000. The listing agent was Zeb Griffin of Saunders Real Estate. He confirmed this was an arms-length transaction with no atypical sales conditions. The property was sold by the South Florida Water Management District as "unneeded" land.

Land Comparable 3



Transaction

Address	XXXX Clifton Down Drive	ID	18754
City	Zephyrhills	Date	11/27/2024
County	Pasco	Actual Price	\$200,000
Zip	33541	Price Adjustment	\$0
Tax ID	06-26-21-0060-00R00-0020	Price	\$200,000
Grantor	New Chapel Creek, LLC	Price Per Acre	\$94,787
Grantee	Rhodium Bros Group, LLC	Price Per Land SF	\$2.18
Book/Page or Reference	11118/1107	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	906

Site

Acres	2.11	Zoning	MPUD
Land SF	91,912	Utilities	Nearby (City Water/Sewer)
Usable Acres	2.11	Traffic Count	Not Tracked
Corner	is not	Road Frontage	25' Clifton Down
Visibility	Average	Shape	Roughly rectangular
Access	Poor	Distance	39.37

Sale Comments

This is the closed sale of a 2.11-acre vacant land tract as part of a larger mixed-used subdivision known as the Highland Homes at Stonebridge North Subdivision. The property is located with frontage along Clifton Downs Drive in the City of Zephyrhills.

The property was listed in June 2022 for \$249,900 and after 906 days on market, closed on November 27, 2024 with a recorded sales price of \$200,000. The listing agent was Chip Jones of Lerner Real Estate Advisors.

Land Comparable 4



Transaction

Address	XXX Laurel Ave.	ID	18755
City	Kissimmee	Date	6/3/2024
County	Osceola	Actual Price	\$140,000
Zip	34758	Price Adjustment	\$0
Tax ID	25-26-28-6100-000A-0010	Price	\$140,000
Grantor	Hannahrw, LLC	Price Per Acre	\$80,046
Grantee	Ronadiad 1313, Inc.	Price Per Land SF	\$1.84
Book/Page or Reference	6611/1252	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	250

Site

Acres	1.75	Zoning	PD
Land SF	76,186	Utilities	Nearby (City Water/Sewer)
Usable Acres	1.749	Traffic Count	Not Tracked
Corner	is	Road Frontage	245' Laurel Ave.
Visibility	Average	Shape	Roughly rectangular
Access	Average	Distance	32.6

Sale Comments

This is the closed sale of a 1.75-acre vacant land tract as part of a larger mixed-used subdivision in Kissimmee. The property is located with frontage along Laurel Ave. and Monterey Road. There are no indicated areas of wetlands nor is it located in a flood zone. The property is zoned for Planned Development (PD).

The property was listed in October 2023 for \$188,000 and after 250 days on market, closed on June 3, 2024 with a recorded sales price of \$140,000. The listing agent was A.J. Lash of Corcoran Premier Realty who confirmed this was an arms-length transaction with no atypical sales conditions.

Land Comparable 5



Transaction

Address	XXXX Citrus Grove Road	ID	18778
City	Minneola	Date	2/11/2026
County	Lake	Actual Price	\$4,000,000
Zip	34711	Price Adjustment	\$0
Tax ID	05-22-26-0004-000-01700; 05-22-26-0004-000-00800	Price	\$4,000,000
Grantor	Crittenden Howey, LLC	Price Per Acre	\$254,453
Grantee	Pending Contract	Price Per Land SF	\$5.84
Book/Page or Reference	Pending Contract	Conditions of Sale	Pending Contract
Financing	Pending Contract	Days on Market	Unknown

Site

Acres	15.72	Zoning	A
Land SF	684,763	Utilities	Nearby (Water/Sewer)
Usable Acres	15.72	Traffic Count	Not Tracked
Corner	is not	Road Frontage	870' Citrus Grove Rd.
Visibility	Average	Shape	Roughly Rectangular
Access	Average	Distance	0.09

Sale Comments

This is the pending contract of 15.72-acres of vacant land with frontage along Citrus Grove Road in Minneola. The properties are bisected by the highway and are currently zoned A, for agricultural use in Lake County. The properties have no indicated areas of wetlands nor is it located in a flood zone.

The property is a private transaction between buyer and seller and is currently under contract for \$4,000,000 equating to \$254,452.93 on a price per acre basis.

Appraiser's Note: This site is adjacent to the subject and is located in an unincorporated portion of Minneola in Lake County. This property is under contract for \$4,000,000 and is slated to close in June 2026. This property is very superior to the subject in topography and development potential.

Sale Considered But Not Used

Other Sale Considered But Not Used



Transaction

Address	XXXX N. Hancock Road	ID	18779
City	Minneola	Date	4/9/2025
County	Lake	Actual Price	\$21,145,800
Zip	34715	Price Adjustment	\$0
Tax ID	04-22-26-0002-000-01300	Price	\$21,145,800
Grantor	Minneola Land, LLC	Price Per Acre	\$255,353
Grantee	SDP Camp Lake, LLC	Price Per Land SF	\$5.86
Book/Page or Reference	6511/738	Conditions of Sale	None Noted
Financing	Market Terms	Days on Market	Unknown

Site

Acres	82.81	Zoning	PUD - Industrial
Land SF	3,607,204	Utilities	Nearby
Usable Acres	82.81	Traffic Count	Not Tracked
Corner	is not	Road Frontage	1,180' N. Hancock
Visibility	Average	Shape	Irregular
Access	Average	Distance	0.31

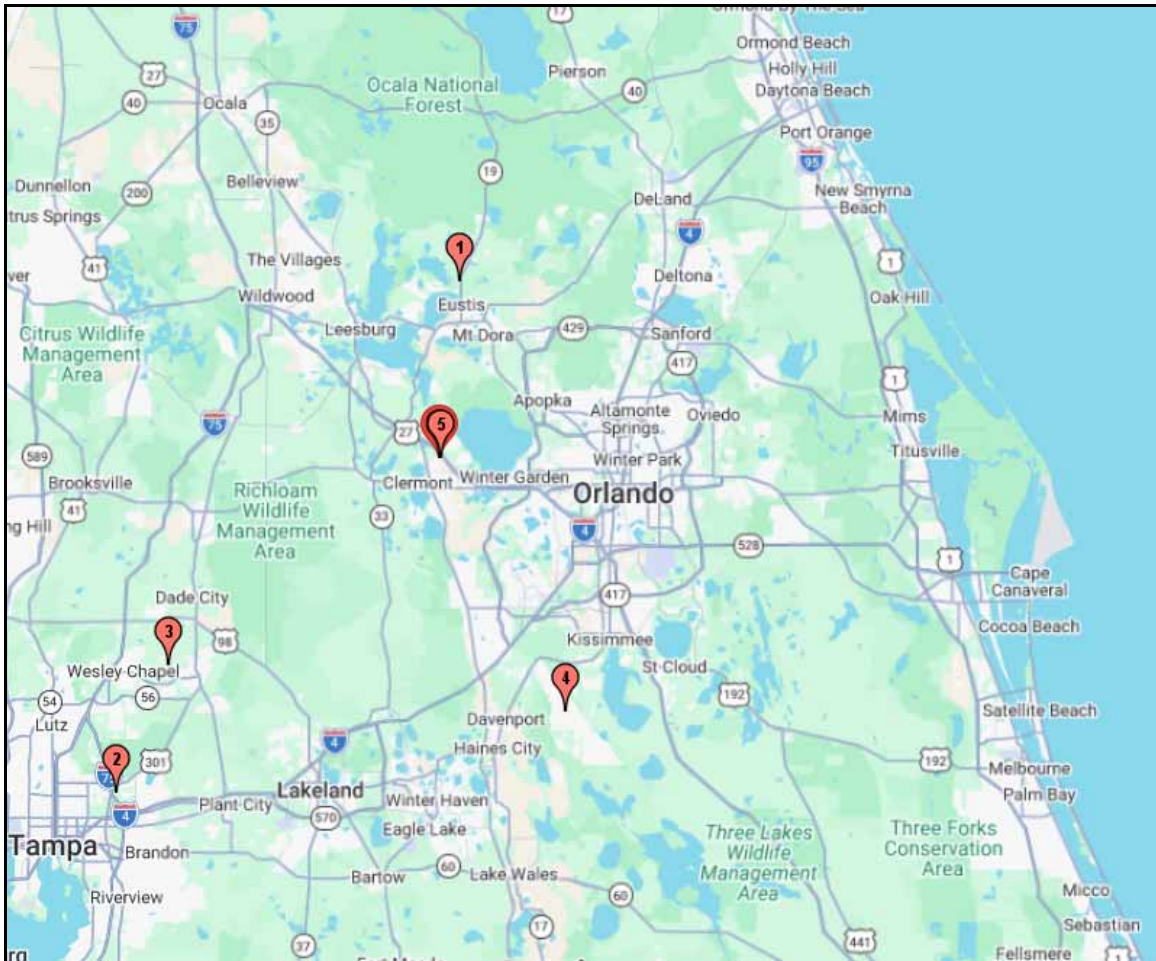
Sale Comments

This is the closed sale of a 82.81-acres of vacant industrial land with frontage along N. Hancock Rd and Visibility from Florida's Turnpike in Minneola. The property is zoned PUD-Industrial in the Hills of Minneola CDD. The property has 3.6-acres of jurisdictional wetlands.

The property was a private transaction and was recorded on April 16, 2025 with a recorded sales price of \$21,145,800 equating to \$255,353 on a price per acre basis. Plans for a 1.35-million square foot industrial building was reported by the Orlando Business Journal.

Appraiser's Note: This sale is northeast of the subject property and located in the City of Minneola and is part of the Hills of Minneola Community Development District. This sale was not used based on its zoning for industrial use, entitlements that were in place at time of sale, and significant size difference along with development potential.

Comparables Map



Legend	Address	City	Distance
Subject	XXXX Turkey Farm Road	Minneola	
Comp 1	XXXX State Road 19	Umatilla	20.35 miles
Comp 2	XXX Harney Road	Thonotasassa	53.63 miles
Comp 3	XXXX Clifton Down Drive	Zephyrhills	39.37 miles
Comp 4	XXX Laurel Ave.	Kissimmee	32.60 miles
Comp 5	XXXX Citrus Grove Road	Clermont	.09 miles

and Analysis Grid		Comp 1	Comp 2	Comp 3	Comp 4	Comp 5
Address	XXXX Turkey Farm Road	XXXX State Road 19	XXX Harney Road	XXXX Clifton Down Drive	XXX Laurel Ave.	XXXX Citrus Grove Road
City	Minneola	Umatilla	Thonotasassa	Zephyrhills	Kissimmee	Clermont
County	Lake	Lake	Hillsborough	Pasco	Osceola	Lake
Date	2/8/2026	11/6/2025	11/4/2025	11/27/2024	6/3/2024	2/11/2026
Price	--	\$300,000	\$220,000	\$200,000	\$140,000	\$4,000,000
Acres	2.02	2.47	2.88	2.11	1.75	15.72
Acre Unit Price		\$121,704	\$76,389	\$94,787	\$80,046	\$254,453
Transaction Adjustments						
Property Rights	Fee Simple	Fee Simple	0.0%	Fee Simple	0.0%	Fee Simple
Financing	Conventional	Market Terms	0.0%	Market Terms	0.0%	Market Terms
Conditions of Sale	Cash	None Noted	0.0%	None Noted	0.0%	None Noted
Expend. After Sale		\$0	\$0	\$0	\$0	\$0
Adjusted Acre Unit Price		\$121,704	\$76,389	\$94,787	\$80,046	\$254,453
Subsequent Trends Ending	2/8/2026	0.0%	0.0%	0.0%	0.0%	0.0%
Adjusted Acre Unit Price		\$121,704	\$76,389	\$94,787	\$80,046	\$254,453
Characteristics Adjustments						
Location	Average	Average	Average	Average	Average	Average
% Adjustment		0%	0%	0%	0%	0%
Qualitative		Similar	Similar	Similar	Similar	Similar
Acres	2.02	2.47	2.88	2.11	1.75	15.72
% Adjustment		5%	5%	0%	0%	10%
Qualitative		Inferior	Inferior	Similar	Similar	Inferior
Topography	Downward Sloping	Level	Level	Level	Wooded	Moderately Level
% Adjustment		-10%	-10%	-10%	-5%	-10%
Qualitative		Superior	Superior	Superior	Superior	Superior
Shape	Roughly Triangular (Communication Tower Bisection)	Roughly rectangular	Roughly rectangular	Roughly rectangular	Roughly rectangular	Roughly Rectangular
% Adjustment		-5%	-5%	-5%	-5%	-5%
Qualitative		Superior	Superior	Superior	Superior	Superior
Utilities	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (City Water/Sewer)	Nearby (Water/Sewer)
% Adjustment		0%	0%	0%	0%	0%
Qualitative		Similar	Similar	Similar	Similar	Similar
Zoning	PUD	HM	AR	MPUD	PD	A
% Adjustment		0%	5%	0%	0%	5%
Qualitative		Similar	Inferior	Similar	Similar	Inferior
Traffic Count	0	19900	0	0	0	0
% Adjustment		-10%	0%	0%	0%	0%
Qualitative		Superior	Similar	Similar	Similar	Similar
Access	Below Average	Average	Poor	Poor	Average	Average
% Adjustment		-5%	5%	5%	-5%	-5%
Qualitative		Superior	Inferior	Inferior	Superior	Superior
Adjusted Acre Unit Price		\$91,278	\$76,389	\$85,308	\$68,039	\$241,730
Net Adjustments		-25.0%	0.0%	-10.0%	-15.0%	-5.0%
Gross Adjustments		35.0%	30.0%	20.0%	15.0%	35.0%

Analysis and Adjustments

In order to make the comparison meaningful, the comparable sales are reduced to a basic unit of comparison, i.e., the price paid per square foot of land area. For Property Rights, Financing, Conditions of Sale, Expenditures After Purchase, and Time-Market Conditions adjustments we have applied Quantitative adjustments. Qualitative analysis is used for the remaining physical features. We have considered each sale regarding its relative similarity with the subject in the factors noted above. Then a conclusion is drawn regarding the comparable sale's overall similarity with the subject.

Property Rights

This adjustment is generally applied to reflect the transfer of property rights different from those being appraised, such as differences between properties owned in fee simple and in leased fee. All of the sales reported Fee Simple property rights and no adjustments for this category are indicated.

Financing

This adjustment is generally applied to a property that transfers with atypical financing, such as having assumed an existing mortgage at a favorable interest rate. Conversely, a property may be encumbered with an above-market mortgage which has no prepayment clause or a very costly prepayment clause. Such atypical financing often plays a role in the negotiated sale price. All of the other sales have conventional financing, all cash, or seller financing at market terms, and no adjustments are required.

Conditions of Sale

This adjustment category reflects extraordinary motivations of the buyer or seller to complete the sale. Examples include a purchase for assemblage involving anticipated incremental value or a quick sale for cash. This adjustment category may also reflect a distress-related sale, or a corporation recording a non-market price. In this case, no adjustment for conditions of sale is warranted.

Economic Trends

This category reflects investors' perceptions of prevailing market conditions. This adjustment category reflects value changes, if any, which have occurred between the date of the sale and the effective date of the appraisal. Overall, all sale comparables presented have occurred since June 2024 and no significant adjustments occurred during that period. No adjustments were necessary for economic trends/time.

Location

The subject's surrounding neighborhood is considered to be Average with no significant view or traffic amenity. The comparables are adjusted accordingly and all are located in the immediate area or similar areas of Central Florida. Adjustments also consider traffic count and visibility.

Physical Characteristics

The sales are adjusted qualitatively for physical characteristic differences. We considered the size of the site (Acreage), Topography, Shape, Access to Utilities, Zoning, Traffic Count, and Access.

Land Sale 1, located in the city of Umatilla, represents a Closed Sale of \$300,000 and is considered similar to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. An upward adjustment of 5.0% is warranted for the acres of the comparable. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. The traffic count is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the access of the comparable. Adjustments for location, utilities and zoning were not necessary. A gross adjustment of 35.0% and net adjustment of -25.0% is applied as discussed in the analysis above.

Land Sale 2, located in the city of Thonotasassa, represents a Closed Sale of \$220,000 and is considered slightly inferior to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. An upward adjustment of 5.0% is warranted for the acres of the comparable. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. An upward adjustment of 5.0% is warranted for the zoning of the comparable. An upward adjustment of 5.0% is warranted for the access of the comparable. Adjustments for location, utilities and traffic count were not necessary. A gross adjustment of 30.0% and net adjustment of 0.0% is applied as discussed in the analysis above.

Land Sale 3, located in the city of Zephyrhills, represents a Closed Sale of \$200,000 and is considered similar to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. An upward adjustment of 5.0% is warranted for the access of the comparable. Adjustments for location, acres, utilities, zoning and traffic count were not necessary. A gross adjustment of 20.0% and net adjustment of -10.0% is applied as discussed in the analysis above.

Land Sale 4, located in the city of Kissimmee, represents a Closed Sale of \$140,000 and is considered slightly inferior to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. The topography is deemed superior to the subject and a downward adjustment of -5.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. A downward adjustment of -5.0% is warranted for the access of the comparable. Adjustments for location, acres, utilities, zoning and traffic count were not necessary. A gross adjustment of 15.0% and net adjustment of -15.0% is applied as discussed in the analysis above.

Land Sale 5, located in the city of Clermont, represents a Pending Contract of \$4,000,000 and is considered very superior to the subject overall. The property rights of the comparable, fee simple, do not require an adjustment. No adjustment is warranted for the financing of the transaction. The conditions of sale do not require an adjustment. An upward adjustment of 10.0% is warranted for the acres of the comparable. The topography is deemed superior to the subject and a downward adjustment of -10.0% is applied. A downward adjustment of -5.0% is warranted for the shape of the comparable. An upward adjustment of 5.0% is warranted for the zoning of the comparable. A downward adjustment of -5.0% is warranted for the access of the comparable. Adjustments for location, utilities and traffic count were not necessary. A gross adjustment of 35.0% and net adjustment of -5.0% is applied as discussed in the analysis above.

Sales Comparison Approach Conclusion

It is important to note that several physical features affect the development potential of the subject, and therefore the utility. We specifically reiterate the subject has a significant topography slant; is bi-sected by a communication tower which drastically impacts utility of land west of the tower; requires utilities to be extended from underneath the Citrus Grove Road; and would need extension of the deceleration lane for a driveway cut or extension of Turkey Farm Road for access. The combination of these factors severely limits utility and requires the selection of comparables with similar utility.

The comparables are based on a value per acre of land area but were selected for their limited development potential and has similar issues with road access, utility access, zoning, etc. Comparable 5 is adjacent and to the east and clearly superior in most respects. The adjusted values of the comparable properties range from \$68,039 per acre to \$241,730 per acre; the average is \$112,549 per acre. The median is \$85,308 per acre.

Overall, we reconcile close to Comparable 1 and 3 that are most similar to the subject. Thus, the concluded value of the subject site is \$90,000 per acre of land area.

Land Value Ranges & As Is Reconciled Value				
Number of Comparables:	5	Unadjusted	Adjusted	% Δ
	Low:	\$76,389	\$68,039	-11%
	High:	\$254,453	\$241,730	-5%
	Average:	\$125,476	\$112,549	-10%
	Median:	\$94,787	\$85,308	-10%
Reconciled Value/Unit Value:			\$90,000	acre
Subject Size:			2.02	
Indicated Value:			\$181,800	
Reconciled Final As Is Value:			\$180,000	
One Hundred Eighty Thousand Dollars				

Final Reconciliation

The process of reconciliation involves the analysis of each approach to value. The quality of data applied, the significance of each approach as it relates to market behavior and defensibility of each approach are considered and weighed. Finally, each is considered separately and comparatively with each other. This amount is deducted from the As Complete value in order to arrive at the As Is Value.

Value Indications

Summary of Values	
Value Premise	As Is
Date of Value	2/8/2026
Value Type	Market Value
Value Perspective	Current
Interest Appraised	Fee Simple
Land Analysis	\$180,000
Value Conclusion:	\$180,000

Cost Approach

The Cost Approach to Value is most applicable for new, nearly new, or proposed improvements which represent the Highest and Best Use for the land. A cost approach was not applied as the subject is vacant land and this method does not accurately reflect market participant actions.

Sales Comparison Approach

The Sales Comparison Approach is most reliable when the market provides an ample supply of improved comparable sales. A sales comparison analysis was considered and was developed as there is adequate data to develop a value estimate and this approach reflects market behavior for this property type. We provided five (5) comparable land sales with similar utility as the subject within Central Florida with an average indication of \$80,000 per acre.

Income Approach – Direct Capitalization

An income approach was not applied as the subject is vacant land and this method does not accurately reflect market participant actions.

Value Conclusion

Based on the data and analyses developed in this appraisal, we have reconciled to the following value conclusion(s), as of February 8, 2026, subject to the Limiting Conditions and Assumptions of this appraisal.

Value Conclusions			
Premise	Interest Appraised	Effective Date	Value Conclusion
Current As Is Market Value	Fee Simple	2/8/2026	\$180,000

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are our personal, impartial and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in or bias with respect to the property that is the subject of this report and have no personal interest in or bias with respect to the parties involved with this assignment.
4. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
5. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
6. This appraisal assignment was not made, nor was the appraisal rendered on the basis of a requested minimum valuation, specific valuation, or an amount which would result in approval of a loan.
7. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
8. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
9. Jason C. Malick, Trainee RI25267, provided significant help in site and building inspection and descriptions, tax and zoning analysis, and research of comparison sales.
10. I, the supervisory appraiser of a registered trainee appraiser who contributed to the development or communication of this appraisal, hereby accept full and complete responsibility for any work performed by the registered trainee appraiser named in this report as if it were my own work.
11. As of the date of this report, Matthew Jehs, MAI has completed the continuing education program of the Appraisal Institute.
12. We have made an inspection of the property that is the subject of this report.
13. The appraisers have not performed a prior appraisal or any services regarding the subject property performed by the appraiser, as an appraiser or in any other capacity, within the three-year period immediately preceding the agreement to perform the assignment.



Matthew W. Jehs, MAI
Cert Gen RZ2806



Jason Christopher Malick
Trainee, RI25267

Addenda

Definitions

Please refer to the publications listed in the **Works Cited** section below for more information.

Works Cited:

- Appraisal Institute. *The Appraisal of Real Estate*. 15th ed. Chicago: Appraisal Institute, 2020. PDF.
- Appraisal Institute. *The Dictionary of Real Estate Appraisal*. 6th ed. 2015. PDF.
- The Appraisal Foundation. *2020-2021 Uniform Standards of Professional Appraisal Practice (USPAP)*. Eff. January 1, 2020 through December 31, 2021 PDF.

Market Value: As defined by the Office of the Comptroller of Currency (OCC) under 12 CFR, Part 34, Subpart C-Appraisals, 34.42 Definitions, the Board of Governors of the Federal Reserve System (FRS) and the Federal Deposit Insurance Corporation in compliance with Title XI of FIRREA, as well as by the Uniform Standards of Appraisal Practice as promulgated by the Appraisal Foundation, is as follows.

Market value means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby,

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised, and acting in what they consider their own best interest;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat. (Dictionary, 6th Edition)

Leased Fee Interest

The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires. (Dictionary, 6th Edition)

Lease Types

Absolute Net Lease - A lease in which the tenant pays all expenses including structural maintenance, building reserves, and management; often a long-term lease to a credit tenant.

Gross Lease - A lease in which the landlord receives stipulated rent and is obligated to pay all of the property's operating and fixed expenses; also called full-service lease.

Modified Gross Lease - A lease in which the landlord receives stipulated rent and is obligated to pay some, but not all, of the property's operating and fixed expenses. Since assignment of expenses varies among modified gross leases, expense responsibility must always be specified. In some markets, a modified gross lease may be called a double net lease, net net lease, partial net lease, or semi-gross lease. (Dictionary, 6th Edition)

Marketing Time

An opinion of the amount of time it might take to sell a real or personal property interest at the concluded market value level during the period immediately after the effective date of an appraisal. Marketing time differs from exposure time, which is always presumed to precede the effective date of an appraisal. (Advisory Opinion 7 of the Appraisal Standards Board of The Appraisal Foundation and Statement on Appraisal Standards No. 6, "Reasonable Exposure Time in Real Property and Personal Property Market Value Opinions" address the determination of reasonable exposure and marketing time.) (Dictionary, 6th Edition)

Market Rent

The most probable rent that a property should bring in a competitive and open market reflecting the conditions and restrictions of a specified lease agreement, including the rental adjustment and revaluation, permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements (TIs). (Dictionary, 6th Edition)

Exposure Time

1. The time a property remains on the market.
2. The estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based on an analysis of past events assuming a competitive and open market. (Dictionary, 6th Edition)

Gross Building Area (GBA)

Total floor area of a building, excluding unenclosed areas, measured from the exterior of the walls of the above-grade area. This includes mezzanines and basements if and when typically included in the region. (Dictionary, 6th Edition)

Stabilized Occupancy

1. The occupancy of a property that would be expected at a particular point in time, considering its relative competitive strength and supply and demand conditions at the time, and presuming it is priced at market rent and has had reasonable market exposure. A property is at stabilized occupancy when it is capturing its appropriate share of market demand.
2. An expression of the average or typical occupancy that would be expected for a property over a specified projection period or over its economic life. (Dictionary, 6th Edition)

Professional Qualifications

Matthew W. Jehs

EXPERIENCE: Current Managing Director for Tuttle-Armfield-Wagner Appraisal & Research, Inc., Mr. Jehs has 25 years of appraisal experience, receiving his MAI in 2008. He has performed property valuations for a broad array of retail, industrial, and office properties including shopping centers, office/warehouses, bulk distribution warehouses, heavy manufacturing, both low-rise and high-rise professional offices and medical office buildings. Valuations have also included surgical centers, limited-service hospitality properties, condominium developments and conversions, residential subdivisions, and vacant land. Specialized real estate assignments include right-of-way projects, Cape Canaveral Port Facilities, Kennedy Space Center assets, and Melbourne Airport Aviation land, and jurisdictional wetlands. Clients served include accountants, investment firms, law firms, lenders, private corporations, local municipalities, and public agencies, including Veterans Affairs, Florida DEP Approved Appraiser, and SJRWMD. Valuations have been utilized for mortgage loan purposes, equity participation, due diligence support, condemnation proceedings and insurance purposes. Assignments have included the valuation of existing and proposed properties, as well as market studies, highest and best use studies, and property value impact studies.

EDUCATION: Bachelor of Arts Degree, Benedictine University, 2000

Appraisal Course Work Completed:

Appraisal Institute

110-Appraisal Principles
120-Appraisal Procedures
210-Residential Case Study
310-Basic Income Capitalization
410-Uniform Standards of Professional Practice – Part A
420-Uniform Standards of Professional Practice – Part B
510-Advanced Income Capitalization
520-Highest and Best Use and Market Analysis
530-Advanced Sales Comparison and Cost Approach
540-Report Writing and Valuation Analysis
550-Advanced Applications
Continuing Education in USPAP, ARGUS, STDB.com

LICENSES: State Certified General Real Estate Appraiser #FL-RZ2806

PROFESSIONAL ORGANIZATIONS: Member of the Appraisal Institute (MAI) #432527
2020 Past President Florida East Coast Chapter Appraisal Institute

I have been qualified as an expert witness in County circuit court. I have testified in several court cases involving commercial Real Estate litigation.

**PROFESSIONAL QUALIFICATIONS
FOR
JASON C. MALICK**

EDUCATION: Bachelor of Arts Business Administration, University of Florida, 2004

LICENSES: State-Registered Trainee Appraiser, RI25267

APPRAISAL COURSEWORK:

Appraisal Principles
Appraisal Procedures
Florida Appraisal Law
15-Hour National USPAP
Income Capitalization Approach
Report Writing and Case Studies
Sales Comparison and Cost Approach
Market Analysis and Highest and Best Use

APPRAISAL EXPERIENCE:

Appraisal experience including Vacant Land, Multi-Family, Single-Family, Industrial, Retail, and other Commercial and Residential Properties

PROFESSIONAL EXPERIENCE:

- September 2021 to Present – Commercial and Residential Trainee, Tuttle-Armfield-Wagner Appraisal & Research, Melbourne, FL
- January 2019 to January 2020 – Real Estate Agent Premier Properties and Coldwell Banker Paradise, Indialantic, FL



Ron DeSantis, Governor

Melanie S. Griffin, Secretary



STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE CERTIFIED GENERAL APPRAISER HEREIN IS CERTIFIED UNDER THE
PROVISIONS OF CHAPTER 475, FLORIDA STATUTES



JEHS, MATTHEW W

412 E NEW HAVEN AVENUE
MELBOURNE FL 32901

LICENSE NUMBER: RZ2806

EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 10/14/2024

Do not alter this document in any form.

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Ron DeSantis, Governor

Melanie S. Griffin, Secretary



STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE REGISTERED TRAINEE APPRAISER HEREIN HAS REGISTERED UNDER THE
PROVISIONS OF CHAPTER 475, FLORIDA STATUTES



MALICK, JASON CHRISTOPHER

412 E. NEW HAVEN AVENUE
MELBOURNE FL 32901

LICENSE NUMBER: R125267

EXPIRATION DATE: NOVEMBER 30, 2026

Always verify licenses online at MyFloridaLicense.com

ISSUED: 11/08/2024

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Most Recent Transfer of the Subject Property

INSTRUMENT#: 2025137499 OR BK 6628 PG 995 PAGES: 3 11/6/2025 2:43:52 PM
GARY J. COONEY, CLERK OF THE CIRCUIT COURT & COMPTROLLER, LAKE COUNTY, FLORIDA
REC FEES: \$27.00 DEED DOC:\$0.70

**This Instrument Prepared by
and Return to:**

Christopher W Hayes, Esq
Akerman LLP
420 S. Orange Avenue, Suite 1200
Orlando, Florida 32801
407-423-4000

Consideration: \$10.00
Documentary Stamp Tax: \$0.70

Property Appraiser's Account No 3850819
Parcel ID #: 05-22-26-0004-000-01300

SPECIAL WARRANTY DEED
(Overlook at Grassy Lake, Unplatted)
(Donation Property, Per PUD Approval)

THIS SPECIAL WARRANTY DEED (this "Deed") is executed this 4th day of November, 2025, by **JTD LAND AT GRASSY LAKE, LLC**, a Florida limited liability company ("Grantor"), whose address is whose post office address is 210 Hangar Road, Kissimmee, Florida 34741, in favor of **CITY OF MINNEOLA**, a Florida municipal corporation ("Grantee"), whose address is Minneola City Hall, 800 North U.S. Highway 27, Minneola, Florida 34715.

WITNESSETH:

THAT for and in consideration of the sum of Ten and No/100 Dollars (US \$10.00) in hand paid by Grantee to Grantor, and for other good and valuable consideration, the receipt and sufficiency of which is acknowledged by Grantor, Grantor hereby grants, bargains, sells, alienates, remises, releases, conveys and confirms unto Grantee, Grantee's successors and/or assigns, all of the right, title, and interest that Grantor has in and to the following described real property located in Lake County, Florida, to-wit (the "Property"):

THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE

80650090,5

DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH all the tenements, hereditaments, easements and appurtenances thereto belonging or in any way appertaining but this reference shall not serve to reimpose the same.

TO HAVE AND TO HOLD the same unto Grantee in fee simple, forever.

AND Grantor does specially warrant the title to said land subject to the matters referred to herein and will defend the same against the lawful claims of all persons claiming by, through, or under the Grantor, but not otherwise.

SUBJECT TO restrictions, reservations, easements and limitations of record, if any, provided that this shall not serve to reimpose same, zoning ordinances, and taxes for the current year and subsequent years.

Wherever used herein, the terms "Grantor" and "Grantee" shall be deemed to include all of the parties to this Deed and the heirs, successors and assigns of each such party. The singular shall be deemed to include the plural, and vice versa, where the context so permits.

IN WITNESS WHEREOF, Grantor has caused this Deed to be executed as of the day and year first above written.

Signed, sealed and delivered in the presence of:

GRANTOR:

JTD LAND AT GRASSY LAKE, LLC, a Florida limited liability company

[Signature]
Print Name Brendalee Trivara
Print Address 210 Haggard Road
KISSIMMEE, FL 34741

By: [Signature]
Craig C. Harris, its Manager

[Signature]
Print Name Asia de Armas
Print Address 210 Haggard Road
KISSIMMEE, FL 34741

STATE OF FLORIDA)
COUNTY OF Osceola)

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization this 4th day of November, 2025, by Craig C. Harris, as Manager of JTD LAND AT GRASSY LAKE, LLC, a Florida limited liability company, on behalf of the company, and he is [] personally known to me or [] has produced _____ as identification.

(NOTARY SEAL)



[Signature]
Notary Public, State of Florida
Name of Notary: Cheryl Hubert
Commission Number: # 317190
Commission Expiration: 10/7/2026

Title Search Results for Subject Property



ALTA Commitment for Title Insurance
Florida Modified - 2021 v. 01.00 (07-01-2021)

Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:

Issuing Agent: Akerman LLP
 Issuing Office:
 Issuing Office's ALTA® Registry ID:
 Commitment Number: 110685006
 Issuing Office File Number: JTD at Grassy Lake s/t City of Minneola
 Property Address: 1189 Whispering Ln, Minneola, FL 34715
 Revision Number:

SCHEDULE A

1. Commitment Date: March 30, 2025 at 8:00 a.m.
2. Policy to be issued:
 - a. ALTA® Owner's Policy
 Proposed Insured: City Of Minneola, Florida, a municipal corporation
 Proposed Amount of Insurance: \$1,000.00
 The estate or interest to be insured: See Item 3 below
 - b. ALTA® Loan Policy
 Proposed Insured:
 Proposed Amount of Insurance: \$
 The estate or interest to be insured:
 - c. ALTA® Loan Policy
 Proposed Insured:
 Proposed Amount of Insurance: \$
 The estate or interest to be insured:
3. The estate or interest in the Land at the Commitment Date is:
 Fee Simple
4. The Title is, at the Commitment Date, vested in:
 JTD Land At Grassy Lake, LLC, a Florida limited liability company f/k/a DCS Capital Investments I, LLC, by virtue of Book 4660, page 2478
5. The Land is described as follows:
 See Exhibit A attached hereto and made a part hereof

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice, the Commitment to Issue Policy, the Commitment Conditions, Schedule A, Schedule B, Part I—Requirements, and Schedule B, Part II—Exceptions, and a counter-signature by the Company or its issuing agent that may be in electronic form.

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ALTA Commitment for Title Insurance
Florida Modified - 2021 v. 01.00 (07-01-2021)

Akerman LLP

By: _____
 Authorized Signatory

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Issuing Office File Number: JTD at Grassy Lake s/t City of Minneola

SCHEDULE B, PART I—Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
 - a) Warranty Deed from JTD Land At Grassy Lake, LLC, a Florida limited liability company f/k/a DCS Capital Investments I, LLC, to City Of Minneola, Florida, a municipal corporation. In connection with said deed, we will further require regarding the grantor:
 - i. Production of a copy of the articles of organization and operating agreement if adopted, with an affidavit affixed thereto that it is a true copy of the articles of organization and operating agreement, and all amendments thereto (the "Enabling Documents"), and that the limited liability company has not been dissolved;
 - ii. That said deed shall be executed by all of the members, unless the articles of organization provide that the company shall be governed by managers, then said deed shall be executed by all of the managers;
 - iii. If the Enabling Documents authorize less than all of the members, or managers as the case may be, to execute a conveyance, then said deed may be executed by such members or managers as are authorized by the articles of organization and operating agreement to execute a conveyance, together with any documentary evidence which may be necessary to show the authority of the parties executing the deed to bind the limited liability company;
 - iv. Should any member, or manager if applicable, be other than a natural person, we will require proof of good standing as well as documentation of authority of the person to execute documents on its behalf;
 - v. Certificate from the Secretary of State (or other governmental agency designated for the filing of the Enabling Documents) of said limited liability company's domicile, showing the limited liability company to have been formed prior to the date of acquisition, together with proof as to the current status of said limited liability company;

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- vi. Documentary evidence in recordable form, showing compliance with all requirements regarding conveying company property contained in the Enabling Documents; and
- vii. The Company reserves the right to amend the commitment, including but not limited to, the addition of further requirements and/or exceptions as it deems necessary based upon a review of any of the documentation required above.
5. Partial Release of Mortgage, releasing the land to be insured from encumbrance of the Mortgage from JTD Land At Grassy Lake, LLC, a Florida limited liability company in favor of NVR, Inc., a Virginia corporation, recorded in Book 4838, page 2303.
6. Execution at time of closing of the Seller/Owner's Affidavit by owners herein disclosing all facts relative to mechanics', laborers' and materialmens' liens and all facts relevant to parties in possession of the premises to be insured at time of closing. The Company reserves the right to make additional requirements in relation thereto.
7. Satisfactory verification from appropriate governmental authorities that any and all unrecorded Special Taxing District Liens, City and County Special Assessment Liens, MSBU Assessment Liens, Impact Fees, and Water, Sewer and Trash Removal Charges, have been paid.

NOTE: The following is for informational purposes only and is given without assurance or guarantee: 2024 taxes show PAID. The gross amount is \$10,576.33 for Tax Identification No. 0522260004-000-01300.

NOTE: The name or names of the proposed insured(s) and/or the amount of requested insurance under the Owner's/Loan Policy to be issued must be furnished and this Commitment is subject to such further exceptions and/or requirements as may then be deemed necessary.

NOTE: The following conveyance(s) have been recorded within the last 24 months:

None

NOTE: Florida Statutes, Sections 692.201-692.205, "Conveyances to Foreign Entities" (the "Statute"), effective July 1, 2023, prohibits ownership of certain real property by certain foreign parties. Pursuant to such Statute, at the time of purchase of real property in Florida, each Buyer must provide an Affidavit that the proposed Insured is not a foreign principal from a foreign country of concern that is restricted from acquiring the Land set forth on Schedule A. In compliance with the statute, Florida Real Estate Commission adopted Rule 61J2-10.200, F.A.C., which established the approved forms for such Affidavits (one for natural persons and one for entities). These affidavits will be provided upon request. Any loss or damage incurred as a result of a violation of this Statute is excluded from coverage under the terms of a title insurance policy. Further, the Company will not knowingly close or insure a transaction that violates this Statute.

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Issuing Office File Number: JTD at Grassy Lake s/t City of Minneola

SCHEDULE B, PART II—Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the Public Records or attaching subsequent to the Effective Date but prior to the date the proposed insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
2. Any rights, interests, or claims of parties in possession of the land not shown by the Public Records.
3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the land.
4. Any lien, for services, labor, or materials in connection with improvements, repairs or renovations provided before, on, or after Date of Policy, not shown by the Public Records.
5. Any dispute as to the boundaries caused by a change in the location of any water body within or adjacent to the Land prior to Date of Policy, and any adverse claim to all or part of the Land that is, at Date of Policy, or was previously under water.
6. Taxes or special assessments not shown as liens in the Public Records or in the records of the local tax collecting authority, at Date of Policy.
7. Any minerals or mineral rights leased, granted or retained by current or prior owners.
8. Taxes and assessments for the year 2025 and subsequent years, which are not yet due and payable.

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NOTES FOR STANDARD EXCEPTIONS: Standard Exceptions for parties in possession, for mechanics liens, and for taxes or special assessments not shown as liens in the public records shall be deleted upon receipt of an acceptable Non-Lien and Possession Affidavit establishing who is in possession of the lands, that there are no liens or encumbrances upon the lands other than as set forth in the Commitment, that no improvements to the lands have been made within the past 90 days or are contemplated to be made before closing that will not be paid in full, and that there are no unrecorded taxes or assessments that are not shown as existing liens in the public records. Any Policies issued hereunder may be subject to a Special Exception for matters disclosed by said affidavit.

Standard Exception(s) for questions of survey may be deleted upon receipt and review of a properly certified Survey meeting the Florida Minimum Technical Standards for all land surveys dated no more than 90 days prior to closing or such other proof as may be acceptable to the Company. Any Policies issued hereunder may be subject to a Special Exception for matters disclosed by said survey or proof.

The Standard Exception for any minerals or mineral rights leased, granted or retained by current or prior owners is hereby deleted.

9. Ordinance 2001-19 recorded in Book 2016, Page 656.
10. Terms and conditions of the Planned Unit Development Agreement Overlook At Grassy Lake between The City Of Minneola, a Florida municipal corporation and ACR, LLC, a foreign limited liability company recorded in Book 3853, page 506 and re-recorded in Book 3861, page 2437 and amended in Book 4746, page 306.

Note: All of the recording information contained herein refers to the Public Records of Lake County, Florida, unless otherwise indicated. Any reference herein to a Book and Page or Instrument Number is a reference to the Official Record Books of said county, unless indicated to the contrary.

Searched by: Darin Rader / (727)549-3444 - drader@firstam.com

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First American Title Insurance Company
PO Box 776123
Chicago, IL 60677-6123
Phn - (773)549-3200
Fax - (866)265-4386

April 02, 2025

Re: File #110685006
Property Address: 1189 Whispering Ln, Minneola, FL 34715

REISSUE CREDIT NOTICE

Issued by

First American Title Insurance Company

YOU MAY BE ENTITLED TO A REDUCED PREMIUM FOR TITLE INSURANCE IF THIS OFFICE IS PROVIDED WITH A PRIOR OWNER'S POLICY INSURING THE SELLER OR MORTGAGOR IN THE CURRENT TRANSACTION.

The purpose of this letter is to provide you with important information regarding the title insurance premium that has been or will be charged in connection with this transaction.

Eligibility for a discounted title insurance premium will depend on:

REFINANCE TRANSACTIONS:

To qualify for a reduced premium for title insurance you must provide our office with a copy of your prior owner's policy of title insurance insuring your title to the above-referenced property.

SALES TRANSACTIONS:

To qualify for a reduced premium for title insurance you must provide our office with a copy of your (or your seller's) prior owner's policy of title insurance insuring your title to the above referenced property. The effective date of the prior owner's policy must be less than three years old or the property insured by the policy must be unimproved (except roads, bridges, drainage facilities and utilities are not considered improvements for this purpose).

To qualify for the reduced rate, you or your representative may hand deliver, mail or fax a copy of the prior owner's policy of title insurance to your First American issuing agent conducting your settlement prior to closing, although we will accept the prior policy up to 5 working days after the closing date of your transaction.

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EXHIBIT A

The Land referred to herein below is situated in the County of Lake, State of Florida, and is described as follows:

THE WEST ¼ OF THE SOUTH ½ OF THE SE ¼, LESS THE NORTH 25 FEET THEREOF IN SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA, LESS AND EXCEPT THE FOLLOWING PARCELS, TO WIT: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5, PROCEED NORTH 00°12'52" EAST ALONG THE EAST LINE OF SECTION 5, A DISTANCE OF 1320.75 FEET TO THE NORTHEAST CORNER OF THE SE ¼ OF THE SE ¼ OF SECTION 5, SAID POINT LYING IN THE CENTERLINE OF TURKEY FARM ROAD (50' R/W); THENCE NORTH 89°53'42" WEST ALONG SAID CENTERLINE, A DISTANCE OF 852.77 FEET; LEAVING SAID CENTERLINE, SOUTH 00°06'18" WEST, A DISTANCE OF 90.00 FEET; THENCE SOUTH 89°53'42" EAST, A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°06'18" WEST, A DISTANCE OF 100.00 FEET; THENCE NORTH 89°53'42" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 00°06'18" EAST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 89°53'42" EAST, A DISTANCE OF 80.00 FEET TO THE POINT OF BEGINNING; AND COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 5, PROCEED NORTH 00°12'52" EAST ALONG THE EAST LINE OF SECTION 5, A DISTANCE OF 1320.75 FEET TO THE NORTHEAST CORNER OF THE SE ¼ OF THE SE ¼ OF SECTION 5, SAID POINT LYING IN THE CENTERLINE OF TURKEY FARM ROAD (50' R/W); THENCE NORTH 89°53'42" WEST ALONG SAID CENTERLINE, A DISTANCE OF 852.77 FEET; THENCE LEAVING SAID CENTERLINE, SOUTH 00°16'18" WEST, A DISTANCE OF 25.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF TURKEY FARM ROAD, SAID POINT BEING THE POINT OF BEGINNING; THENCE LEAVING SAID RIGHT OF WAY LINE, SOUTH 00°06'18" WEST, A DISTANCE OF 65.00 FEET; THENCE NORTH 89°53'42" WEST, A DISTANCE OF 30.00 FEET; THENCE NORTH 00°16'18" EAST, A DISTANCE OF 65.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF TURKEY FARM ROAD; THENCE SOUTH 89°53'42" EAST ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 30.00 FEET TO THE POINT OF BEGINNING.

LESS ALL LANDS PLATTED AS OVERLOOK AT GRASSY LAKE EAST PHASE 3, RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, PUBLIC RECORDS OF LAKE COUNTY FLORIDA.

ALSO LESS ALL LANDS PLATTED AS OVERLOOK AT GRASSY LAKE EAST PHASE 4, RECORDED IN PLAT BOOK 84, PAGES 21 AND 22, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

ALSO LESS THAT PARCEL CONVEYED BY SPECIAL WARRANTY DEED, RECORDED IN OFFICIAL RECORDS BOOK 6445, PAGE 1153, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA.

ALSO LESS ROAD RIGHTS OF WAY.

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ALTA COMMITMENT FOR TITLE INSURANCE
issued by
FIRST AMERICAN TITLE INSURANCE COMPANY

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACTIONAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.


COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, First American Title Insurance Company, a Nebraska Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

FIRST AMERICAN TITLE INSURANCE COMPANY

By: 
Kenneth D. DeGiorgio, President

By: 
Lisa W. Cornehl, Secretary

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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Form 50139912 (8-4-22)



COMMITMENT CONDITIONS

1. DEFINITIONS

- a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.
- b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.
- c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.
- e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.
- g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.
- i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.
- j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

- 3. The Company's liability and obligation is limited by and this Commitment is not valid without:
 - a. the Notice;
 - b. the Commitment to Issue Policy;
 - c. the Commitment Conditions;
 - d. Schedule A;
 - e. Schedule B, Part I—Requirements; and
 - f. Schedule B, Part II—Exceptions; and

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- g. a counter-signature by the Company or its issuing agent that may be in electronic form.
4. **COMPANY'S RIGHT TO AMEND**
The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.
5. **LIMITATIONS OF LIABILITY**
- a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
- comply with the Schedule B, Part I—Requirements;
 - eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - acquire the Title or create the Mortgage covered by this Commitment.
- b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.
- e. The Company is not liable for the content of the Transaction Identification Data, if any.
- f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.
6. **LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM**
- a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.
- c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- d. The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

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Form 50139912 (8-4-22)

Page 11 of 12



- e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.
7. **IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT**
The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.
8. **PRO-FORMA POLICY**
The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.
9. **CLAIMS PROCEDURES**
This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.
10. **ARBITRATION**
The Policy contains an arbitration clause as follows:
- a. All claims and disputes arising out of or relating to this policy, including any service or other matter in connection with issuing this policy, any breach of a policy provision, or any other claim or dispute arising out of or relating to the transaction giving rise to this policy, may be submitted to binding arbitration only when agreed to by both the Company and the Insured. Arbitration must be conducted pursuant to the Title Insurance Arbitration Rules of the American Land Title Association ("ALTA Rules"). The ALTA Rules are available online at www.alta.org/arbitration. The ALTA Rules incorporate, as appropriate to a particular dispute, the Consumer Arbitration Rules and Commercial Arbitration Rules of the American Arbitration Association ("AAA Rules"). The AAA Rules are available online at www.adr.org.
- b. *If there is a final judicial determination that a request for particular relief cannot be arbitrated in accordance with this Condition 18 (Condition 17 of the Loan Policy), then only that request for particular relief may be brought in court. All other requests for relief remain subject to this Condition 18 (Condition 17 of the Loan Policy).*
- c. Fees will be allocated in accordance with the applicable AAA Rules. The results of arbitration will be binding upon the parties. The arbitrator may consider, but is not bound by, rulings in prior arbitrations involving different parties. The arbitrator is bound by rulings in prior arbitrations involving the same parties to the extent required by law. The arbitrator must issue a written decision sufficient to explain the findings and conclusions on which the award is based. Judgment upon the award rendered by the arbitrator may be entered in any State or federal court having jurisdiction.

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Form 50139912 (8-4-22)

Page 12 of 12

Subject PUD Documentation

INSTRUMENT#: 2016022389 OR BK 4748 PG 308 PAGES: 15 3/3/2016 11:35:08 AM
NEIL KELLY, LAKE COUNTY CLERK OF THE CIRCUIT COURT
REC FEES: \$129.00

Prepared by, and After
Recording,
Return To:

Katrina Thomas Stone, Esq.
Stone & Gerken, P.A.
4850 N. Highway 19A
Mount Dora, Florida 32757
(352) 357-0330

AMENDED AND RESTATED PLANNED UNIT DEVELOPMENT AGREEMENT OVERLOOK AT GRASSY LAKE

THIS AGREEMENT the ("Agreement") is entered into as of the 16th day of February, 2016, between THE CITY OF MINNEOLA, a Florida municipal corporation, ("City") and JTD Land at Grassy Lake, LLC, a Florida limited liability company, the Owner of the Property ("Owner").

RECITALS

1. The predecessor in title to the Owner annexed 87.44 acres of property described and depicted on Exhibit "A" attached hereto and incorporated herein by reference (the "First Property"), pursuant to Ordinance 2008-14. By approving Ordinance 2008-14, the City approved the Overlook at Grassy Lake Planned Unit Development Agreement between ACR, LLC and the City dated January 6, 2009 (the "Original Agreement").
2. Owner desires to annex into the City of Minneola approximately 32.18 acres of land currently located in unincorporated Lake County, Florida described and depicted on Exhibit "B", attached hereto and incorporated herein by reference (the "Additional Property"). Owner desires to develop the First Property and the Additional Property as one development and the First Property and the Additional Property are hereinafter collectively referred to as the "Property."
3. Owner has developed conceptual plans for the Property as a mixed use development.
4. The Additional Property is located in unincorporated Lake County, Florida, and is currently zoned "A"(Agriculture).
5. The Additional Property has a future land use designation on the Lake County Future Land Use Map as "Urban Low."
6. Owner has filed applications for annexation, rezoning, and amendment to the City's Comprehensive Plan for the Additional Property.

CITY OF MINNEOLA
800 NORTH US HWY 27
MINNEOLA FL 34715

INSTRUMENT# 2016022389 OR BOOK 4748/PAGE 309 PAGE 2 of 15

7. Owner has the full power and authority to make, deliver, enter into and perform pursuant to the terms and conditions of this Agreement and has taken all necessary action to authorize the execution, delivery, and performance of the terms and conditions of this Agreement.
8. The City of Minneola has determined that the annexation of the Additional Property and the proposal for its development presents, among other things, an opportunity for the City to secure quality planning and growth, protection of the environment, and a strengthened and revitalized tax base.
9. Owner will fund certain public improvements and infrastructure to facilitate the development of the Property.
10. The Property is within the City's Chapter 180, Florida Statutes, utility district, and Owner has requested and City desires to provide water and sewer as well as other municipal services to the Property.
11. Owner and City believe that it is in the best interest of each party to enable the Property to be developed as further described herein, in accordance with Part II of Chapter 163, Florida Statutes, the "Local Government Comprehensive Planning and Land Development Regulation Act" (the "Act"), other applicable Florida Law and the Charter and Code of Ordinances of the City of Minneola, Florida, and, therefore, Owner and City agree that this Agreement shall constitute an Agreement in accordance with the Florida Local Government Development Agreement Act, Sections 163.3220-163.3243, Florida Statutes.
12. City finds that the development of the Property, as proposed herein, is consistent with the Comprehensive Plan and Land Development Regulations of the City.

ACCORDINGLY, in consideration of the mutual benefits and the public interest and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

Section 1. Recitals. The above recitals are true and correct, are hereby incorporated herein by reference, and form a material part of this Agreement. All exhibits to this Agreement are hereby deemed a part thereof.

Section 2. Authority. This Agreement is entered into under the authority of the City's Code and under the Florida Local Government Development Agreement Act, Sections 163.3220-163.3243, Florida Statutes.

Section 3. Conditions Precedent. Owner has filed applications with the City to annex, rezone to Planned Unit Development (PUD) and amend the Future Land Use Map and text of the City's Comprehensive Plan to include the Additional Property (collectively, the "Additional Property Approvals"). It is understood and agreed to by the City and the Owner that this Agreement shall not become effective, or be binding or enforceable as to any party unless and until the City duly adopts the Additional Property Approvals for the Additional Property and the last of the Additional Property Approvals adopted by the City becomes effective. Until such time as this Agreement becomes effective, the Original Agreement shall continue to apply to the First Property. The parties hereto understand and acknowledge that the City is in no way bound to annex the Additional Property or, except as may be

2

provided otherwise by law, to adopt the Additional Property Approvals. The City shall have the full and complete right to approve or deny the Owner's petition for voluntary annexation of the Additional Property into the municipal limits of the City. The parties further acknowledge and agree that the component of the Additional Property Approvals consisting of an amendment to the City's comprehensive plan to include the Additional Property will not become effective unless and until such time as such amendment is found to be "in compliance" by the Florida Department of Economic Opportunity ("DEO") or any subsequent state agency serving as the state land planning agency, as set forth in Chapter 163, Florida Statutes. No development orders will be issued by City and no construction can occur until such comprehensive plan amendment is adopted by City and approved by DEO.

Section 4. Land Use/Development. Development of the Property shall be substantially consistent with the "Overlook at Grassy Lake" conceptual plans prepared by Green Consulting Group, Inc. dated January 26, 2016, a copy of which is attached as **Exhibit "C"** ("the Plan") and the permitted uses listed thereon. Except as modified in this Agreement or the Plan, all development shall be consistent with City's "PUD" (Planned Unit Development) zoning district. Additionally, except as otherwise set forth in this Agreement, all single family residential development shall be consistent with the "RSF-2" (Single-Family medium Density Residential) zoning district and all non-residential development shall be consistent with the City's "B-1" (Business) zoning district and, subject to City approval after public hearings and DEO approval, the City's MURD-Overlook future land use category. The Owner may utilize the Property for timber or citrus production prior to development of each phase. In the event Owner desires to utilize the Property for other agricultural uses, Owner shall first obtain City Council's approval within City Council's reasonable discretion. The Owner shall have the option to replace the commercial uses with single family dwelling units per market demand.

Section 5. Development Schedule. The Property will be developed in multiple phases as depicted on Exhibit "C."

Section 6. Density. Gross density shall not exceed 3 dwelling units/acre. Gross acreage is approximately 119.62 acres and the maximum residential density for the Property shall consist of no more than 305 units of single family dwelling units. Notwithstanding the foregoing, if Owner elects to convert the commercial land to single family residential use, the total number of single family dwelling units may exceed three hundred and five (305) but shall not exceed three hundred fifty (350) units.

Section 7. Lot Size/Setbacks/Impervious Surface. The City and Owner hereby acknowledge that a mix of single family residential lot sizes shall be provided which shall include lots which are approximately 50 and 60 foot wide with an approximate lot depth of 125 feet, all as more particularly described in the final engineering plans approved by the City for development of the Property. The maximum height for any single family residential unit shall be thirty-five (35) feet.

Setbacks:

- Front: 20 feet*
- Side: 5 feet
- Rear: 20 feet; 5 feet for accessory structures including pool enclosures
- Street side: 15 feet

*Setback from a front facing garage shall be at least 25' to the property line/sidewalk, so as not to impede pedestrian flow.

Impervious Surface Ratio (ISR): The overall impervious surface of Property will not exceed forty-five (45) percent. Individual lots may develop with a maximum impervious surface ratio of sixty-five (65) percent, including pools and all accessory structures.

The commercial component of the Property shall be developed in accordance with the Business District (B-1) zoning category.

Section 8. Open Space. Owner shall provide a minimum of thirty percent (30%) open space. All open space and recreational improvements located thereon shall be maintained by the Homeowners' Association ("HOA") unless otherwise agreed to by the Owner and City.

Section 9. Homeowner's Association (HOA). The HOA shall be responsible for the maintenance and operation of all stormwater retention areas, common area landscaping, street lights, parks, recreational areas and any other improvements or facilities located on lands owned by the HOA, unless any such maintenance has been expressly assumed by City.

Owner shall delineate this responsibility within any declaration of restrictive covenants and restrictions satisfactory to City. Such covenants and restrictions shall be recorded at the time of the final plat and prior to the sale of any lots within the Property.

Section 10. Road Improvements. No development shall be allowed to proceed unless the impacted roads and road network meet transportation concurrency and Fair Share requirements as adopted or provided by City or Lake County. Owner shall donate the Citrus Grove Road right-of-way shown on the Plan in such width as determined by the turnpike interchange approved alignment (but in no event wider than one hundred feet).

Section 11. Public Facilities. Owner agrees to convey or dedicate, within the City's discretion, to the City all portions of the Property located northeast of the Grassy Lake Road right-of-way, consisting of approximately 2.5 acres, as set forth on the Plan on Exhibit "C," and such property shall be referred to as the "Donated Property." The conveyance or dedication of the Donated Property to the City shall occur upon the City's written request therefor. If City has not requested the conveyance or dedication of the Donated Property from Owner within four (4) years of the effective date of this Agreement, Owner shall provide written notice to City of the City's opportunity to make such request (the "Donated Property Notice"). Thereafter, if City does not provide its written request for the conveyance or dedication of the Donated Property within one (1) year of the City's receipt of the Donated Property Notice, the City's right to request the Donated Property shall expire. Owner, or its successors (which may include the HOA), shall maintain the Donated Property until such time (if any) as the Donated Property is conveyed or dedicated, as applicable, to the City. The development of the Donated Property by the City shall be aesthetically and architecturally compatible with the Developer's project; however, it is expressly understood that the City may install public infrastructure within the right of way located on the Donated Property.

Section 12. Pedestrian/Bike Paths. Owner agrees to provide a minimum ten (10) foot wide multi-use trail along the east side of Grassy Lake Road, as depicted on the Plan shown on Exhibit "B" (the "Multi-Use Trail"). The Multi-Use Trail shall be constructed of asphalt and in the location shown on the Plan and shall be separated from any and all roadway in a manner sufficient to ensure the maximum level of safety for those using such trail.

Additionally, except for that portion of the property adjacent to Grassy Lake Road, Owner shall provide sidewalks of at least five (5) feet in width on both sides of the right-of-way within the Property. Such sidewalks shall be separated from any and all roadways in a manner sufficient to meet the latest Florida Department of Transportation, Lake County, and City of Minneola design standards. Further, the Multi-Use

Trail shall be constructed by Owner, at Owner's expense, shall be located within the area so as not to interfere or obstruct the installation and maintenance of utilities, and shall be in addition to any other LDR requirements. The sidewalks internal to the Property shall not be the responsibility of the City, but shall be constructed rather by the homebuilder upon the completion of the home on each lot and all such sidewalks shall be maintained by the City or as otherwise provided in the City Land Development Regulations and City Code of Ordinances.

Section 13. Park and Recreation Fees. Owner shall comply with all City regulations regarding parks and recreation fees, including, but not limited to, those requirements set forth in Section 126-4 (f) of the City Land Development Code.

Section 14. Lighting. All exterior lighting shall be arranged to reflect light away from single-family residences, to the greatest extent possible while providing lighting adequate to ensure safety on road right-of-way. Owner shall provide decorative street lighting as is reasonably acceptable to City and compatible with the design of the Property. The poles and street lights within the Property shall be purchased by the Owner and installed by Owner. Operation and maintenance shall be by the Homeowner's Association.

Section 15. Water, Wastewater, and Reuse Water. Owner and their successors and assigns agree to obtain water, reuse water, irrigation water, and wastewater service (hereafter, "Utilities") exclusively through purchase from City. Owner covenants and warrants to City that it will not engage in the business of providing such Utilities to the Property or within City's F.S. Chapter 180 utility district. Owner shall construct, at Developer's expense, all on-site utility facilities (e.g. lift stations and lines) as well as pay for the extension of facilities from City's current point of connection. All such improvements must be constructed to City requirements and transferred to City as a contribution in aid of construction. Owner shall be allowed to use private wells for irrigation if the City cannot provide sufficient reuse water for irrigation purposes.

Section 16. Impact Fees. Owner agrees to pay all impact fees, including water and wastewater impact fees, fire rescue, and any impact fees adopted after the execution of this Agreement for all units as building permits are issued for such units at the then existing rate. Prepayment of utility impact fees and acceptance by City of such fees shall reserve capacity for the prepaid units. No water, wastewater, or any other utility capacity is reserved until or unless such fees have been paid pursuant to an agreement with City. Owner agrees and understands that no capacity has been reserved and that Owner assumes the risk that capacity will be available. Accordingly, if capacity is available and City is willing to allocate such capacity to Owner, Owner shall enter into a reservation agreement as described in Ordinance 2005-18 and any other utility agreements or easements related to the Property as requested by City from time to time.

Section 17. Landscaping/Buffers. Owner shall use efforts to incorporate drought tolerant plants in all common areas. Further, the Owner agrees to make specifications within any declaration of restrictive covenants for the Property that allow for the landscaping installations to include certain drought tolerant plants following the guidelines of "Florida Friendly Landscaping."

Owner agrees to provide landscaping within the buffers along the Property's southern, northern and western boundary as is depicted on the Concept Plan.

Section 18. Water Conservation. Owner agrees to encourage the use of indigenous plants for landscaping purposes, to help minimize irrigation requirements, and to encourage the use of other water conservation methods. Owner shall install, or cause to be installed, rain sensors on automatic sprinkler systems within the common areas of the Property. Owner will include in its declaration of restrictive covenants for the Property that inclusion of rain sensors is required whenever irrigation is installed.

Section 19. Environmental. Owner will comply with all local, state, regional, and federal requirements regarding any environmental issues affecting the Property. Moreover, Owner agrees to

use all reasonable efforts to preserve on site or to relocate any gopher tortoises on the Property and to not seek an incidental take permit without first obtaining the consent of City. Owner acknowledges that City has adopted Ordinance 2006-22, which provides for specific requirements and protections relating to listed species, and agrees that it shall comply with such ordinance. Owner will preserve the wetlands area on its western boundary and execute any requested conservation easements per Chapter 704, Florida Statutes.

Section 20. Grading. Owner shall comply with all City Land Development Regulations regarding grading, including, but not limited to, LDR Sections 122-81 - 122-92 with the exception of grading limitations and maximum height of retaining walls. Grading shall be limited to a maximum limitation of twenty feet (20') of cut, thirty feet (30') of fill and retaining walls shall not exceed ten feet (10') in height.

Any grading tracts shall allow lots to be as level as possible while complying with City's grading limitations and accounting for topographic changes within the grading tracts. Any such tracts shall be landscaped and maintained by Owner or HOA in such a manner as to prevent erosion, and such maintenance shall include, but is not limited to, the replacement and replanting of any trees and/or shrubs that die, become unsightly, or are removed for any reason.

The landscaping of such grading tracts shall be subject to City approval and shall include, but is not limited to, the planting of trees in sufficient number and arrangement as City determines is reasonably necessary to prevent a visible wall of homes and to instead provide an aesthetically pleasing view of such landscaping of the grading tracts. Owner further agrees to work with City to maintain in all reasonable respects the natural topography of the property and maintain the hills that are indigenous to Minneola.

Section 21. Stormwater Management. The Owner agrees to provide at Developer's expense a comprehensive stormwater management system consistent with all regulatory requirements of the City and the St. John's River Water Management District. Impacts to flood plains are allowed in accordance with the Water Management District procedures for compensating storage and will be based on the 100-year floodplain established by FEMA.

Section 22. Other Municipal Facilities/Services. The City hereby agrees to provide, either directly or through its franchisees or third party providers, police and fire protection, emergency medical services, and solid waste collection, disposal, and recycling services to the Property under the same terms and conditions and in the same manner as are afforded to all other residential property owners within the City.

Section 23. Concurrency. A complete concurrency study conforming to the City of Minneola Land Development Regulations will be required prior to any preliminary plat approvals or construction plan approvals. The Owner shall ensure that all traffic concurrency studies conducted reflect all planned and approved development in the area. The Owner has ensured that there is sufficient school capacity for the proposed development and has received a reservation for three hundred (300) dwelling units dated October 22, 2015.

Section 24. Signage. Owner shall ensure that any and all signage for the Property is located upon lands owned by either Owner or the HOA.

Section 25. Compliance with City Laws and Regulations. Except as expressly modified herein, all development of the Property shall be subject to the regulations of county, state, and federal agencies, as well as with the City Land Development Regulations and City Code provisions, as such City Land Development Regulations and City Code provisions exist at the time of the execution of this Agreement.

The City may apply subsequently-enacted Land Development Regulations and City Code provisions to the Property in accordance with Section 163.3233, Florida Statutes (2015), or as may be otherwise agreed to in writing by Owner.

Section 26. Due Diligence. The City and Owner further agree that they shall commence all reasonable actions necessary to fulfill their obligations hereunder and shall diligently pursue the same throughout the existence of this Agreement. The City shall further provide all other municipal services to the Property as are needed by Owner from time to time in accordance with the City's applicable policies for the provision of said services.

Section 27. Default; Enforcement. In the event of a default of one or more of the provisions herein by Owner or the City, the violating party shall be given thirty (30) days to cure such violation upon receipt of written notice of the violation from the non-violating party. In the event such default is not cured within said period, the Owner or the City, as the case may be, shall be entitled to all remedies available at law or equity, or as set forth in Section 163.3243, Florida Statutes. In addition, Owner consents to the placement of a claim of lien on the Property upon its default (where such default persists after Owner has been given 30 days' notice and opportunity to cure as set forth above) of any monetary obligation herein without precluding any other remedies of City; provided, however, (i) no such lien shall attach to any legally platted lot that is sold to a third party (which third party is neither owned nor controlled by Owner); and (ii) Owner shall have the right to transfer any such lien(s) off the Property to other security as provided by law.

Section 28. Governing Law. This Agreement shall be construed in accordance with the laws of the State of Florida and venue for any action hereunder shall be in the Circuit Court of Lake County, Florida.

Section 29. Binding Effect; Assignability. This Agreement, once effective, shall supersede and replace the Original Agreement in its entirety and be binding upon and enforceable by and against the parties hereto and their assigns. This Agreement shall be assignable by the Owner to successive owners. Owner shall, however, provide written notice to the City of any and all such assignees. The rights and obligations set forth in this Agreement shall run with the land and be binding on all successors and/or assignees. The parties hereby covenant that this Agreement is a legal, valid, and binding agreement.

Section 30. Waiver; Remedies. No failure or delay on the part of either party in exercising any right, power, or privilege hereunder will operate as a waiver thereof, nor will any waiver on the part of either party or any right, power, or privilege hereunder operate as a waiver of any other right, power, privilege hereunder, nor will any single or partial exercise of any right, power, or privilege hereunder preclude any other further exercise thereof or the exercise of any other right, power, or privilege hereunder.

Section 31. Exhibits. All exhibits attached hereto are hereby incorporated in and made a part of this Agreement as if set forth in full herein.

Section 32. Notice. Any notice to be given shall be in writing and shall be sent by certified mail, return receipt requested, to the party being noticed at the following addresses or such other address as the parties shall provide from time to time:

As to City:	Pat Kelley, Mayor City of Minneola P.O. Box 678 Minneola, FL 34755 352-394-3598
-------------	---

Copy to:	Mark Johnson City Manager City of Minneola P.O. Box 678 Minneola, FL 34755 (352)394-3598 Scott A. Gerken, Esquire City Attorney 4850 N. Highway 19A Mount Dora, FL 32757 352-357-0330 P 352-357-2474 F
Copy to:	James H. McNeil, Jr., Esquire Akerman LLP 420 S. Orange Avenue, Suite 1200 Orlando, FL 32802-0231 407-419-8540 P 407-234-4230 F
As to Owner:	JTD Land at Grassy Lake, LLC Attn: Craig Harris 210 South Hoagland, Blvd. Kissimmee, FL 34741

Section 33. Entire Agreement. This Agreement sets forth all of the promises, covenants, agreements, conditions, and understandings between the parties hereto, and supersedes all prior and contemporaneous agreements, understandings, inducements or conditions, express or implied, oral or written, except as herein contained. However, the failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve Owner from complying with the law governing said permitting requirements, conditions, terms or restrictions.

Section 34. Execution. If Owner fails to execute and deliver to City within thirty (30) days following City Council's approval of this Overlook at Grassy Lake Development Agreement, City, at City's option, shall be relieved of all obligations contained herein and City Council's approval of this Overlook at Grassy Lake Development Agreement shall terminate.

Section 35. Term of Agreement. The term of this Agreement shall commence on the date this Agreement is executed by both the City and Owner, or the effective date of the last of the Additional Property Approvals to be adopted by the City, whichever occurs later, and shall terminate twenty (20) years thereafter; provided, however, that the term of this Agreement may be extended by mutual consent of the City and the Owner, subject to a public hearing in accordance with the requirements of Section 163.3225, Florida Statutes.

Section 36. Amendment. Amendments to the provisions of this Agreement shall be made by the parties only in writing by formal amendment.

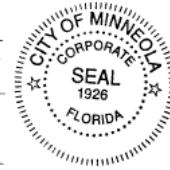
[Signatures on following pages]

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement as of the date first above written.

Attest: By *Christina Stidham*
Christina Stidham
City Clerk

Name: *Pat Kelley*
Its: Mayor
Date: 2/16/16

CITY OF MINNEOLA, FLORIDA
a Florida Municipal Corporation



JTD LAND AT GRASSY LAKE, LLC

By: *Craig Adams*
Name: CRAIG ADAMS
Title: MANAGER

EXHIBIT A

Legal Description:

The South 3/4 of the Southeast 1/4 of the Southwest 1/4 in Section 5, Township 22 South, Range 26 East, Lake County, Florida.

AND

The West 3/4 of the South 1/2 of the SE 1/4, LESS the North 25 feet thereof, in Section 5, Township 22 South, Range 26 East, Lake County, Florida, LESS and EXCEPT THE FOLLOWING PARCELS, TO WIT: Commencing at the Southeast corner of said Section 5, proceed North 00°12'52" East along the East line of Section 5, a distance of 1320.75 feet to the Northeast corner of the SE 1/4 of the SE 1/4 of Section 5, said point lying in the centerline of Turkey Farm Road (50' r/w); thence North 89°53'42" West along said centerline a distance of 852.77 feet; leaving said centerline, South 00°06'18" West a distance of 90.00 feet; thence South 89°53'42" East a distance of 25.00 feet to the Point of Beginning; thence South 00°06'18" West a distance of 100.00 feet; thence North 89°53'42" West a distance of 80.00 feet; thence North 00°06'18" East a distance of 100.00 feet; thence South 89°53'42" East a distance of 80.00 feet to the Point of Beginning; AND commencing at the Southeast corner of said Section 5, proceed North 00°12'52" East along the East line of Section 5 a distance of 1320.75 feet to the Northeast corner of the SE 1/4 of the SE 1/4 of Section 5, said point lying in the centerline of Turkey Farm Road (50' r/w); thence North 89°53'42" West along said centerline a distance of 852.77 feet; thence leaving said centerline, South 00°16'18" West a distance of 25.00 feet to a point on the South right of way line of Turkey Farm Road, said point being the Point of Beginning; thence leaving said right of way line South 00°06'18" W a distance of 65.00 feet; thence North 89°53'42" West a distance of 30.00 feet; thence North 00°16'18" East a distance of 65.00 feet to a point on the South right of way line of Turkey Farm Road; thence South 89°53'42" East along said South right of way line a distance of 30.00 feet to the Point of Beginning.

EXHIBIT B

Legal Description:

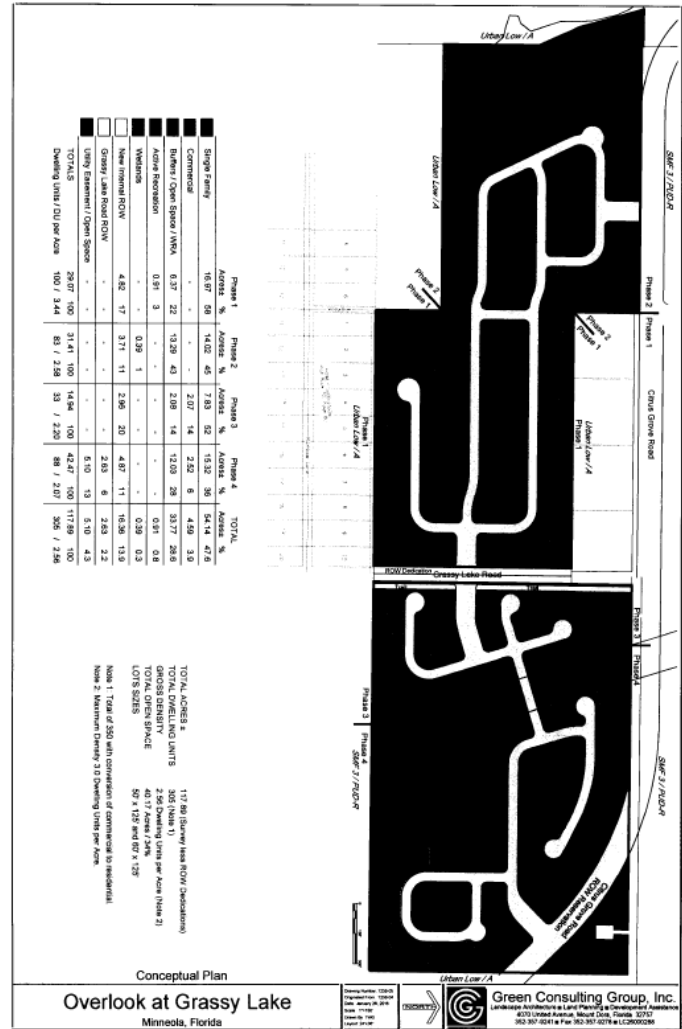
Government Lot 1, less the North 1320 feet thereof, all in Section 6, Township 22 South, Range 26 East, Lake County, Florida.

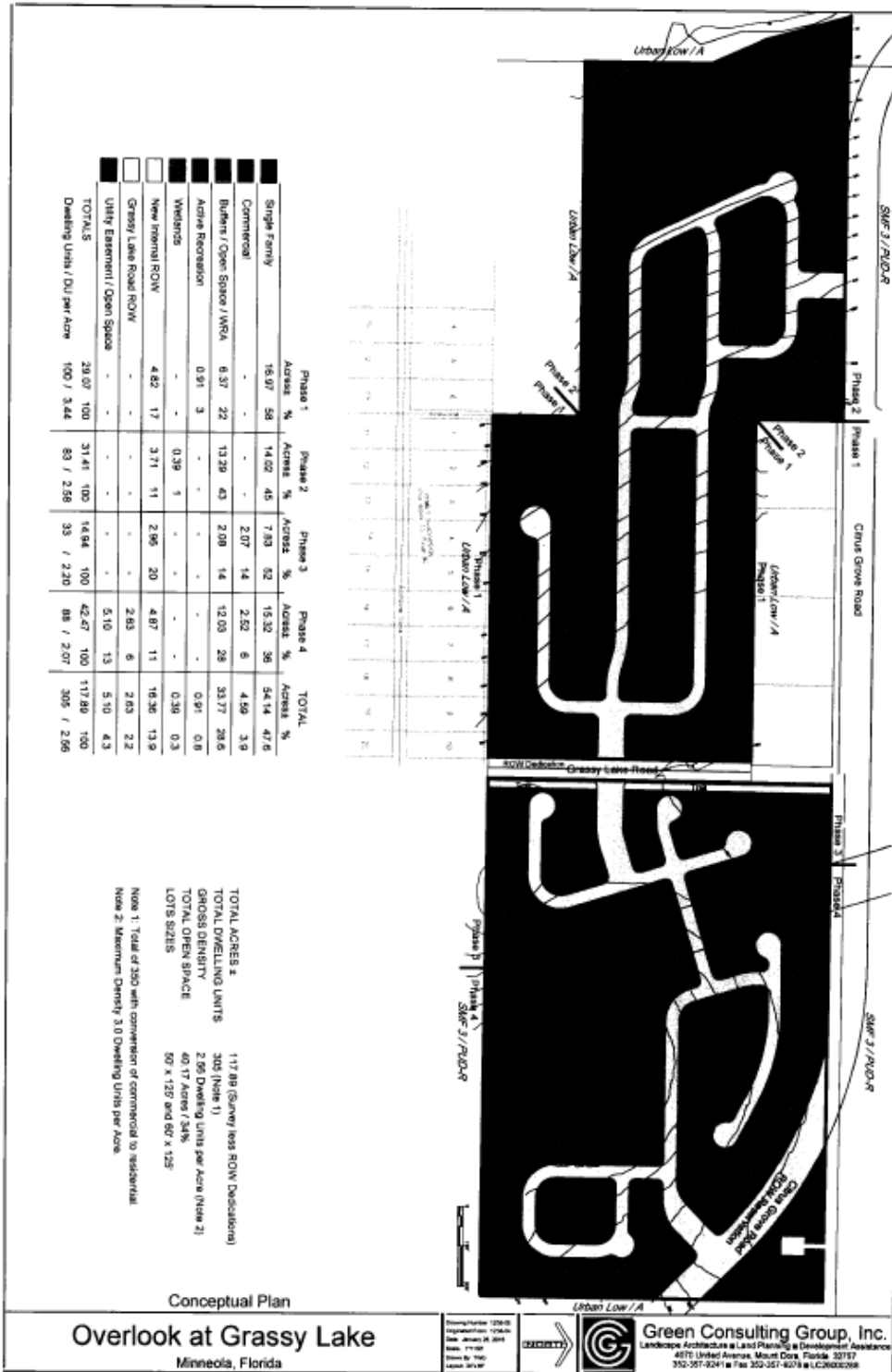
AND

The North Three-Fourths (N 3/4) of the Southwest Quarter (SW 1/4) of the Southwest Quarter (SW 1/4) of Section 5, Township 22 South, Range 26 East, Lake County, Florida.

(See attached)

EXHIBIT C





Vacant Land Contract

1. **Sale and Purchase ("Contract"):** City of Minneola, Florida, a Florida municipal corporation
("Seller") and Citrus Ridge Retail, LLC, a Florida limited liability company
("Buyer") (the "parties") agree to sell and buy on the terms and conditions specified below the property ("Property")
described as:
Address: 2.02 +/- acres of vacant land (Alt Key #3850819), Minneola, FL 34715
Legal Description: _____
See attached Exhibit "A"

SEC 05 /TWP / 22 /RNG 26 of Lake County, Florida. Real Property ID No.: 05-22-26-0004-000-01300
including all improvements existing on the Property and the following additional property: _____

2. **Purchase Price:** (U.S. currency)..... \$ 375,000.00
All deposits will be made payable to "Escrow Agent" named below and held in escrow by:
Escrow Agent's Name: Stone & Gerken, P.A.
Escrow Agent's Contact Person: Attn: Mary A. Ludwig
Escrow Agent's Address: 632 E. 5th Avenue, Mount Dora, FL 32757
Escrow Agent's Phone: 352-887-1700
Escrow Agent's Email: mary@stoneandgerken.com

- (a) Initial deposit (\$0 if left blank) (**Check if applicable**)
 accompanies offer
 will be delivered to Escrow Agent within _____ days (3 days if left blank)
after Effective Date \$ _____
- (b) Additional deposit will be delivered to Escrow Agent (**Check if applicable**)
 within _____ days (10 days if left blank) after Effective Date
 within _____ days (3 days if left blank) after expiration of Due Diligence Period \$ _____
- (c) Total Financing (see Paragraph 6) (express as a dollar amount or percentage) \$ _____
- (d) Other: See Addendum \$ 187,500.00
- (e) Balance to close (not including Buyer's closing costs, prepaid items, and prorations)
to be paid at closing by wire transfer or other Collected funds..... \$ 187,500.00
- (f) (Complete only if purchase price will be determined based on a per unit cost instead of a fixed price.) The
unit used to determine the purchase price is lot acre square foot other (specify): _____
prorating areas of less than a full unit. The purchase price will be \$ _____ per unit based on a
calculation of total area of the Property as certified to Seller and Buyer by a Florida licensed surveyor in
accordance with Paragraph 8(c). The following rights of way and other areas will be excluded from the
calculation: _____

3. **Time for Acceptance; Effective Date:** Unless this offer is signed by Seller and Buyer and an executed copy
delivered to all parties on or before _____, this offer will be withdrawn and Buyer's deposit, if
any, will be returned. The time for acceptance of any counter-offer will be 3 days after the date the counter-offer is
delivered. **The "Effective Date" of this Contract is the date on which the last one of the Seller and Buyer
has signed or initialed and delivered this offer or the final counter-offer.**

4. **Closing Date:** This transaction will close on See Addendum ("Closing Date"), unless specifically
extended by other provisions of this Contract. The Closing Date will prevail over all other time periods including,
but not limited to, Financing and Due Diligence periods. However, if the Closing Date occurs on a Saturday,
Sunday, or national legal holiday, it will extend to 5:00 p.m. (where the Property is located) of the next business
day. In the event insurance underwriting is suspended on Closing Date and Buyer is unable to obtain property
insurance, Buyer may postpone closing for up to 5 days after the insurance underwriting suspension is lifted. If
this transaction does not close for any reason, Buyer will immediately return all Seller provided documents and
other items.

5. **Extension of Closing Date:** If Paragraph 6(b) is checked and Closing Funds from Buyer's lender(s) are not
available on Closing Date due to Consumer Financial Protection Bureau Closing Disclosure delivery requirements

Buyer (____) (____) and Seller (____) (____) acknowledge receipt of a copy of this page, which is 1 of 8 pages.

53 ("CFPB Requirements), if applicable, then Closing Date shall be extended for such period necessary to satisfy
54 CFPB Requirements, provided such period shall not exceed 10 days.

55 **6. Financing: (Check as applicable)**

56 (a) **Buyer** will pay cash for the Property with no financing contingency.

57 (b) This Contract is contingent on **Buyer** qualifying for and obtaining the commitment(s) or approval(s)
58 specified below ("Financing") within _____ days after Effective Date (Closing Date or 30 days after Effective
59 Date, whichever occurs first, if left blank) ("Financing Period"). **Buyer** will apply for Financing within _____
60 days after Effective Date (5 days if left blank) and will timely provide any and all credit, employment, financial,
61 and other information required by the lender. If **Buyer**, after using diligence and good faith, cannot obtain the
62 Financing within the Financing Period, either party may terminate this Contract and **Buyer's** deposit(s) will be
63 returned.

64 (1) **New Financing:** **Buyer** will secure a commitment for new third party financing for \$ _____
65 or _____% of the purchase price at (Check one) a fixed rate not exceeding _____% an
66 adjustable interest rate not exceeding _____% at origination (a fixed rate at the prevailing interest rate
67 based on **Buyer's** creditworthiness if neither choice is selected). **Buyer** will keep **Seller** and Broker fully
68 informed of the loan application status and progress and authorizes the lender or mortgage broker to
69 disclose all such information to **Seller** and Broker.

70 (2) **Seller Financing:** **Buyer** will execute a first second purchase money note and mortgage to
71 **Seller** in the amount of \$ _____, bearing annual interest at _____% and payable as follows:
72

73 The mortgage, note, and any security agreement will be in a form acceptable to **Seller** and will follow
74 forms generally accepted in the county where the Property is located; will provide for a late payment fee
75 and acceleration at the mortgagee's option if **Buyer** defaults; will give **Buyer** the right to prepay without
76 penalty all or part of the principal at any time(s) with interest only to date of payment; will be due on
77 conveyance or sale; will provide for release of contiguous parcels, if applicable; and will require **Buyer** to
78 keep liability insurance on the Property, with **Seller** as additional named insured. **Buyer** authorizes **Seller**
79 to obtain credit, employment, and other necessary information to determine creditworthiness for the
80 financing. **Seller** will, within 10 days after Effective Date, give **Buyer** written notice of whether or not **Seller**
81 will make the loan.

82 (3) **Mortgage Assumption:** **Buyer** will take title subject to and assume and pay existing first mortgage to

83
84 LN# _____ in the approximate amount of \$ _____ currently payable at
85 \$ _____ per month, including principal, interest, taxes and insurance, and having a
86 fixed other (describe) _____
87 interest rate of _____% which will will not escalate upon assumption. Any variance in the mortgage
88 will be adjusted in the balance due at closing with no adjustment to purchase price. **Buyer** will purchase
89 **Seller's** escrow account dollar for dollar. If the interest rate upon transfer exceeds _____% or the
90 assumption/transfer fee exceeds \$ _____, either party may elect to pay the excess, failing
91 which this Contract will terminate; and **Buyer's** deposit(s) will be returned. If the lender disapproves
92 **Buyer**, this Contract will terminate; and **Buyer's** deposit(s) will be returned.

93 **7. Assignability: (Check one)** **Buyer** may assign and thereby be released from any further liability under this
94 Contract, may assign but not be released from liability under this Contract, or may not assign this Contract.

95 **8. Title:** **Seller** has the legal capacity to and will convey marketable title to the Property by statutory warranty
96 deed special warranty deed other (specify) _____, free of liens, easements,
97 and encumbrances of record or known to **Seller**, but subject to property taxes for the year of closing; covenants,
98 restrictions, and public utility easements of record; existing zoning and governmental regulations; and (list any
99 other matters to which title will be subject) _____,
100 provided there exists at closing no violation of the foregoing.

101 (a) **Title Evidence:** The party who pays for the owner's title insurance policy will select the closing agent and pay
102 for the title search, including tax and lien search (including municipal lien search) if performed, and all other
103 fees charged by closing agent. **Seller** will deliver to **Buyer**, at
104 (Check one) **Seller's** **Buyer's** expense and
105 (Check one) within 15 days after Effective Date at least _____ days before Closing Date,
106 (Check one)

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- 107 (1) a title insurance commitment by a Florida licensed title insurer setting forth those matters to be
108 discharged by **Seller** at or before closing and, upon **Buyer** recording the deed, an owner's policy in the
109 amount of the purchase price for fee simple title subject only to the exceptions stated above. If **Buyer** is
110 paying for the owner's title insurance policy and **Seller** has an owner's policy, **Seller** will deliver a copy to
111 **Buyer** within 15 days after Effective Date.
- 112 (2) an abstract of title, prepared or brought current by an existing abstract firm or certified as correct by an
113 existing firm. However, if such an abstract is not available to **Seller**, then a prior owner's title policy
114 acceptable to the proposed insurer as a base for reissuance of coverage may be used. The prior policy will
115 include copies of all policy exceptions and an update in a format acceptable to **Buyer** from the policy
116 effective date and certified to **Buyer** or **Buyer's** closing agent together with copies of all documents
117 recited in the prior policy and in the update. If such an abstract or prior policy is not available to **Seller**,
118 then (1) above will be the title evidence.
- 119 (b) **Title Examination:** After receipt of the title evidence, **Buyer** will, within _____ days (10 days if left blank) but
120 no later than Closing Date, deliver written notice to **Seller** of title defects. Title will be deemed acceptable to
121 **Buyer** if (i) **Buyer** fails to deliver proper notice of defects or (ii) **Buyer** delivers proper written notice and **Seller**
122 cures the defects within _____ days (30 days if left blank) ("Cure Period") after receipt of the notice. If the
123 defects are cured within the Cure Period, closing will occur within 10 days after receipt by **Buyer** of notice of
124 such cure. **Seller** may elect not to cure defects if **Seller** reasonably believes any defect cannot be cured within
125 the Cure Period. If the defects are not cured within the Cure Period, **Buyer** will have 10 days after receipt of
126 notice of **Seller's** inability to cure the defects to elect whether to terminate this Contract or accept title subject
127 to existing defects and close the transaction without reduction in purchase price.
- 128 (c) **Survey:** **Buyer** may, at **Buyer's** expense, have the Property surveyed and must deliver written notice to
129 **Seller**, within 5 days after receiving survey but not later than 5 days before Closing Date, of any
130 encroachments on the Property, encroachments by the Property's improvements on other lands, or deed
131 restriction or zoning violations. Any such encroachment or violation will be treated in the same manner as a
132 title defect and **Seller's** and **Buyer's** obligations will be determined in accordance with Paragraph 8(b).
- 133 (d) **Ingress and Egress:** **Seller** warrants that the Property presently has ingress and egress.

134 9. **Property Condition:** **Seller** will deliver the Property to **Buyer** at closing in its present "as is" condition, with
135 conditions resulting from **Buyer's** Inspections and casualty damage, if any, excepted. **Seller** will not engage in or
136 permit any activity that would materially alter the Property's condition without the **Buyer's** prior written consent.

137 (a) **Inspections: (Check (1) or (2))**

- 138 (1) **Due Diligence Period:** **Buyer** will, at **Buyer's** expense and within _____ days (30 days if left blank)
139 ("Due Diligence Period") after Effective Date and in **Buyer's** sole and absolute discretion, determine
140 whether the Property is suitable for **Buyer's** intended use. During the Due Diligence Period, **Buyer** may
141 conduct a Phase 1 environmental assessment and any other tests, analyses, surveys, and investigations
142 ("Inspections") that **Buyer** deems necessary to determine to **Buyer's** satisfaction the Property's
143 engineering, architectural, and environmental properties; zoning and zoning restrictions; subdivision
144 statutes; soil and grade; availability of access to public roads, water, and other utilities; consistency with
145 local, state, and regional growth management plans; availability of permits, government approvals, and
146 licenses; and other inspections that **Buyer** deems appropriate. If the Property must be rezoned, **Buyer** will
147 obtain the rezoning from the appropriate government agencies. **Seller** will sign all documents **Buyer** is
148 required to file in connection with development or rezoning approvals. **Seller** gives **Buyer**, its agents,
149 contractors, and assigns, the right to enter the Property at any time during the Due Diligence Period for the
150 purpose of conducting Inspections, provided, however, that **Buyer**, its agents, contractors, and assigns
151 enter the Property and conduct Inspections at their own risk. **Buyer** will indemnify and hold **Seller**
152 harmless from losses, damages, costs, claims, and expenses of any nature, including attorneys' fees,
153 expenses, and liability incurred in application for rezoning or related proceedings, and from liability to any
154 person, arising from the conduct of any and all Inspections or any work authorized by **Buyer**. **Buyer** will
155 not engage in any activity that could result in a construction lien being filed against the Property without
156 **Seller's** prior written consent. If this transaction does not close, **Buyer** will, at **Buyer's** expense, (i) repair
157 all damages to the Property resulting from the Inspections and return the Property to the condition it was in
158 before conducting the Inspections and (ii) release to **Seller** all reports and other work generated as a
159 result of the Inspections.

160 Before expiration of the Due Diligence Period, **Buyer** must deliver written notice to **Seller** of **Buyer's**
161 determination of whether or not the Property is acceptable. **Buyer's** failure to comply with this notice
162 requirement will constitute acceptance of the Property as suitable for **Buyer's** intended use in its "as is"

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condition. If the Property is unacceptable to **Buyer** and written notice of this fact is timely delivered to **Seller**, this Contract will be deemed terminated, and **Buyer's** deposit(s) will be returned.

(2) **No Due Diligence Period:** **Buyer** is satisfied that the Property is suitable for **Buyer's** purposes, including being satisfied that either public sewerage and water are available to the Property or the Property will be approved for the installation of a well and/or private sewerage disposal system and that existing zoning and other pertinent regulations and restrictions, such as subdivision or deed restrictions, concurrency, growth management, and environmental conditions, are acceptable to **Buyer**. This Contract is not contingent on **Buyer** conducting any further investigations.

(b) **Government Regulations:** Changes in government regulations and levels of service which affect **Buyer's** intended use of the Property will not be grounds for terminating this Contract if the Due Diligence Period has expired or if Paragraph 9(a)(2) is selected.

(c) **Flood Zone:** **Buyer** is advised to verify by survey, with the lender, and with appropriate government agencies which flood zone the Property is in, whether flood insurance is required, and what restrictions apply to improving the Property and rebuilding in the event of casualty.

(d) **Coastal Construction Control Line ("CCCL"):** If any part of the Property lies seaward of the CCCL as defined in Section 161.053, Florida Statutes, **Seller** will provide **Buyer** with an affidavit or survey as required by law delineating the line's location on the Property, unless **Buyer** waives this requirement in writing. The Property being purchased may be subject to coastal erosion and to federal, state, or local regulations that govern coastal property, including delineation of the CCCL, rigid coastal protection structures, beach nourishment, and the protection of marine turtles. Additional information can be obtained from the Florida Department of Environmental Protection, including whether there are significant erosion conditions associated with the shore line of the Property being purchased.

Buyer waives the right to receive a CCCL affidavit or survey.

10. **Closing Procedure; Costs:** Closing will take place in the county where the Property is located and may be conducted by mail or electronic means. If title insurance insures **Buyer** for title defects arising between the title binder effective date and recording of **Buyer's** deed, closing agent will disburse at closing the net sale proceeds to **Seller** (in local cashier's check if **Seller** requests in writing at least 5 days before closing) and brokerage fees to Broker as per Paragraph 21. In addition to other expenses provided in this Contract, **Seller** and **Buyer** will pay the costs indicated below.

(a) **Seller Costs:**

Taxes on deed
Recording fees for documents needed to cure title
Title evidence (if applicable under Paragraph 8)
Estoppel Fee(s)
Other: See Addendum

(b) **Buyer Costs:**

Taxes and recording fees on notes and mortgages
Recording fees on the deed and financing statements
Loan expenses
Title evidence (if applicable under Paragraph 8)
Lender's title policy at the simultaneous issue rate
Inspections
Survey
Insurance
Other: See Addendum

(c) **Prorations:** The following items will be made current and prorated as of the day before Closing Date: real estate taxes (including special benefit tax liens imposed by a CDD), interest, bonds, assessments, leases, and other Property expenses and revenues. If taxes and assessments for the current year cannot be determined, the previous year's rates will be used with adjustment for any exemptions.

(d) **Special Assessment by Public Body:** Regarding special assessments imposed by a public body, **Seller** will pay (i) the full amount of liens that are certified, confirmed, and ratified before closing and (ii) the amount of the last estimate of the assessment if an improvement is substantially completed as of Effective Date but has not resulted in a lien before closing; and **Buyer** will pay all other amounts. If special assessments may be paid in installments, **Seller** **Buyer** (**Buyer** if left blank) will pay installments due after closing. If **Seller** is checked, **Seller** will pay the assessment in full before or at the time of closing. Public body does not include a Homeowners' or Condominium Association.

Buyer (____) (____) and Seller (____) (____) acknowledge receipt of a copy of this page, which is 4 of 8 pages.
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- 219 (e) **PROPERTY TAX DISCLOSURE SUMMARY:** BUYER SHOULD NOT RELY ON THE SELLER'S CURRENT
220 PROPERTY TAXES AS THE AMOUNT OF PROPERTY TAXES THAT BUYER MAY BE OBLIGATED TO
221 PAY IN THE YEAR SUBSEQUENT TO PURCHASE. A CHANGE OF OWNERSHIP OR PROPERTY
222 IMPROVEMENTS TRIGGERS REASSESSMENTS OF THE PROPERTY THAT COULD RESULT IN HIGHER
223 PROPERTY TAXES. IF YOU HAVE ANY QUESTIONS CONCERNING VALUATION, CONTACT THE
224 COUNTY PROPERTY APPRAISER'S OFFICE FOR FURTHER INFORMATION.
- 225 (f) **Foreign Investment in Real Property Tax Act ("FIRPTA"):** If Seller is a "foreign person" as defined by
226 FIRPTA, Seller and Buyer will comply with FIRPTA, which may require Seller to provide additional cash at
227 closing.
- 228 (g) **1031 Exchange:** If either Seller or Buyer wish to enter into a like-kind exchange (either simultaneously with
229 closing or after) under Section 1031 of the Internal Revenue Code ("Exchange"), the other party will cooperate
230 in all reasonable respects to effectuate the Exchange including executing documents, provided, however, that
231 the cooperating party will incur no liability or cost related to the Exchange and that the closing will not be
232 contingent upon, extended, or delayed by the Exchange.
- 233 **11. Computation of Time:** Calendar days, based on where the Property is located, will be used when computing time
234 periods. Other than time for acceptance and Effective Date as set forth in Paragraph 3, any time periods provided
235 for or dates specified in this Contract, whether preprinted, handwritten, typewritten or inserted herein, which shall
236 end or occur on a Saturday, Sunday, or national legal holiday (see 5 U.S.C. 6103), or on a day a national legal
237 holiday is observed shall extend to the next calendar day which is not a Saturday, Sunday, national legal holiday,
238 or a day on which a national legal holiday is observed. **Time is of the essence in this Contract.**
- 239 **12. Risk of Loss; Eminent Domain:** If any portion of the Property is materially damaged by casualty before closing
240 or Seller negotiates with a governmental authority to transfer all or part of the Property in lieu of eminent domain
241 proceedings or an eminent domain proceeding is initiated, Seller will promptly inform Buyer. Either party may
242 terminate this Contract by written notice to the other within 10 days after Buyer's receipt of Seller's notification,
243 and Buyer's deposit(s) will be returned, failing which Buyer will close in accordance with this Contract and receive
244 all payments made by the governmental authority or insurance company, if any.
- 245 **13. Force Majeure:** Seller or Buyer will not be required to perform any obligation under this Contract or be liable to
246 each other for damages so long as the performance or non-performance of the obligation is delayed, caused, or
247 prevented by an act of God or force majeure. An "act of God or force majeure" is defined as hurricanes,
248 earthquakes, floods, fire, unusual transportation delays, wars, insurrections, and any other cause not reasonably
249 within the control of Seller or Buyer and which by the exercise of due diligence the non-performing party is unable
250 in whole or in part to prevent or overcome. All time periods, including Closing Date, will be extended for the period
251 that the act of God or force majeure is in place. However, in the event that such act of God or force majeure event
252 continues beyond 30 days, either party may terminate this Contract by delivering written notice to the other; and
253 Buyer's deposit(s) will be returned.
- 254 **14. Notices:** All notices will be in writing and delivered to the parties and Broker by mail, personal delivery, or
255 electronic means. **Buyer's failure to timely deliver written notice to Seller, when such notice is required by**
256 **this Contract, regarding any contingency will render that contingency null and void, and this Contract will**
257 **be construed as if the contingency did not exist. Any notice, document, or item delivered to or received by**
258 **an attorney or licensee (including a transactions broker) representing a party will be as effective as if**
259 **delivered to or received by that party.**
- 260 **15. Complete Agreement; Persons Bound:** This Contract is the entire agreement between Seller and Buyer.
261 **Except for brokerage agreements, no prior or present agreements will bind Seller, Buyer, or Broker unless**
262 **incorporated into this Contract.** Modifications of this Contract will not be binding unless in writing, signed or
263 initialed, and delivered by the party to be bound. Electronic signatures will be acceptable and binding. This
264 Contract, signatures, initials, documents referenced in this Contract, counterparts, and written modifications
265 communicated electronically or on paper will be acceptable for all purposes, including delivery, and will be binding.
266 Handwritten or typewritten terms inserted in or attached to this Contract prevail over preprinted terms. If any
267 provision of this Contract is or becomes invalid or unenforceable, all remaining provisions will continue to be fully
268 effective. Seller and Buyer will use diligence and good faith in performing all obligations under this Contract. This
269 Contract will not be recorded in any public record. The terms "Seller," "Buyer," and "Broker" may be singular or
270 plural. This Contract is binding on the heirs, administrators, executors, personal representatives, and assigns, if
271 permitted, of Seller, Buyer, and Broker.

Buyer (____) (____) and Seller (____) (____) acknowledge receipt of a copy of this page, which is 5 of 8 pages.
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- 272 **16. Default and Dispute Resolution:** This Contract will be construed under Florida law. This Paragraph will survive
273 closing or termination of this Contract.
- 274 (a) **Seller Default:** If **Seller** fails, neglects, or refuses to perform **Seller's** obligations under this Contract, **Buyer**
275 may elect to receive a return of **Buyer's** deposit(s) without thereby waiving any action for damages resulting
276 from **Seller's** breach and may seek to recover such damages or seek specific performance. **Seller** will also be
277 liable for the full amount of the brokerage fee.
- 278 (b) **Buyer Default:** If **Buyer** fails, neglects, or refuses to perform **Buyer's** obligations under this Contract,
279 including payment of deposit(s), within the time(s) specified, **Seller** may elect to recover and retain the
280 deposit(s), paid and agreed to be paid, for the account of **Seller** as agreed upon liquidated damages,
281 consideration for execution of this Contract, and in full settlement of any claims, whereupon **Seller** and **Buyer**
282 will be relieved from all further obligations under this Contract; or **Seller**, at **Seller's** option, may proceed in
283 equity to enforce **Seller's** rights under this Contract.
- 284 **17. Attorney's Fees; Costs:** In any litigation permitted by this Contract, the prevailing party shall be entitled to
285 recover from the non-prevailing party costs and fees, including reasonable attorney's fees, incurred in conducting
286 the litigation. This Paragraph 17 shall survive Closing or termination of this Contract.
- 287 **18. Escrow Agent; Closing Agent:** **Seller** and **Buyer** authorize Escrow Agent and closing agent (collectively
288 "Agent") to receive, deposit, and hold funds and other items in escrow and, subject to Collection, disburse them
289 upon proper authorization and in accordance with Florida law and the terms of this Contract, including disbursing
290 brokerage fees. "Collection" or "Collected" means any checks tendered or received have become actually and
291 finally collected and deposited in the account of Agent. The parties agree that Agent will not be liable to any person
292 for misdelivery of escrowed items to **Seller** or **Buyer**, unless the misdelivery is due to Agent's willful breach of this
293 Contract or gross negligence. If Agent interpleads the subject matter of the escrow, Agent will pay the filing fees
294 and costs from the deposit and will recover reasonable attorneys' fees and costs to be paid from the escrowed
295 funds or equivalent and charged and awarded as court costs in favor of the prevailing party.
- 296 ~~**19. Professional Advice; Broker Liability:** Broker advises **Seller** and **Buyer** to verify all facts and representations
297 that are important to them and to consult an appropriate professional for legal advice (for example, interpreting this
298 Contract, determining the effect of laws on the Property and this transaction, status of title, foreign investor
299 reporting requirements, the effect of property lying partially or totally seaward of the CCCL, etc.) and for tax,
300 property condition, environmental, and other specialized advice. **Buyer** acknowledges that all representations
301 (oral, written, or otherwise) by Broker are based on **Seller** representations or public records. **Buyer** agrees to rely
302 solely on **Seller**, professional inspectors, and government agencies for verification of the Property
303 condition and facts that materially affect Property value. **Seller** and **Buyer** respectively will pay all costs and
304 expenses, including reasonable attorneys' fees at all levels, incurred by Broker and Broker's officers, directors,
305 agents, and employees in connection with or arising from **Seller's** or **Buyer's** misstatement or failure to perform
306 contractual obligations. **Seller** and **Buyer** hold harmless and release Broker and Broker's officers, directors,
307 agents, and employees from all liability for loss or damage based on (i) **Seller's** or **Buyer's** misstatement or failure
308 to perform contractual obligations; (ii) the use or display of listing data by third parties, including, but not limited to,
309 photographs, images, graphics, video recordings, virtual tours, drawings, written descriptions, and remarks related
310 to the Property; (iii) Broker's performance, at **Seller's** or **Buyer's** request, of any task beyond the scope of
311 services regulated by Chapter 475, Florida Statutes, as amended, including Broker's referral, recommendation, or
312 retention of any vendor; (iv) products or services provided by any vendor; and (v) expenses incurred by any
313 vendor. **Seller** and **Buyer** each assume full responsibility for selecting and compensating their respective vendors.
314 This Paragraph will not relieve Broker of statutory obligations. For purposes of this Paragraph, Broker will be
315 treated as a party to this Contract. This Paragraph will survive closing.~~
- 316 **20. Commercial Real Estate Sales Commission Lien Act:** If the Property is commercial real estate as defined by
317 Section 475.701, Florida Statutes, the following disclosure will apply: The Florida Commercial Real Estate Sales
318 Commission Lien Act provides that when a broker has earned a commission by performing licensed services
319 under a brokerage agreement with you, the broker may claim a lien against your net sales proceeds for the
320 broker's commission. The broker's lien rights under the act cannot be waived before the commission is earned.
- 321 **21. Brokers.** The licensee(s) and brokerage(s) named below are collectively referred to as "Broker." **Instruction to**
322 **closing agent:** **Seller** and **Buyer** direct Closing Agent to disburse at Closing the full amount of the brokerage
323 fees as specified in separate brokerage agreements with the parties and cooperative agreements between the
324 Brokers, except to the extent Broker has retained such fees from the escrowed funds. This Paragraph will not be
325 used to modify any offer of compensation made by **Seller** or listing broker to cooperating brokers.

Buyer (____) (____) and Seller (____) (____) acknowledge receipt of a copy of this page, which is 6 of 8 pages.
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326	<u>n/a</u>	<u>n/a</u>
327	Seller's Sales Associate/License No.	Buyer's Sales Associate/License No.
328	<u>n/a</u>	<u>n/a</u>
329	Seller's Sales Associate Email Address	Buyer's Sales Associate Email Address
330		
331	<u>n/a</u>	<u>n/a</u>
332	Seller's Sales Associate Phone Number	Buyer's Sales Associate Phone Number
333		
334	<u>n/a</u>	<u>n/a</u>
335	Listing Brokerage	Buyer's Brokerage
336		
337	<u>n/a</u>	<u>n/a</u>
338	Listing Brokerage Address	Buyer's Brokerage Address

339 **22. Addenda:** The following additional terms are included in the attached addenda and incorporated into this Contract
340 **(Check if applicable):**
341 A. Back-up Contract
342 B. Kick Out Clause
343 C. HOA Addendum
344 D. Other _____
345

346 **23. Additional Terms:** _____
347 **Stone & Gerken, P.A. will be the Closing Agent and Title Agent for the transaction.**
348 _____
349 **Both the Buyer & Seller represent to each other that there is no real estate broker involved in this transaction and**
350 **neither has incurred or will incur any liability for brokerage fees or agent's commission in connection with this**
351 **contract. Accordingly, Seller and Buyer each agree to indemnify and hold the other harmless from any claims for**
352 **such commissions.**
353 _____
354 _____
355 _____
356 _____
357 _____
358 _____
359 _____
360 _____
361 _____

362 **COUNTER-OFFER/REJECTION**

363 Seller counters Buyer's offer (to accept the counter-offer, Buyer must sign or initial the counter-offered terms and
364 deliver a copy of the acceptance to Seller).
365 Seller rejects Buyer's offer

366 **[The remainder of this page is intentionally left blank.**
367 **This Contract continues with Line 368 on Page 8 of 8.]**

Buyer (____) (____) and Seller (____) (____) acknowledge receipt of a copy of this page, which is 7 of 8 pages.
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368 **This is intended to be a legally binding Contract. If not fully understood, seek the advice of an attorney before**
369 **signing.**

370

ATTENTION: SELLER AND BUYER

371 **CONVEYANCES TO FOREIGN BUYERS:** Part III of Chapter 692, Sections 692.201 - 692.205, Florida Statutes, 2023
372 (the "Act"), in part, limits and regulates the sale, purchase and ownership of certain Florida properties by certain buyers
373 who are associated with a "foreign country of concern", namely: the People's Republic of China, the Russian
374 Federation, the Islamic Republic of Iran, the Democratic People's Republic of Korea, the Republic of Cuba, the
375 Venezuelan regime of Nicolás Maduro, or the Syrian Arab Republic. **It is a crime to buy or knowingly sell property**
376 **in violation of the Act.**

377 **At time of purchase, Buyer must provide a signed Affidavit which complies with the requirements of the Act.**
378 Seller and Buyer are advised to seek legal counsel regarding their respective obligations and liabilities under the Act.

Citrus Ridge Retail, LLC, a Florida limited liability company

379

380 **Buyer:** _____ Date: _____

381 Print name: _____

382 **Buyer:** _____ Date: _____

383 Print name: _____

384 **Buyer's** address for purpose of notice:

385 Address: _____

386 Phone: _____ Fax: _____ Email: _____

City of Minneola, Florida, a Florida municipal corporation

387 **Seller:** _____ Date: _____

388 Print name: Mark Johnson, City Manager

389 **Seller:** _____ Date: _____

390 Print name: _____

391 **Seller's** address for purpose of notice:

392 Address: c/o Stone & Gerken, P.A., 4850 N. Highway 19A, Mount Dora, FL 32757

393 Phone: _____ Fax: _____ Email: mjohnson@minneola.us

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Addendum to Commercial Contract between

City of Minneola, Florida, a Florida municipal corporation
and Citrus Ridge Retail, LLC, a Florida limited liability company

(SELLER)
(BUYER)

concerning the sale and purchase of the Property described as:

See attached Exhibit "A", 2.02 +/- acres of vacant land (Alt Key #3850819)

The clauses below shall be incorporated into the Contract referenced above only if initialed by all parties

Buyer Initials Seller Initials

() () -- () () OTHER TERMS AND CONDITIONS:

1) This Contract is contingent on City's City Council approving (collectively "the Approvals"): a) Ordinance 2026-11 (authorizing the sale of the Property per City's Charter); b) Ordinance 2026-02 (annexation and rezoning); c) Ordinance 2026-03 (comprehensive plan amendment); and d) Resolution 2026-01 (development agreement). If all the Approvals have not been obtained by June 30, 2026, either party may terminate the Contract.

2) The Closing Date will be thirty-one (31) days after the Approvals are obtained provided no appeal has been filed and the Approvals are final and non-appealable.

3) Buyer will pay \$187,500.00 of the purchase price on the Closing Date. The remaining \$187,500.00 of the purchase price will be paid: a) when any site work permits are issued for the Property; or b) eighteen (18) months after the Closing Date, whichever first occurs. Buyer agrees to execute a note and mortgage in favor of Seller at Closing to secure the remaining \$187,500.00 payment. Buyer shall pay any fees and costs associated with the note and mortgage.

4) Seller and Buyer shall split all other Closing costs equally, including, but not limited to, documentary stamp taxes on the deed, title searches and title insurance premiums, and the Closing Agent's fee. Each party will pay its own attorneys fees.

Buyer (_____) (_____) and Seller (_____) (_____) acknowledge receipt of a copy of this page, which is page 1 of 1 Page.



EXHIBIT "A"

THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

(Parcel ID: 05-22-26-0004-000-01300)

From: [Scott Gerken](#)
To: [Kristine Thompson](#)
Cc: [Mark Johnson](#); [Jennifer Cotch](#); [Mary Ludwig](#); [Diane Lee](#); [Tara Tedrow](#)
Subject: City of Minneola st. Citrus Ridge Retail, LLC (2.02 acres/Alt Key #3850819)
Date: Monday, June 15, 2026 10:26:29 AM
Attachments: [20260514091012128.pdf](#)

CAUTION: This email originated from outside the organization. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Kristine, If not already included, please include the attached contract (and this email) in the Council packet for tomorrow night's Council meeting.

Buyer has requested the following change to the contract, to be added to the addendum:

"5. The Purchase Price shall be reduced by the cost of gopher tortoise mitigation for the Property as documented by Buyer and approved by Seller, in Seller's reasonable discretion. However, such price reduction for gopher tortoise mitigation shall not exceed \$70,000.00. Any price reduction shall be deducted from the remaining \$187,500.00 payment as referenced above."

Thanks,
Scott

Scott A. Gerken
Attorney & Shareholder
Stone & Gerken, P.A.
4850 N. Highway 19A
Mount Dora, FL 32757
(352) 357-0330 (office)
(352) 357-2474 (fax)



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Disclaimer under Circular 230: Any statement regarding tax matters made herein, including any attachments, are not formal tax opinions by this firm, cannot be relied upon or used by any person to avoid tax penalties, and are not intended to be used or referred to in any marketing or promotional materials.

Business Impact Estimate

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

Proposed ordinance's title/reference: **ORDINANCE NO. 2026-11**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, ACTING AS THE GOVERNING BODY OF THE MINNEOLA COMMUNITY REDEVELOPMENT AGENCY, APPROVING THE SALE OF CERTAIN REAL PROPERTY LOCATED EAST OF CITRUS GROVE ROAD AND SOUTH OF TURKEY FARM ROAD WITHIN THE MINNEOLA MOUNTAIN COMMUNITY REDEVELOPMENT AREA PURSUANT TO SECTION 163.380, FLORIDA STATUTES; ACCEPTING THE PURCHASE OFFER SUBMITTED BY CITRUS RIDGE RETAIL, LLC; AUTHORIZING THE EXECUTION OF A PURCHASE AND SALE AGREEMENT AND RELATED CLOSING DOCUMENTS; AUTHORIZING THE CITY MANAGER TO TAKE ALL ACTIONS NECESSARY TO EFFECTUATE THE SALE; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

The ordinance allows the sale of a small piece of property that the City cannot use. This will generate taxes for the City and provide relief from spending City resources to maintain a vacant property.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

- (a) An estimate of direct compliance costs that businesses may reasonably incur; **None.**
- (b) Any new charge or fee imposed by the proposed ordinance, or for which businesses will be financially responsible; and **None.**
- (c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs. **None.**

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance: **This should only serve to provide more commercial property in the city.**

4. Additional information the governing body deems useful (if any):

This small piece of property is too small for City purposes. However, the buyer is combining this with the adjacent parcel, all to add commercial properties to the city.



AGENDA SUMMARY
City Council Meeting
June 16, 2026

Agenda Item: 9.

Subject Title: Ordinance 2026-02 Citrus Ridge Commercial PUD Annexation & Rezoning - *Second Reading*

Objective:

Consider a Request to Approve the Annexation and Rezoning of Two Parcels Generally Located West of North Hancock Road and North and South of Citrus Grove Road to PUD.

Summary:

An application has been received from Tara Tedrow, Esq., applicant for Crittenden Howey, LLC Owner, requesting that approximately 15.878± acres of real property generally located west of North Hancock Road and north and south of Citrus Grove Road, be annexed to and made a part of the City of Minneola and zoned PUD.

Exhibits:

1. Exhibit A - Application
2. Ord 2026-02 _Citrus Ridge Annexation & Rezoning
3. Exhibit C - Survey
4. Exhibit D - 1 Affidavit 2026-02
5. Exhibit E - 2 Affidavit 2026-02
6. Business Impact Estimate Ordinance 2026-02

Options:

1. Approve the request as presented.
2. Approve the request subject to modifications.
3. Postpone the decision.
4. Do not approve the request.

Fiscal Impact:

Undetermined

Staff Recommendation:

Staff recommends approval of the annexation and rezoning.



City of Minneola
Planning Department
800 N Highway 27, Minneola, FL 34715
(352) 394 – 3598 x172

Annexation Application
Checklist

This checklist is based on the relevant provisions of Chapter 98-2 Annexation of the Minneola, FL Code of Ordinances. The code is available online at www.municode.com. The requirements below are minimums that may be adjusted in the pre-application conference.

The following information is required for all Annexation Applications:

- _____ Legal Description or Warranty Deed
- _____ (6) 24" x 36" Boundary Survey signed and sealed by a licensed Florida surveyor
- _____ (2) 11" x 17" Boundary Survey
- _____ Signed Application form and Checklist
- _____ Signed and notarized Property Owner's Authorization, if applicable Completed
- _____ Adjacent Property Owners form
- _____ Mailing labels for all parcels within 300 feet of all sides of the subject parcel
- _____ Conceptual Plan (if applicable)
- _____ CD in PDF format including application package text and graphics
- _____ Non-refundable fee of \$350 up to 25 acres or \$575 for more than 25 acres

Transmit to:

City of Minneola
Planning Department
800 N Highway 27
Minneola, FL 34715
Ph: (352) 394 – 3598 x172

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

Annexation Application

1 of 7

Page 1 of 6

**City of Minneola
Annexation Application Cont.**

Application Review Process

Development Review Process (DRP)

- The DRP reviewers shall review every application and make recommendations to the Planning & Zoning Commission (P&Z)
- The DRP will provide written comments/recommendations to the applicant and the P&Z

Planning and Zoning Commission (P&Z)

- A P&Z review is required by the City Code
- The Planning Dept. (Dept.) is responsible to ensure the proper legal advertising is done in a timely manner
- The applicant is responsible to correctly post the require same month to be included in the packet for review.

City Council

- The City Council may conduct one, or more, public workshops prior to initiating their formal consideration of an annexation application
- Since the available workshop dates are limited, the Dept. will advise the applicant of the next available workshop date
- Upon City Council's completion of the workshop process, the Dept. will do an additional legal advertisement and the applicant must again post signs on the site as described above
- The Planning and Zoning Commission must conduct one public hearing and The City Council must conduct two public hearings regarding the proposed annexation
- The City Council may defer consideration of the subject application at any time

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Annexation Application

2 of 7

Page 2 of 6

**City of Minneola
Annexation Application Cont.**

The application material described herein is based on the provisions of Section 98-2 of the City's code and the relevant provision of Chapter 171, Florida Statutes.

Applicant Name: Tara L. Tedrow

Applicant Address:

215 N. Eola Dr., Orlando, FL 32801

Applicant Ph. #: 407-418-8836

E-mail: tara.tedrow@lowndes-law.com

Project Name: Citrus Ridge Village

General Location and/or Street Address:

North of Citrus Ridge Drive

Alternate Key #: 3910223 and 1028957

Owner Name: Crittenden Howay LLC

Owner Address: P.O. Box 561078, Orlando, FL 32856

Owner Ph. #: N/A

E-mail Address: ecrittenden@gmail.com

Subject Site Area (square feet or acres) 15.678 acres

Present Use: Vacant/Drainage

Existing County FLUM: Urban Low

Existing County Zoning: Ag

Proposed City FLUM: General Commercial

Proposing City Zoning: PUD

Proposed Use: Mixed commercial/retail development

Reasons for the request:

The property is currently contiguous to city parcels and meets statutory requirements for annexation. Moreover, the property needs to be annexed into the city for services and for a logical development pattern in accordance with City visioning principles.

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Annexation Application

Page 3 of 6

3 of 7

City of Minneola
Annexation Application Cont.

Certification

I, the undersigned, do hereby certify that I have read the application and the relevant guidance material and understand the requirements described therein and that I will fully comply with all City, State and Federal regulations applicable to this project.

I understand that the application fee is non-refundable.

I further understand that I am responsible to reimburse the City for the actual advertising costs, mailing costs, AND the actual consultants' review fees, if any. Said fees shall be paid within 30 days of receipt of the City's invoice or further processing of the application will cease until the invoice is paid in full.

I understand that only application packages that are determined complete by the Department will be scheduled for review.



Applicant Signature

1-8-2025

Date

Office Use:

Applicant Name: _____

Application For: _____

Amount: _____ Check: _____

Amount: _____ Check: _____

Rec'd by: _____ Date: _____ Receipt #: _____

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Annexation Application

4 of 7

Page 4 of 6

City of Minneola
Annexation Application Cont.

Owner's Authorization
(required if the property owner is not the applicant)

STATE OF FLORIDA
COUNTY OF ~~LAKE~~ ORANGE

Before me, the undersigned authority, personally appeared Helen J. Crittenden, as Manager of
Crittenden Horsey, LLC
("LLC")
who is being by me first duly sworn on oath, deposes and says:

1. That ~~he/she~~ ^{the LLC} is the property owner of the subject parcels in this application.
2. That ~~he/she~~ ^{the LLC} desires to apply for an annexation of land generally located at:
N of Citrus Grove Rd.
3. That ~~he/she~~ ^{the LLC} has appointed Tara L. Tedrow, Esq.
to act as agent in ~~his/her~~ ^{its} behalf to accomplish the above. (*per the attached disclaimer)
4. That ~~he/she~~ ^{the Applicant} agrees to pay any costs associated with the application, review, and hearings for the above.
(*per the attached disclaimer).

Helen J. Crittenden
Owner's Signature

This is to certify that on December 20, 2024 before me,
an officer duly authorized to take acknowledgements in the State and County aforesaid, personally
appeared Helen J. Crittenden and he/she is personally know to me or has
produced _____ as identification and did (did not) take an oath.

SEAL



Shelley Ritten
Signature of Acknowledger

Shelley Ritten
Acknowledger Name

3/15/26
My Commission Expires

HH237195
Serial Number

**City of Minneola
Annexation Application Cont.**

Adjacent Property Owners

Type a list of owner's names and mailing addresses for all property owners lying within 300 ft of all sides of the property described in the attached application, as recorded in the current County tax rolls, or attach copies of the appropriate property record card.

Alternate Key #	Property Owner	Address, include Zip Code

Use additional pages as necessary.

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Agent Authorization Disclaimer:

Howey Crittenden, LLC makes these authorizations as the owner of the Property and shall bear no expense or liability in connection with the foregoing Applications or the execution thereof. The applicant shall bear all cost and liability arising out of, or in connection with, the Application and any approvals, authorizations, permits, or any other instruments issued therefrom.

7 of 7

ORDINANCE 2026-02

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, AMENDING THE BOUNDARIES OF THE CITY OF MINNEOLA IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN SECTION 171.044, FLORIDA STATUTES, TO INCLUDE WITHIN THE CITY LIMITS APPROXIMATELY 15.878± ACRES OF PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD IN LAKE COUNTY, FLORIDA; REZONING THE PROPERTY FROM COUNTY "AGRICULTURE" (A) TO "PLANNED UNIT DEVELOPMENT" (PUD) WITHIN THE CITY OF MINNEOLA; PROVIDING FOR CONDITIONS AND CONTINGENCIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a Petition has been received from Tara L. Tedrow, Esq., on behalf of Crittenden Howey, LLC, ("Owner"), requesting that real property be annexed to and made a part of the City of Minneola, and requesting a rezoning of such property, which is more particularly described on Exhibit "A" (the Property"); and

WHEREAS, the Petition bears a signature of all required parties; and

WHEREAS, the Property is contiguous to the City of Minneola and reasonably compact; and

WHEREAS, the required notice of the proposed annexation has been properly published.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, AS FOLLOWS:

Section 1. The Property consisting of approximately 15.878± acres generally located on the westside of North Hancock Road and north and south of Citrus Grove Road and contiguous to the city limits of Minneola, is hereby incorporated into and made part of the city limits of the City of Minneola.

The Property annexed in this section shall be assigned a zoning designation of "PUD" (Planned Unit Developments District). The Property shall be developed according to the Development Agreement attached hereto as Exhibit "B."

Section 2. The City Clerk shall forward a certified copy of this Ordinance to the Clerk of the Circuit Court, the County Manager of Lake County, Florida, and the Secretary of State of the State of Florida within seven (7) days after its passage on second and final reading.

Section 3. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

Section 4. The Property annexed in this Ordinance is subject to the Land Use Plan of the Lake County Comprehensive Plan and county zoning regulations until the City adopts the comprehensive Plan Amendments to include the parcel annexed in the City Comprehensive Plan.

Section 5. This Ordinance shall become effective immediately upon passage.

PASSED AND ORDAINED this _____ day of June 2026 by the City Council of the City of Minneola, Florida.

Pam Serviss, Mayor

ATTEST:

KRISTINE THOMPSON, City Clerk

Passed First Reading _____

Passed Second Reading _____

Approved as to form:

SCOTT A. GERKEN, City Attorney

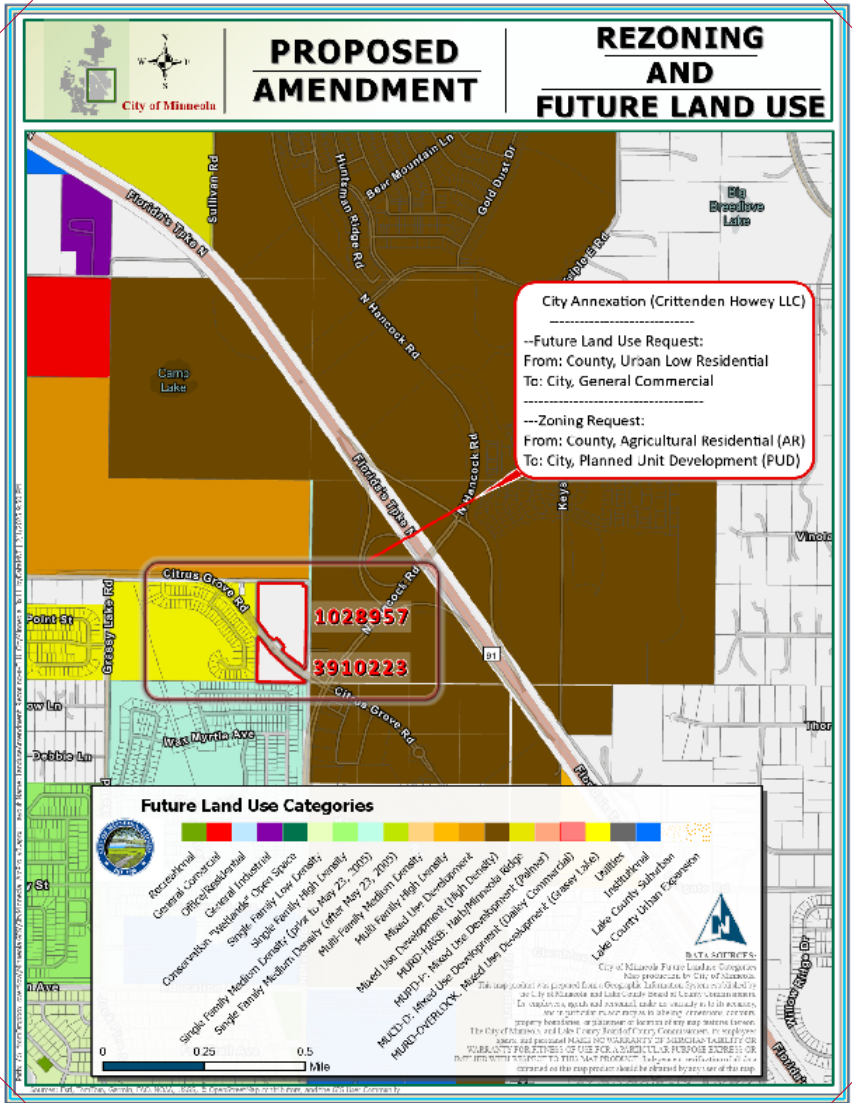
EXHIBIT "A"

**THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5,
TOWNSHIP
22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA.**

**LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE
COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED
IN OFFICIAL RECORDS BOOK 519, PAGE 585, PUBLIC RECORDS OF LAKE COUNTY,
FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.**

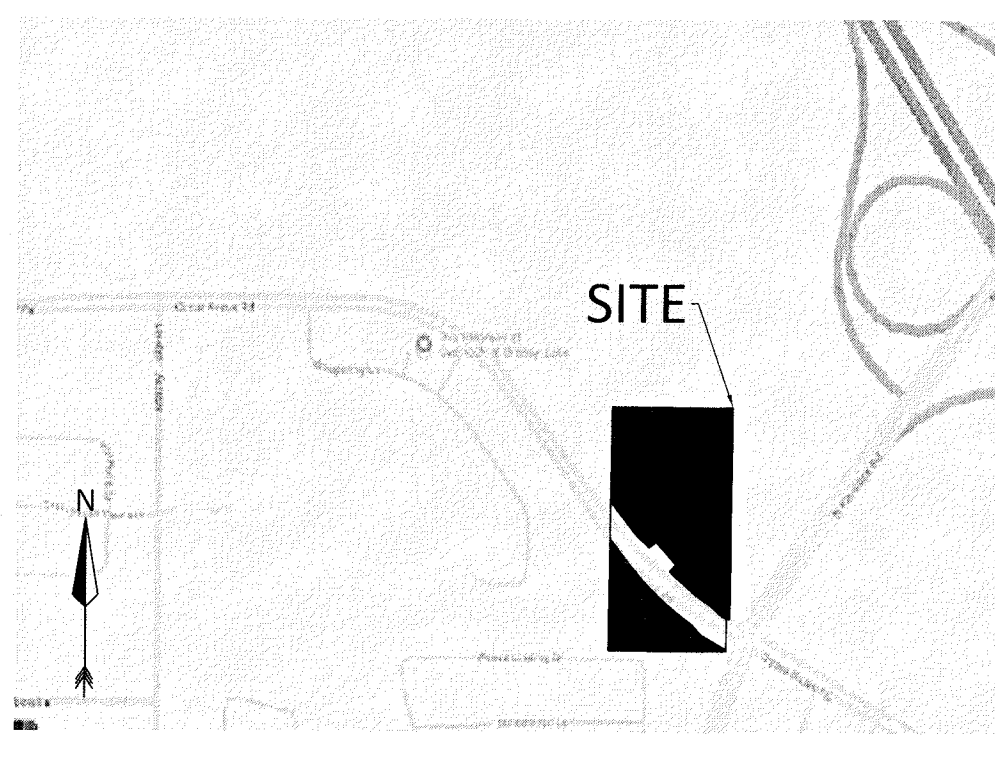
**ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO
LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY
DEED RECORDED IN OFFICIAL RECORDS BOOK 2598, PAGE 795, PUBLIC RECORDS OF
LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.**

**ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO
LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED
RECORDED IN OFFICIAL RECORDS BOOK 5077, PAGE 1614, PUBLIC RECORDS OF LAKE
COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.**



Commented [JC1]: Map needs to reflect the A zoning currently in County

VICINITY MAP (NOT TO SCALE)



MAP OF SURVEY



ACCURIGHT SURVEYS OF ORLANDO INC., LB 4475
 2012 E. Robinson Street, Orlando, Florida 32803
 www.AccurightSurveys.net
 ACCU@AccurightSurveys.net
 PHONE: (407) 894-6314

SCALE: 1" = 80' JOB #58588 SHEET 1 OF 2
 DRAWN BY: FARIV CF # 5-22-26 2 PARCELS

PREPARED FOR:
SKORMAN DEVELOPMENT

SUBDIVISION NAME: 5-22-26
 LOCATION:
 CITRUS GROVE ROAD, CLERMONT, FL, 34711

LEGEND

ARV	AIR RELEASE VALVE	MEAS	MEASURED
BB	BOTTOM OF BANK	MF	METAL FENCE
BFP	BACK FLOW PREVENTER	MS	METAL SHED
B	BENCHMARK	NLS	NITTED END SECTION
BOLL	BOLLARD	NND	NON-TANGENT
BW	BURIED WIRE FENCE	N&D	NAIL & DISC
CB	CABLE TV RISER	NAVD	NORTH AMERICAN VERTICAL DATUM
CC	CENTRAL ANGLE	NGVD	NATIONAL GEODETIC VERTICAL DATUM
CCF	CERTIFIED CORNER RECORD	NT	NON-TANGENT
CBW	CONCRETE BLOCK WALL	ORB	OFFICIAL RECORDS BOOK
CC	COVERED CONCRETE	OW	OVERHEAD WIRE
CF	CONCRETE CURB	PB	PLAT BOOK
CFM	CONCRETE FUMING	PC	POINT OF CURVATURE
CLF	CHAIN LINK FENCE	PEP	PER ENGINEERING PLANS
CE	CENTERLINE	PF	PLASTIC FENCE
CM	CONCRETE MONUMENT	PG	PAGE
CMP	CORRUGATED METAL PIPE	PI	POINT OF INTERSECTION
CD	CLEAR CUT	P&M	PLAT & MEASURED
CONC	CONCRETE	POB	POINT OF BEGINNING
COVD	COVERED	PCC	POINT OF COMMENCEMENT
CP	CONCRETE PAD	PRC	POINT OF REVERSE CURVATURE
CW	CONCRETE WALKWAY	PRM	POINT REFERENCE MONUMENT
D&M	DEED/DESC & MEASURED DRAINAGE EASEMENT	PSM	PROFESSIONAL SURVEYOR AND MAPPER
DESC	DESCRIPTION	PT	POINT OF TANGENCY
DI	DOT INLET	PTIP	POINT OF TANGENCY
DI	DUMPSTER PAD	PVC	PLASTIC PIPE
DW	DRIVEWAY	RCP	REINFORCED CONCRETE PIPE
DOWN	DETECTABLE WARNING MAT	R/W	RIGHT OF WAY
E	EASEMENT NUMBER	R	RADIUS
EM	ELECTRIC METER	R/W	RIGHT OF WAY
EL	ELECTRICAL BOX	R	RADIUS
ELEV	ELEVATION	S	SANITARY LINE
ESMT	EASEMENT	S&D	SHOWN FOR DIRECTION ONLY
EP	EDGE OF PAVEMENT	SF	SQUARE FEET
FDC	FIRE DEPARTMENT CONNECTION	SWF	STOCK WIRE FENCE
FIRM	FLOOD INSURANCE RATE MAP	SW	SPOT ELEVATION
F	FLOOD INSURANCE RATE MAP	S	STORM DRAIN LINE
FF	FINISHED FLOOR ELEVATION	ST	SEWER VALVE
FM	FORCE MAIN	ST	STORM MANHOLE
FND	FOUND	ST	STORM INLET
FO	FIBER OPTIC BOX	TB	TOP OF BANK
FO	FIBER OPTIC LINE	TI	TRAFFIC POLE
GL	GAS LINE	TS	TRAFFIC SIGN
GM	GAS METER	TR	TRANSFORMER/JUNCTION BOX
GV	GAS VALVE	U	UTILITY MARKER
GT	GREASE TRAP	U	UTILITY POLE
G	GUY WIRE ANCHOR	U	UTILITY POLE
H	HANDICAP PARKING	W	WATER LINE
HDPE	HIGH DENSITY POLYETHYLENE	WF	WOOD FENCE
IN	INVERT ELEVATION	WR	WOOD SHED
IP	IRON PIPE	WV	WATER VALVE
IR	IRON ROAD	W	WOOD FENCE
IRV	IRRIGATION VALVE	W	WOOD SHED
LB	ARC LENGTH	W	WOOD SHED
LB	LICENSED BUSINESS	W	WOOD SHED
LSA	LIGHT POLE	W	WOOD SHED
LS	LICENSE SURVEYOR	W	WOOD SHED

DESCRIPTION

THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA.

LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 519, PAGE 585, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

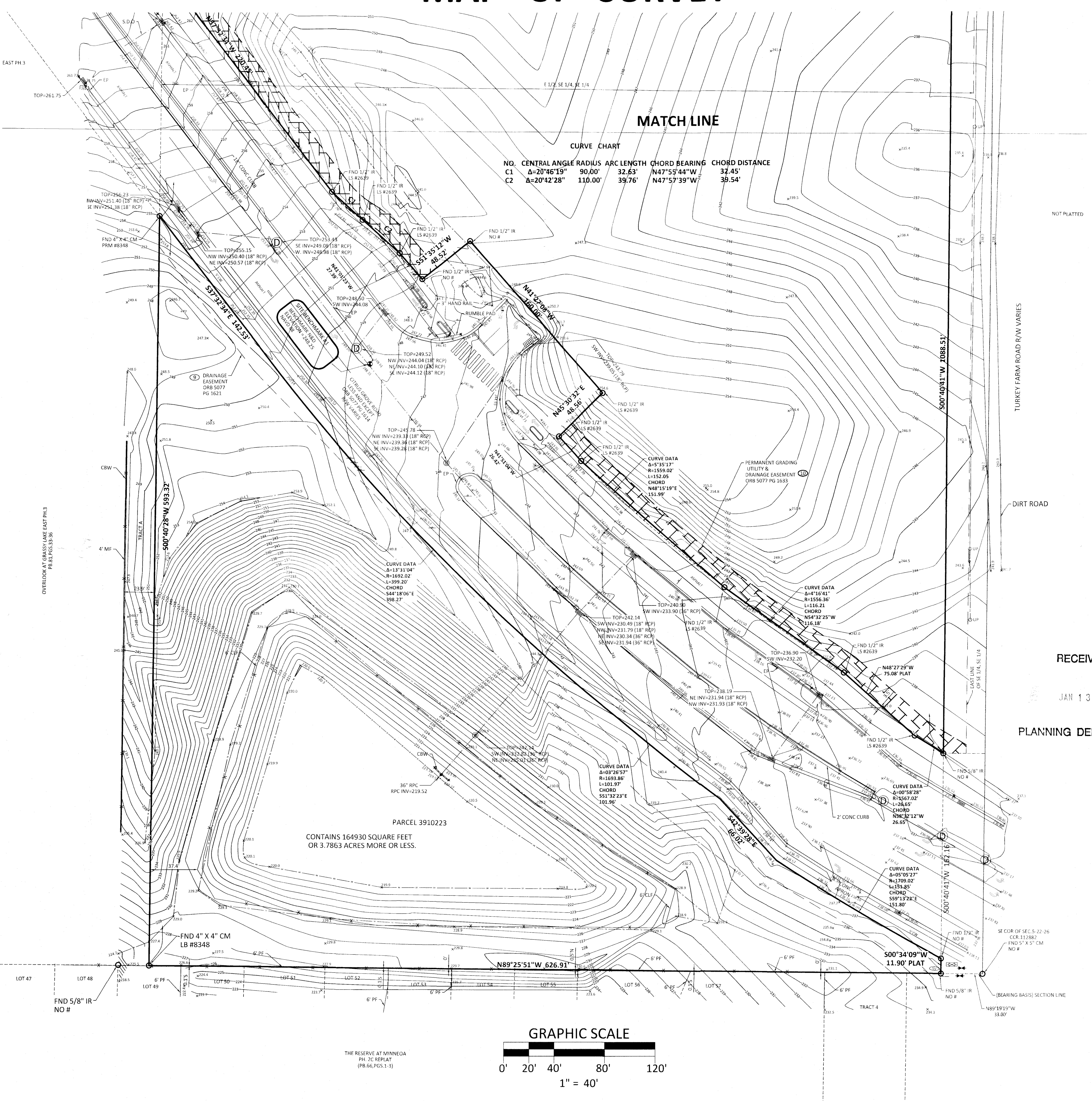
ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2598, PAGE 795, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5077, PAGE 1614, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

NOTES

- BEARING STRUCTURE IS ASSUMED AND BASED ON THE SECTION LINE OF SECTION 5, RANGE 22, TOWNSHIP 26, BEING N89°19'19"W.
- THIS SURVEY REFLECTS ONLY MATTERS OF RECORD AS PROVIDED BY THE CLIENT OR CLIENTS REPRESENTATIVE.
- THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. THIS SURVEY WAS MADE ON THE GROUND. ANY UNDERGROUND UTILITIES SHOWN HEREON HAVE BEEN LOCATED FROM OBSERVED SURFACE UTILITY FEATURES AND/OR DRAWINGS PROVIDED BY CLIENT. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE SHOWN AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.
- SUBJECT PROPERTY LIES IN ZONE "X", BASED ON FLOOD INSURANCE RATE MAP NO. 12069C0580E, COMMUNITY NO. 120421, LAKE COUNTY, FLORIDA, EFFECTIVE DECEMBER 18, 2012.
- THIS SURVEY IS VALID ONLY FOR THE PARTIES TO WHOM IT IS CERTIFIED TO. LIABILITY TO THIRD PARTIES MAY NOT BE TRANSFERRED OR ASSIGNED.
- THIS SURVEY EXCEEDS THE ACCURACY REQUIREMENTS SET FORTH IN FLORIDA STATUTES.
- THIS SURVEY WAS MADE WITH BENEFIT OF FIDELITY NATIONAL TITLE INSURANCE COMPANY'S COMMITMENT NO. 11648400, EFFECTIVE: 08/20/2024.
- ELEVATIONS BASED ON LAKE COUNTY GEODETIC AND BENCHMARK DENSIFICATION PROJECT 2002 DESIGNATION "LK 160" HAVING AN ELEVATION OF 130.809 FEET, (NAVD 88).

- *AS TO TABLE "A" ITEMS OF THE CERTIFICATION SHOWN HEREON:
- ITEM 10: BASED ON A SURFACE INSPECTION, RELATIVE TO ADJOINING PARCELS THERE ARE NO DIVISION OR PARTY WALLS AFFECTING THE SUBJECT PROPERTY.
- ITEM 11(A): PLANS AND/OR REPORTS NOT PROVIDED BY CLIENT.
- ITEM 11(B): PRIVATE UTILITY LOCATE INFORMATION NOT PROVIDED BY CLIENT.
- ITEM 14: PARCEL 3910223 LOCATED APPROXIMATELY 293.6' FEET WEST OF THE INTERSECTION OF CITRUS GROVE ROAD AND NORTH HANCOCK RD. APPROXIMATELY 372.3' FEET NORTH WEST OF THE INTERSECTION OF CITRUS GROVE ROAD AND NORTH HANCOCK RD.
- ITEM 16: NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR ADDITIONS WAS OBSERVED.
- ITEM 17: SURVEYOR IS NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT-OF-WAY LINES AND DID NOT OBSERVE ANY EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
- ITEM 18: IMPROVEMENTS WITHIN OFFSITE EASEMENTS LISTED IN SCHEDULE "A" OF THE TITLE COMMITMENT REFERENCED HEREON HAVE NOT BEEN FIELD LOCATED.



RECEIVED

JAN 13 2025

PLANNING DEPARTMENT

DATE	JOB #	REVISION	BY:

BOUNDARY AND TOPOGRAPHIC SURVEY

TO: SKORMAN DEVELOPMENT; CRITTENDEN HOWEY LLC; LOWNDES LAW; DEAN MEAD; FIDELITY NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(A)(1)(C), 8, 9, 11 AND 13 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 11/15/24.

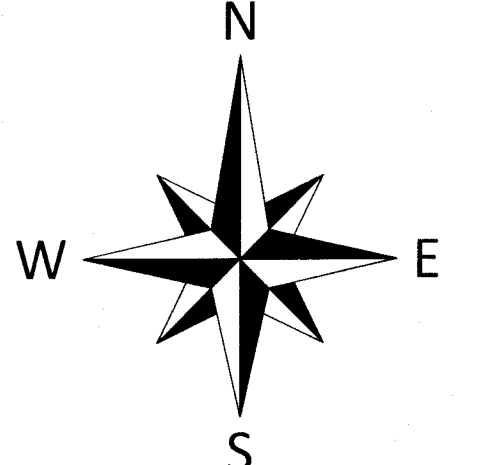
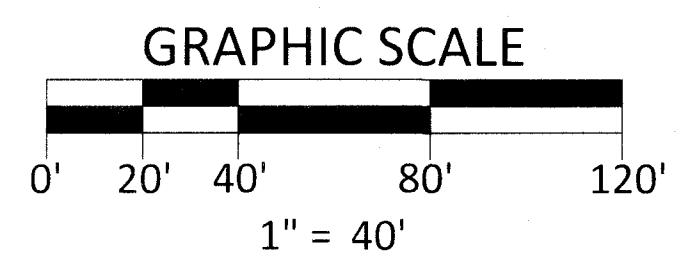
DATE OF PLAT OR MAP: 11/15/24

Digitally signed by Frank A Raymond III
 Date: 2024.12.10 11:49:23 -05'00'

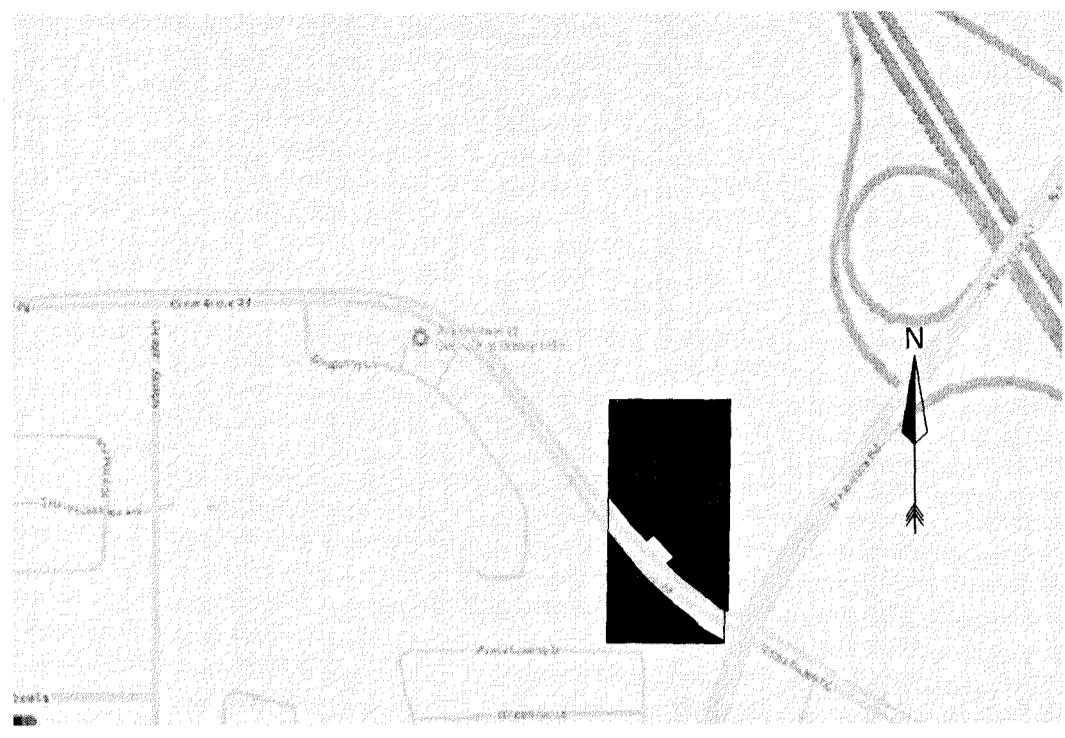
FRANK A. RAYMOND, III, PSM 5325
 "THE DATE OF SIGNATURE DOES NOT REVISE OR SUPERSEDE THE SURVEY DATE OR REVISION DATE."

THIS SURVEY MEETS THE "STANDARDS OF PRACTICE" AS REQUIRED BY FLORIDA LICENSED SURVEYOR AND MAPPER. -OR- THE ELECTRONIC SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY FRANK A. RAYMOND, III, PSM 5325.

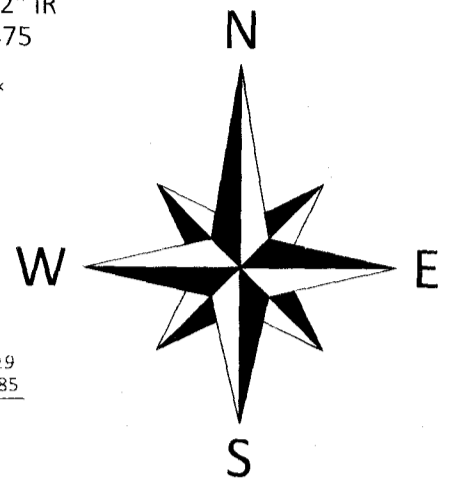
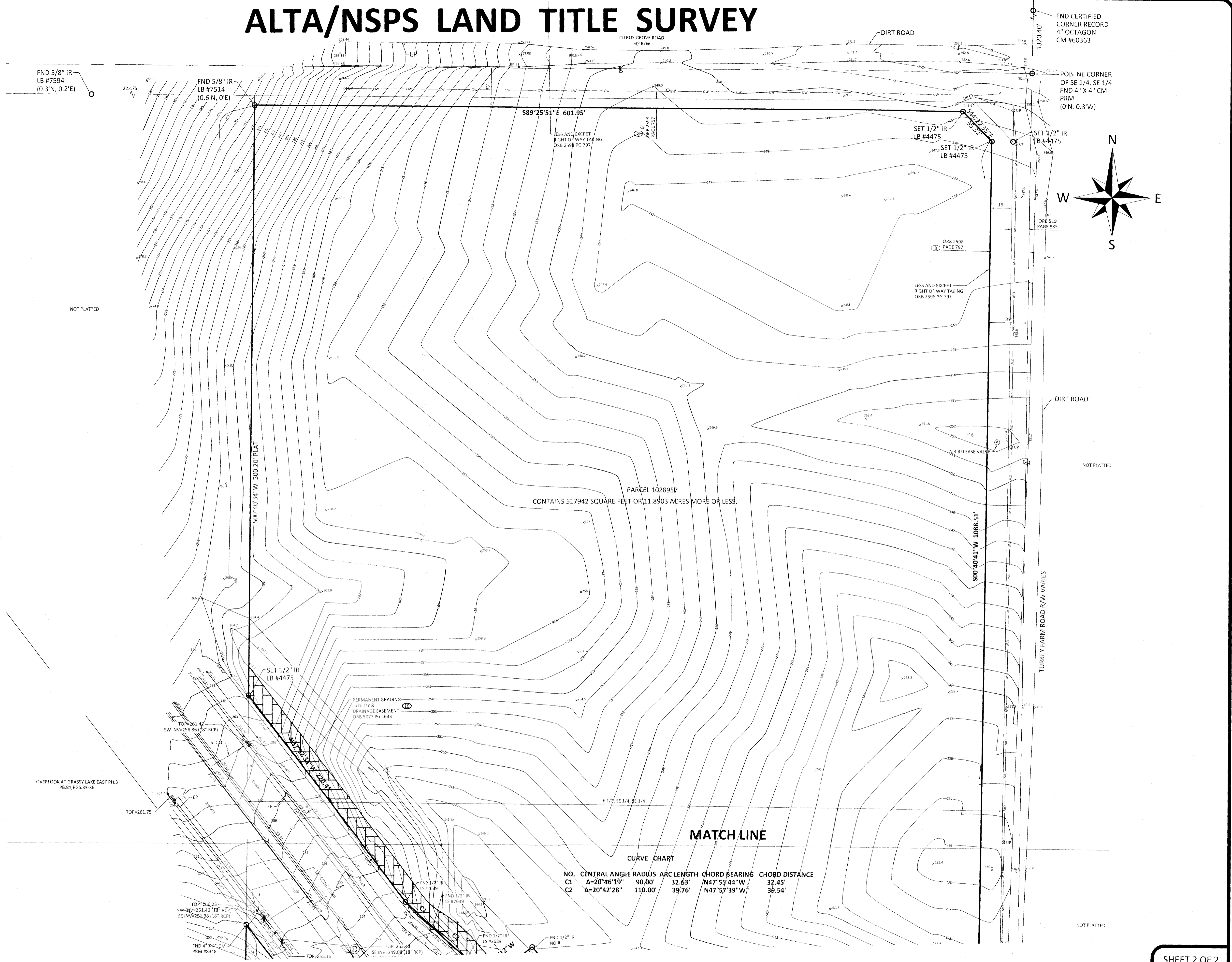
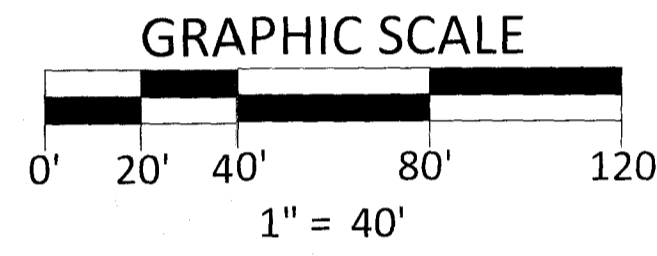
"NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF THIS FLORIDA LICENSED SURVEYOR AND MAPPER." -OR- THE ELECTRONIC SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY FRANK A. RAYMOND, III, PSM 5325.



VICINITY MAP (NOT TO SCALE)



ALTA/NSPS LAND TITLE SURVEY



ACCURIGHT SURVEYS OF ORLANDO, INC., LB 4475
 2012 E. Robinson Street, Orlando, Florida 32803
 www.AccurightSurveys.net
 ACCU@AccurightSurveys.net
 PHONE: (407) 894-6314

LEGEND			
BB	BOTTOM OF BANK	CM	CONCRETE MONUMENT
BC	BACK OF CURB	CMP	CORRUGATED METAL PIPE
BF	BACK FLOW PREVENTER	CO	CLEAN OUT
BN	BENCHMARK	CONC	CONCRETE
B	BOLLARD	COVD	COVERED
BE	BURIED ELECTRIC	EP	ELECTRIC PAD
BT	BURIED CABLE TV RISER	CW	CONCRETE WALKWAY
CB	BURIED CABLE TV	DECD	DEED/DISC & MEASURED
CA	CALCULATED	DE	DRAINAGE EASEMENT
C&M	CALCULATED & MEASURED	DOC#	DOCUMENT #
CA	CENTRAL ANGLE	DOT	DOT INLET
CBW	CONCRETE BLOCK WALL	DP	DUMPSTER PAD
CC	COVERED CONCRETE	DW	DRIVEWAY
CF	CONCRETE FLUME	EN	EASEMENT NUMBER
CLF	CHAIN LINK FENCE		
C	CENTERLINE		
EM	ELECTRIC METER	EM	ELECTRIC METER
EB	ELECTRICAL BOX	EL	ELEVATION
ESMT	EASEMENT	ESMT	EASEMENT
EP	EDGE OF PAVEMENT	EP	EDGE OF PAVEMENT
EP	FLOOD INSURANCE	EP	FLOOD INSURANCE
EP	RATE MAP	EP	RATE MAP
EP	FINISHED FLOOR ELEVATION	EP	FINISHED FLOOR ELEVATION
EP	FIRE HYDRANT	EP	FIRE HYDRANT
EP	FORCE MAIN	EP	FORCE MAIN
EP	FOUND	EP	FOUND
EP	FIBER OPTIC UTILITY BOX	EP	FIBER OPTIC UTILITY BOX
EP	FIBER OPTIC CABLE LINE	EP	FIBER OPTIC CABLE LINE
EP	GAS LINE	EP	GAS LINE
EP	GAS METER	EP	GAS METER
EP	GUY WIRE ANCHOR	EP	GUY WIRE ANCHOR
EP	HANDICAP PARKING	EP	HANDICAP PARKING
EP	HIGH DENSITY POLYETHYLENE	EP	HIGH DENSITY POLYETHYLENE
EP	INVERT ELEVATION	EP	INVERT ELEVATION
EP	IRON PIPE	EP	IRON PIPE
EP	IRON ROD	EP	IRON ROD
EP	ARC LENGTH	EP	ARC LENGTH
EP	LICENSED BUSINESS	EP	LICENSED BUSINESS
EP	LICENSE SURVEYOR	EP	LICENSE SURVEYOR
EP	LIGHT POLE	EP	LIGHT POLE
EP	LANDSCAPED AREA	EP	LANDSCAPED AREA
EP	MEASURED	EP	MEASURED
EP	METAL FENCE	EP	METAL FENCE
EP	METAL LID	EP	METAL LID
EP	METAL SHED	EP	METAL SHED
EP	METERED END SECTION	EP	METERED END SECTION
EP	MONITORING WELL	EP	MONITORING WELL
EP	NAIL & DISK	EP	NAIL & DISK
EP	NORTH AMERICAN VERTICAL DATUM	EP	NORTH AMERICAN VERTICAL DATUM
EP	NATIONAL GEODETIC VERTICAL DATUM	EP	NATIONAL GEODETIC VERTICAL DATUM
EP	NON-TANGENT	EP	NON-TANGENT
EP	NOT TO SCALE	EP	NOT TO SCALE
EP	OFFICIAL RECORDS BOOK	EP	OFFICIAL RECORDS BOOK
EP	OVERHEAD WIRE	EP	OVERHEAD WIRE
EP	OVERHEAD ELECTRIC	EP	OVERHEAD ELECTRIC
EP	OFFICIAL RECORDS BOOK	EP	OFFICIAL RECORDS BOOK
EP	OVERHEAD WIRE	EP	OVERHEAD WIRE
EP	PLAT BOOK	EP	PLAT BOOK
EP	POINT OF CURVATURE	EP	POINT OF CURVATURE
EP	PER ENGINEERING PLANS	EP	PER ENGINEERING PLANS
EP	PLASTIC FENCE	EP	PLASTIC FENCE
EP	PAGE	EP	PAGE
EP	POINT OF INTERSECTION	EP	POINT OF INTERSECTION
EP	PLAT & MEASURED	EP	PLAT & MEASURED
EP	POINT OF BEGINNING	EP	POINT OF BEGINNING
EP	POINT OF COMMENCEMENT	EP	POINT OF COMMENCEMENT
EP	POINT OF REVERSE CURVATURE	EP	POINT OF REVERSE CURVATURE
EP	PARKING SPACES	EP	PARKING SPACES
EP	PROFESSIONAL SURVEYOR AND MAPPER	EP	PROFESSIONAL SURVEYOR AND MAPPER
EP	POINT OF TANGENCY	EP	POINT OF TANGENCY
EP	PLASTIC PIPE	EP	PLASTIC PIPE
EP	CURVE RADIUS	EP	CURVE RADIUS
EP	REINFORCED CONCRETE PIPE	EP	REINFORCED CONCRETE PIPE
EP	RIGHT OF WAY	EP	RIGHT OF WAY
EP	SANITARY MANHOLE	EP	SANITARY MANHOLE
EP	SANITARY LINE	EP	SANITARY LINE
EP	SHOWN FOR DIRECTION ONLY	EP	SHOWN FOR DIRECTION ONLY
EP	SQUARE FEET	EP	SQUARE FEET
EP	STOCK WIRE FENCE	EP	STOCK WIRE FENCE
EP	SPOT ELEVATION	EP	SPOT ELEVATION
EP	STORM/RAIN LINE	EP	STORM/RAIN LINE
EP	SEWER VALVE	EP	SEWER VALVE
EP	STORM MANHOLE	EP	STORM MANHOLE
EP	UNDERGROUND TELEPHONE	EP	UNDERGROUND TELEPHONE
EP	STORM INLET	EP	STORM INLET
EP	TOP OF BANK	EP	TOP OF BANK
EP	TRAFFIC POLE	EP	TRAFFIC POLE
EP	TRAFFIC SIGN	EP	TRAFFIC SIGN
EP	TRANSFORMER/JUNCTION BOX	EP	TRANSFORMER/JUNCTION BOX
EP	TELEPHONE RISER	EP	TELEPHONE RISER
EP	TRAFFIC SIGNAL BOX	EP	TRAFFIC SIGNAL BOX
EP	TYPICAL	EP	TYPICAL
EP	UTILITY EASEMENT	EP	UTILITY EASEMENT
EP	UTILITY POLE	EP	UTILITY POLE
EP	WATER LINE	EP	WATER LINE
EP	WOOD FENCE	EP	WOOD FENCE
EP	WOOD SHED	EP	WOOD SHED
EP	WATER VALVE	EP	WATER VALVE
EP	WATER METER	EP	WATER METER
EP	YARD DRAIN	EP	YARD DRAIN

BOUNDARY SURVEY DATE:		10/15/24	
per 5J-17.051(3)(d) Florida Administrative Code			
DATE:	JOB #	REVISION	BY:

BOUNDARY SURVEY		JOB #58588	
SCALE: 1" = 40'		DRAWN BY: FARIV	
DATE:	JOB #	CF# 5-22-26 2 PARCELS	PREPARED FOR:
			SKORMAN DEVELOPMENT
			LOCATION: CIRTRUS GROVE ROAD, MINNEOLA, FL 34715
			SUBDIVISION NAME: 5-22-26

AFFIDAVIT OF PUBLICATION

Clermont Sun

Published Weekly

Clermont, Lake County, Florida

Case No. 2026-02

STATE OF FLORIDA
COUNTY OF LAKE

Before the undersigned authority, Gina Sapp, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Clermont Sun, a newspaper published at Clermont in Lake County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

March 11, 2026

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

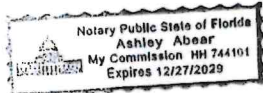
Gina Sapp
Gina Sapp

Sworn to and subscribed before me this 11th day of March 2026 by Gina Sapp, who is personally known to me.

Ashley N. Abear
Ashley N. Abear, Clerk, Notary Number: #HH744101
Notary expires: December 27, 2029

00012418 00205327

Joyce Heffington
CITY OF MINNEOLA
P.O BOX 678
MINNEOLA, FL 34755



NOTICE OF ANNEXATION
AND REZONING CHANGE

ORDINANCE 2026-02

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, AMENDING THE BOUNDARIES OF THE CITY OF MINNEOLA IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN SECTION 171.044, FLORIDA STATUTES, TO INCLUDE WITHIN THE CITY LIMITS APPROXIMATELY 15.878+ ACRES OF PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD IN LAKE COUNTY, FLORIDA; REZONING THE PROPERTY FROM COUNTY "AGRICULTURE" (A) TO "PLANNED UNIT DEVELOPMENT" (PUD) WITHIN THE CITY OF MINNEOLA; PROVIDING FOR CONDITIONS AND CONTINGENCIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

The City of Minneola Planning and Zoning Commission will hold a public hearing on Monday April 6, 2026 at 6:30 p.m. at the Minneola City Hall located at 800 North U.S. Highway 27, Minneola, FL, to consider a request for annexation and rezoning for approximately 15.878+ acres of real property generally located on the west side of North Hancock Road and north and south of Citrus Grove Road in Lake County, Florida. The request is to change the zoning from Lake County "Agriculture" (A) to "Planned Unit Development" (PUD) within the City of Minneola.

The City of Minneola City Council will hold a public hearing on Tuesday April 7, 2026 at 6:30 p.m. and Tuesday April 21, 2026 at 6:30 p.m. at the Minneola City Hall located at 800 North U.S. Highway 27, Minneola, FL, to consider the matter.

The staff report on the case shall be sent to the City Council and will be available to the general public at least five (5) days prior to the hearing on the case. The complete legal description for the property described herein by metes and bounds and a copy of the ordinance may be obtained from the City Clerk. Interested parties may appear and be heard with regard to this proposed ordinance.

A person who decides to appeal any decision made by any board, agency, or council with respect to any matter considered at such meeting or hearing, will need a record of the proceedings. For such purposes, any such person may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based (Florida Statutes, 286.0105).

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT KRISTINE THOMPSON, CITY CLERK AT (352) 3943598 EXT 111 AT LEAST 48 HOURS BEFORE THE DATE OF THE SCHEDULED HEARING.



AFFIDAVIT OF PUBLICATION

Clermont Sun

Published Weekly

Clermont, Lake County, Florida

Case No. 2026-02

**STATE OF FLORIDA
COUNTY OF LAKE**

Before the undersigned authority, Gina Sapp, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Clermont Sun, a newspaper published at Clermont in Lake County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

March 18, 2026

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

G. Sapp

Gina Sapp

Sworn to and subscribed before me this 18th day of March 2026 by Gina Sapp, who is personally known to me.

Ashley N. Abear

Ashley N. Abear, Clerk, Notary Number: #HH744101
Notary expires: December 27, 2029

00012418 00205328

Joyce Heffington
CITY OF MINNEOLA
P.O BOX 678
MINNEOLA, FL 34755



**NOTICE OF ANNEXATION
AND REZONING CHANGE**

ORDINANCE 2026-02

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, AMENDING THE BOUNDARIES OF THE CITY OF MINNEOLA IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN SECTION 171.044, FLORIDA STATUTES, TO INCLUDE WITHIN THE CITY LIMITS APPROXIMATELY 15,878+ ACRES OF PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD IN LAKE COUNTY, FLORIDA; REZONING THE PROPERTY FROM COUNTY "AGRICULTURE" (A) TO "PLANNED UNIT DEVELOPMENT" (PUD) WITHIN THE CITY OF MINNEOLA; PROVIDING FOR CONDITIONS AND CONTINGENCIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

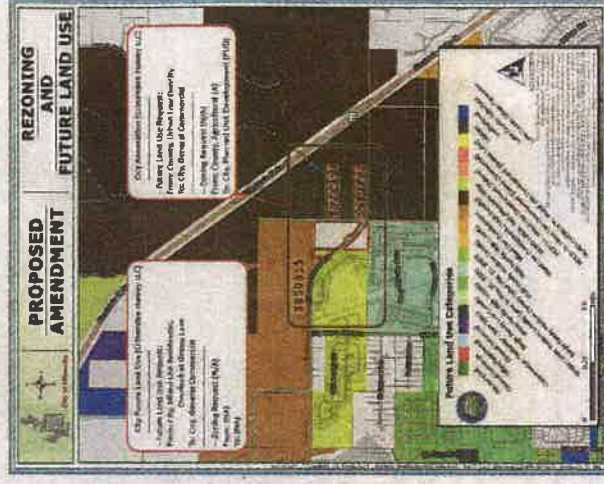
The City of Minneola Planning and Zoning Commission will hold a public hearing on Monday April 6, 2026 at 6:30 p.m. at the Minneola City Hall located at 800 North U.S. Highway 27, Minneola, FL, to consider a request for annexation and rezoning for approximately 15,878+ acres of real property generally located on the west side of North Hancock Road and north and south of Citrus Grove Road in Lake County, Florida. The request is to change the zoning from Lake County "Agriculture" (A) to "Planned Unit Development" (PUD) within the City of Minneola.

The City of Minneola City Council will hold a public hearing on Tuesday April 7, 2026 at 6:30 p.m. and Tuesday April 21, 2026 at 6:30 p.m. at the Minneola City Hall located at 800 North U.S. Highway 27, Minneola, FL, to consider the matter.

The staff report on the case shall be sent to the City Council and will be available to the general public at least five (5) days prior to the hearing on the case. The complete legal description for the property described herein by metes and bounds and a copy of the ordinance may be obtained from the City Clerk. Interested parties may appear and be heard with regard to this proposed ordinance.

A person who decides to appeal any decision made by any board, agency, or council with respect to any matter considered at such meeting or hearing, will need a record of the proceedings. For such purposes, any such person may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based. (Florida Statutes, 286.0105).

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT KRISTINE THOMPSON, CITY CLERK AT (352) 3943598 EXT 111 AT LEAST 48 HOURS BEFORE THE DATE OF THE SCHEDULED HEARING.



Business Impact Estimate

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

Proposed ordinance's title/reference: **ORDINANCE NO. 2026-02**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, AMENDING THE BOUNDARIES OF THE CITY OF MINNEOLA IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN SECTION 171.044, FLORIDA STATUTES, TO INCLUDE WITHIN THE CITY LIMITS APPROXIMATELY 15.878+ ACRES OF PROPERTY GENERALLY LOCATED ON THE WEST SIDE OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD IN LAKE COUNTY, FLORIDA; REZONING THE PROPERTY FROM COUNTY "AGRICULTURE" (A) TO "PLANNED UNIT DEVELOPMENT" (PUD) WITHIN THE CITY OF MINNEOLA; PROVIDING FOR CONDITIONS AND CONTINGENCIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City is of the view that a business impact estimate is not required by state law¹ for the proposed ordinance.

- The proposed ordinance is required for compliance with Federal or State law or regulation;
- The proposed ordinance relates to the issuance or refinancing of debt;
- The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- The proposed ordinance is an emergency ordinance;
- The ordinance relates to procurement; or
- The proposed ordinance is enacted to implement the following:
 - a. A development order or development permit, as defined in s. 163.3164, F.S.; a development agreement as authorized by ss. 163.3220-163.3243, F.S.; or a

¹ See Section 166.041(4), Florida Statutes.

- comprehensive plan amendment or land development regulation amendment initiated by an application by a private party other than the municipality;
- b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

The ordinance allows an annexation and rezoning to allow a commercial PUD.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur; **depends on the use.**

(b) Any new charge or fee imposed by the proposed ordinance, or for which businesses will be financially responsible; and **None.**

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs. **depends on the use.**

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance: **Only the ones building on this development.**

4. Additional information the governing body deems useful (if any):



AGENDA SUMMARY

City Council Meeting

June 16, 2026

Agenda Item: 10.

Subject Title: Ordinance 2026-03 Citrus Ridge Commercial PUD Comprehensive Plan Amendment - *Second Reading*

Objective:

Consider a Request to Approve a Comprehensive Plan Amendment for 17.878 ± Generally Located West of North Hancock Road and North and South of Citrus Grove Road to General Commercial.

Summary:

An application has been received from Tara Tedrow, Esq., applicant for Crittenden Howey, LLC, Owner, and the City of Minneola, Owner, requesting that approximately 17.878± acres of real property generally located west of North Hancock Road and north and south of Citrus Grove Road, be given a FLUM designation of General Commercial.

Exhibits:

1. Exhibit A - Ord 2026-03 Comprehensive Plan Amendment
2. Exhibit B - Critten Howey Application
3. Exhibit C - City Application
4. Exhibit D - Citrus Grove PUD Conceptual Sit Plan 2026.04.16
5. Exhibit E - Citrus Grove PUD Master Development Plan 2026.04.17
6. Exhibit F - 164b Citrus Ridge Comp Plan3 v2
7. Exhibit G - RE_ Crittenden Comments
8. Exhibit H - 2026.04.15_Public Facilitites Analysis
9. Exhibit I - 25174 Citrus Ridge TIA_v03.24.26
10. Exhibit J - 25174 Citrus Ridge TIA_v04.20.26_Max Buildout
11. Exhibit K - Incorrect Facilitites Analysis
12. Exhibit L - 4.16.26 Citrus Grove Road Commercial PUD_Response to Comment Letter (Minneola)(17398027.2) (005)
13. Exhibit M - Legal Description for Citrus Ridge Retail PUD Properties(17747475.1)
14. Exhibit N - 25174 Citrus Ridge TIA_v05.16.26
15. Exhibit O - 25174_Comments Responses_KC Comments
16. Exhibit P - 25174_Comments Responses_TIA Comments
17. Exhibit Q - Affidavit 2026-03
18. Business Impact Estimate Ordinance 2026-03

Options:

1. Approve the request as presented.
2. Approve the request subject to modifications.
3. Postpone the decision.
4. Do not approve the request

Fiscal Impact:

Unknown

Staff Recommendation:

Staff Recommends approval of Ordinance 2026- 03 for a comprehensive plan amendment relating to Citrus Grove Road Commercial PUD.

ORDINANCE 2026-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, PROVIDING FOR A COMPREHENSIVE PLAN MAP AMENDMENT AMENDING THE LAND USE DESIGNATION FROM COUNTY “URBAN LOW RESIDENTIAL” TO “GENERAL COMMERCIAL” ON THE CITY’S FUTURE LAND USE MAP FOR 15.878± ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD; PROVIDING FOR A COMPREHENSIVE PLAN MAP AMENDMENT FROM CITY OF MINNEOLA “MIXED USE RESIDENTIAL OVERLOOK AT GRASSY LAKE” TO “GENERAL COMMERCIAL” ON THE CITY’S LAND USE MAP FOR 2.01751± ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTH HANCOCK ROAD AND NORTH OF CITRUS GROVE ROAD; PROVIDING FOR CONDITIONS AND CONTINGENCIES; DIRECTING THE CITY CLERK TO TRANSMIT THE AMENDMENT TO THE APPROPRIATE GOVERNMENTAL AGENCIES PURSUANT TO CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a Petition has been received from Tara L. Tedrow, Esq., applicant, for Critten Howey LLC, owner, requesting that 15.878± acres of real property generally located west of North Hancock Road and north and south of Citrus Grove Road, be assigned a future land use designation of “General Commercial” under the Comprehensive Plan for the City of Minneola; and

WHEREAS, a Petition has been received from The City of Minneola, owner, requesting that 2.01751± acres of real property generally located west of North Hancock Road and north of Citrus Grove Road, be assigned a future land use designation of “General Commercial” under the Comprehensive Plan for the City of Minneola; and

WHEREAS, the required notice of the proposed comprehensive plan amendment has been properly published as required by Chapter 163, Florida Statutes; and

WHEREAS, the Planning and Zoning Commission of the City of Minneola and the Local Planning Agency for the City of Minneola have reviewed the proposed amendment to the Comprehensive Plan and have found that the proposed amendment is consistent with the Comprehensive Plan of the City of Minneola.

NOW, THEREFORE, be it ordained by the City Council of the City of Minneola, Florida, as follows:

Section 1. The following described property consisting of approximately 15.878± acres of real property generally located west of North Hancock Road and north and south of Citrus Grove Road. The property is more particularly described in Exhibit “A”.

The Property shall be assigned a land use designation of “General Commercial” under the City of Minneola Comprehensive Plan as depicted on the map attached hereto as Exhibit “C” and incorporated herein by reference.

Section 2. The following described property consisting of approximately 2.01751± acres of real property generally located west of North Hancock Road and north of Citrus Grove Road. The property is more particularly described in Exhibit “B”.

The Property shall be assigned a land use designation of “General Commercial” under the City of Minneola Comprehensive Plan as depicted on the map attached hereto as Exhibit “C” and incorporated herein by reference.

Section 2. The City Clerk is hereby directed to transmit a copy of this Ordinance to the appropriate governmental agencies pursuant to Chapter 163, Florida Statutes.

Section 3. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

Section 4. This Ordinance shall become effective 31 days after its adoption by the City Commission. If this Ordinance is challenged within 30 days after its adoption, it may not become effective until the state land planning agency or Administrative Commission, respectively, issues a final order determining that this Ordinance is in compliance.

PASSED AND ORDAINED this _____ day of _____, 2026, by the City Council of the City of Minneola, Florida.

PAT KELLEY, City Mayor

ATTEST:

KRISTINE THOMPSON, City Clerk

Passed First Reading _____

Passed Second Reading _____

Approved as to form:

SCOTT A. GERKEN, City Attorney

EXHIBIT "A"

**THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP
22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA.**

**LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD
RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 519,
PAGE 585, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED
THEREIN.**

**ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR
ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY DEED RECORDED IN OFFICIAL RECORDS
BOOK 2598, PAGE 795, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY
DESCRIBED THEREIN.**

**ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR
ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS
BOOK 5077, PAGE 1614, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY
DESCRIBED THEREIN.**

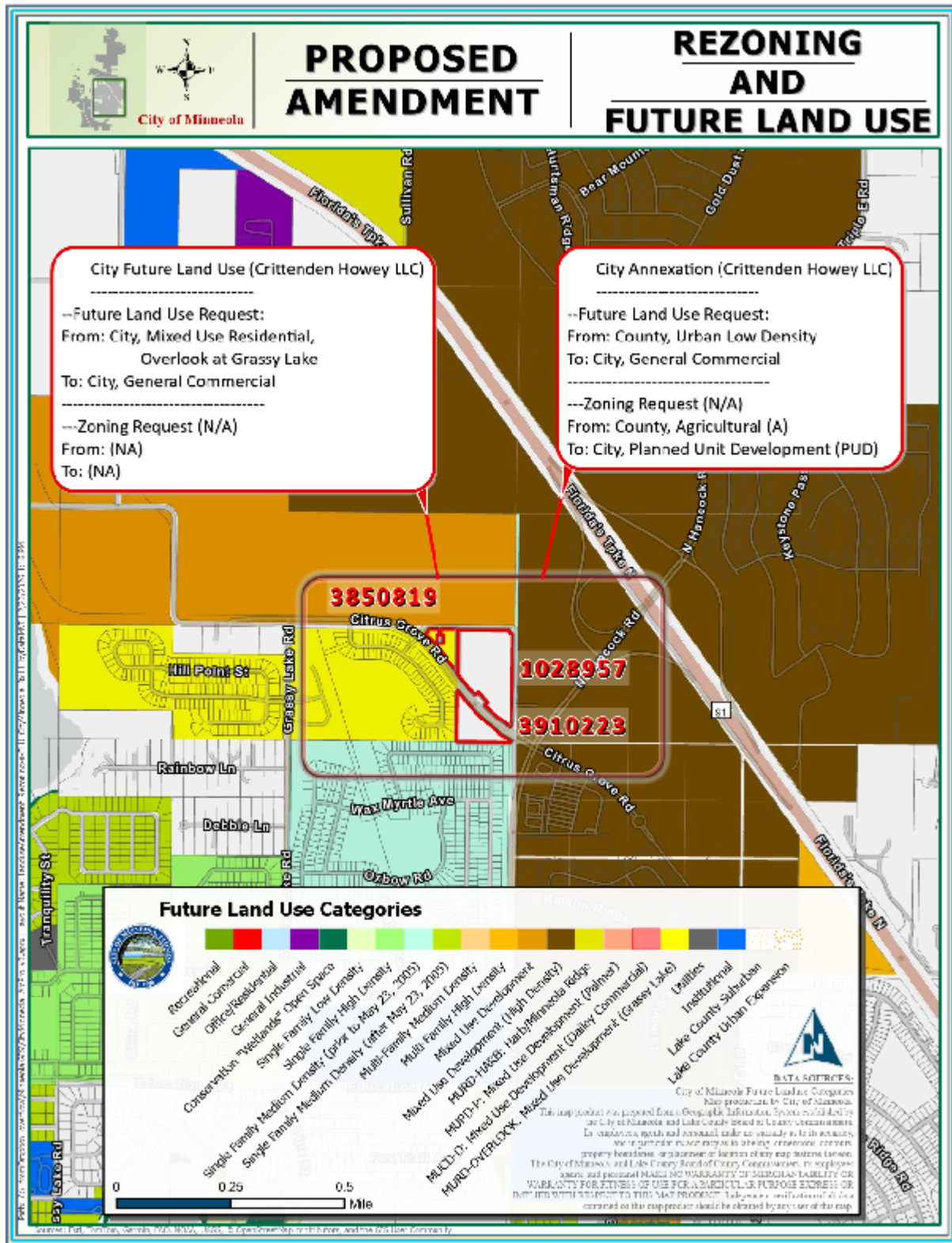
EXHIBIT "B"

THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATED TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE

S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

EXHIBIT "C"





**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
APPLICATION CHECKLIST**

This Checklist is based on the relevant provisions of Chapter 98-3, Rezoning, Chapter 98-4(a), Small Scale Comp Plan Amendment (10 acres or less), and Chapter 98-4(b), Large Scale Comp Plan Amendment (10.1 acres or more), of the Minneola Code of Ordinances. The Code is available at www.municode.com. Requirements are minimums that may be adjusted in the pre-application conference.

Please check one:

- Small Scale Comp Plan Amendment (10 acres or less) - **\$1,350**
 Large Scale Comp Plan Amendment (10.1 acres or more) - **\$2,350**

The following information is required for all Zoning Map & Comp Plan Amendment Applications:

- 1 – Copy of the Legal Description [could be on the survey]
 - 1 – Certified copy of the Warranty Deed
 - 1 – Copy of the signed and notarized property Owner's Authorization (if applicable)
 - 1 – Copy of the completed Application form with Checklist
 - 1 – Copy of the completed Adjacent Property Owners form -- or --
 - 3 – Copy of the Boundary Survey by a Florida Licenses surveyor @ 24" x 36"
 - 3 – Copy of the Conceptual Plan for the subject site @ 24" x 36"
 - 10 – Copy of the Boundary Survey by a Florida Licenses surveyor @ 24" x 36"
 - 10 – Copy of the Conceptual Plan for the subject site @ 24" x 36"
 - 1 – CD in PDF format including ALL application package text and graphics
 - Non-refundable fee per Amendment acreage size listed above
-

The Conceptual Plan will include:

- a) A graphic identification of the points of entry from the adjacent road
 - b) The site contours – minimum 10-ft. intervals
 - c) A graphic depiction of the proposed density (du/acre) or intensity (FAR) by sub-area (bubble diagrams) or total square footage of all principal structures
 - d) A graphic identification of the existing adjacent land use on all sides
 - e) A graphic identification of the existing adjacent zoning on all sides of the site
 - f) Other requirements identified in the pre-application conference
-

Submit to: Planning Department, 800 N. U.S. Hwy 27, Minneola, FL 34715



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
APPLICATION CHECKLIST (continued)**

Application Review Process

Development Review Process (DRP)

- A pre-determined level of DRP review shall occur for every application
- The DRP will provide written comments/recommendations to the applicant and the P&Z

Planning and Zoning Commission (P&Z)

- The Planning Dept (Dept) is responsible to ensure the proper legal advertising is done in a timely manner
- The applicant is responsible to correctly post the required signs on the site in a timely manner and pursuant to the instructions provided by the Dept and to remove the signs after the approval process is completed
- The P&Z will provide written comments to the City Council

City Council

- The City Council may conduct one or more public workshops prior to initiating their formal consideration of a small scale comprehensive plan amendment application
- The Dept will advise the applicant of the next available workshop date
- Upon Council's completion of the workshop process the Dept will do an additional legal advertisement and the applicant must again post signs on the site as described above
- The City Council must conduct two public hearings regarding the proposed amendment
- The Council may defer consideration of the subject application at any time

For additional information regarding the application review process, please refer to the Minneola Code of Ordinances:

- Chapter 98-3, Rezoning,
- Chapter 98-4(a), Small Scale Comp Plan Amendment (10 acres or less),
- Chapter 98-4(b), Large Scale Comp Plan Amendment (10.1 acres or more).

The Code is available at www.municode.com.



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
APPLICATION**

**X Small Scale Comp Plan Amendment Large Scale Comp Plan
Amendment**

(Please check one Comp Plan Amendment type above)

Applicant Name: City of Minneola

Applicant Address: 800 N Hwy 27 Minneola FL 34715

Applicant Phone #: 352-394-3598 Fax # or E-mail: 352-394-5278

General Location and/or Street Address: 1189 Whispering Ln

Alternate Key Number(s) 3850819

Owner Name: City of Minneola

Owner Address: 800 N Hwy 27 Minneola FL 34715

Owner Phone #: 352-394-3598 Fax # or E-mail: 352-394-5278

Site Area (acres or sq. ft.): 2.017519 acres

~~~~~ **EXISTING** ~~~~~

FLUM: Mixed Use Residential Development Overlook at Grassy Lake

Zoning: PUD

Potable Water Source: City Sewage Disposal Method: City

Present Use & List Of Structures By Use: Vacant

Has this site been subject to other development applications in the last two years?

No

~~~~~ **PROPOSED** ~~~~~

FLUM: General Commercial Zoning: PUD

Potable Water Source: City Sewage Disposal Method:City

Proposed Use: Commercial PUD

Reasons for the request: Being combined with adjacent property for PUD

Adjacent Roadway Classification & LOS: Citrus Grove Road

Estimated traffic generated by the proposed project: Unknown



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT**

CERTIFICATION

I, the undersigned, do hereby certify that I have read the application and the relevant guidance material and understand the requirements described therein and that I will fully comply with all City, State and Federal regulations applicable to this project.

I understand that the application fee is non-refundable.

I further understand that I am responsible to reimburse the City for the actual advertising costs, mailing costs, AND the actual consultants' review fees, if any. Said fees shall be paid within 30 days of receipt of the City's invoice **OR** further processing of the application will cease until the invoice is paid in full.

I understand that only application packages that are determined complete by the Department will be scheduled for review.

Applicant Signature

Date

Payment Record for Office Use:

Applicant Name: _____

Application for: _____

Amount: _____ Check #: _____

Amount: _____ Check #: _____

Rec'd by: _____ Date: _____ Receipt #: _____



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT**

**OWNER'S APPLICATION AUTHORIZATION
(Required if the property owner of record is not the applicant)**

STATE OF FLORIDA

COUNTY OF LAKE

Before me, the undersigned authority, personally appeared _____
who being by me first duly sworn on oath, deposes and says:

1. That he/she is the property owner of the subject parcel(s) in this application.
2. That he/she desires to apply for a Zoning Map Amendment and Comprehensive Plan Amendment on land generally located at (insert legal description)

3. That he/she has appointed _____ to act as agent in his/her behalf to accomplish the above.

Owner's Signature

This is to certify that on _____, 20__ before me,
an officer duly authorized to take acknowledgments in the State and County aforesaid,
personally appeared _____ he/she is
personally known to me or has produced _____ as identification
and Did (Did Not) Take an Oath.

STAMP/SEAL

Signature of Acknowledger

Acknowledger Name

Serial Number

My Commission Expires



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
ADJACENT PROPERTY OWNERS**

Type a list of owner's names and mailing addresses for all properties lying within 300 feet of all sides of the property described in the attached application, as recorded on the current County tax rolls, or attach photocopies of the appropriate Property Record Cards. [not both]

| Alternate Key # | Property Owner | Address (include zip code) |
|------------------------|-----------------------|-----------------------------------|
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Use additional pages as necessary



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
APPLICATION CHECKLIST**

This Checklist is based on the relevant provisions of Chapter 98-3, Rezoning, Chapter 98-4(a), Small Scale Comp Plan Amendment (10 acres or less), and Chapter 98-4(b), Large Scale Comp Plan Amendment (10.1 acres or more), of the Minneola Code of Ordinances. The Code is available at www.municode.com. Requirements are minimums that may be adjusted in the pre-application conference.

Please check one:

- Small Scale Comp Plan Amendment (10 acres or less) - **\$1,350**
 Large Scale Comp Plan Amendment (10.1 acres or more) - **\$2,350**

The following information is required for all Zoning Map & Comp Plan Amendment Applications:

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 1 – Copy of the signed and notarized property Owner's Authorization (if applicable)
 1 – Copy of the completed Application form with Checklist
 1 – Copy of the completed Adjacent Property Owners form -- or --
 3 – Copy of the Boundary Survey by a Florida Licenses surveyor @ 24" x 36"
 3 – Copy of the Conceptual Plan for the subject site @ 24" x 36"
 10 – Copy of the Boundary Survey by a Florida Licenses surveyor @ 24" x 36"
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 1 – CD in PDF format including ALL application package text and graphics
 Non-refundable fee per Amendment acreage size listed above
-

The Conceptual Plan will include:

- a) A graphic identification of the points of entry from the adjacent road
 b) The site contours – minimum 10-ft. intervals
 c) A graphic depiction of the proposed density (du/acre) or intensity (FAR) by sub-area (bubble diagrams) or total square footage of all principal structures
 d) A graphic identification of the existing adjacent land use on all sides
 e) A graphic identification of the existing adjacent zoning on all sides of the site
 f) Other requirements identified in the pre-application conference
-

Submit to: Planning Department, 800 N. U.S. Hwy 27, Minneola, FL 34715



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
APPLICATION CHECKLIST (continued)**

Application Review Process

Development Review Process (DRP)

- A pre-determined level of DRP review shall occur for every application
- The DRP will provide written comments/recommendations to the applicant and the P&Z

Planning and Zoning Commission (P&Z)

- The Planning Dept (Dept) is responsible to ensure the proper legal advertising is done in a timely manner
- The applicant is responsible to correctly post the required signs on the site in a timely manner and pursuant to the instructions provided by the Dept and to remove the signs after the approval process is completed
- The P&Z will provide written comments to the City Council

City Council

- The City Council may conduct one or more public workshops prior to initiating their formal consideration of a small scale comprehensive plan amendment application
- The Dept will advise the applicant of the next available workshop date
- Upon Council's completion of the workshop process the Dept will do an additional legal advertisement and the applicant must again post signs on the site as described above
- The City Council must conduct two public hearings regarding the proposed amendment
- The Council may defer consideration of the subject application at any time

For additional information regarding the application review process, please refer to the Minneola Code of Ordinances:

- Chapter 98-3, Rezoning,
- Chapter 98-4(a), Small Scale Comp Plan Amendment (10 acres or less),
- Chapter 98-4(b), Large Scale Comp Plan Amendment (10.1 acres or more).

The Code is available at www.municode.com.



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT
APPLICATION**

Small Scale Comp Plan Amendment Large Scale Comp Plan Amendment

(Please check one Comp Plan Amendment type above)

Applicant Name: City of Minneola

Applicant Address: 800 N Hwy 27 Minneola FL 34715

Applicant Phone #: 352-394-3598 Fax # or E-mail: 352-394-5278

General Location and/or Street Address: 1189 Whispering Ln

Alternate Key Number(s) 3850819

Owner Name: City of Minneola

Owner Address: 800 N Hwy 27 Minneola FL 34715

Owner Phone #: 352-394-3598 Fax # or E-mail: 352-394-5278

Site Area (acres or sq. ft.): 2.017519 acres

~~~~~ **EXISTING** ~~~~~

FLUM: Mixed Use Residential Development Overlook at Grassy Lake

Zoning: PUD

Potable Water Source: City Sewage Disposal Method: City

Present Use & List Of Structures By Use: Vacant

Has this site been subject to other development applications in the last two years?

No

~~~~~ **PROPOSED** ~~~~~

FLUM: General Commercial Zoning: PUD

Potable Water Source: City Sewage Disposal Method: City

Proposed Use: Commercial PUD

Reasons for the request: Being combined with adjacent property for PUD

Adjacent Roadway Classification & LOS: Citrus Grove Road

Estimated traffic generated by the proposed project: Unknown



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT**

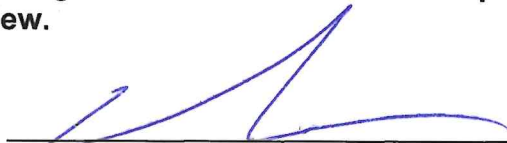
CERTIFICATION

I, the undersigned, do hereby certify that I have read the application and the relevant guidance material and understand the requirements described therein and that I will fully comply with all City, State and Federal regulations applicable to this project.

I understand that the application fee is non-refundable.

I further understand that I am responsible to reimburse the City for the actual advertising costs, mailing costs, AND the actual consultants' review fees, if any. Said fees shall be paid within 30 days of receipt of the City's invoice **OR** further processing of the application will cease until the invoice is paid in full.

I understand that only application packages that are determined complete by the Department will be scheduled for review.



Applicant Signature

Date

Payment Record for Office Use:

Applicant Name: _____

Application for: _____

Amount: _____ Check #: _____

Amount: _____ Check #: _____

Rec'd by: _____ Date: _____ Receipt #: _____



**CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT**

**OWNER'S APPLICATION AUTHORIZATION
(Required if the property owner of record is not the applicant)**

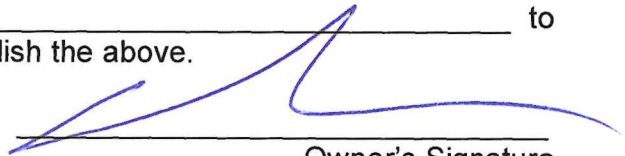
STATE OF FLORIDA

COUNTY OF LAKE

Before me, the undersigned authority, personally appeared _____
who being by me first duly sworn on oath, deposes and says:

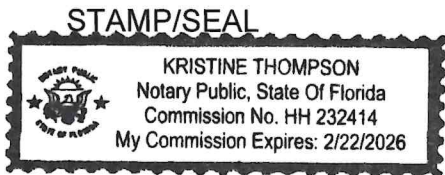
1. That he/she is the property owner of the subject parcel(s) in this application.
2. That he/she desires to apply for a Zoning Map Amendment and Comprehensive Plan Amendment on land generally located at (insert legal description)

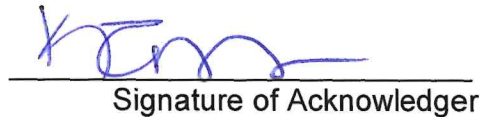
3. That he/she has appointed _____ to act as agent in his/her behalf to accomplish the above.



Owner's Signature

This is to certify that on February 20, 2020 before me,
an officer duly authorized to take acknowledgments in the State and County aforesaid,
personally appeared mark johnson he/she is
personally known to me or has produced _____ as identification
and Did (Did Not) Take an Oath.





Signature of Acknowledger

Kristine Thompson

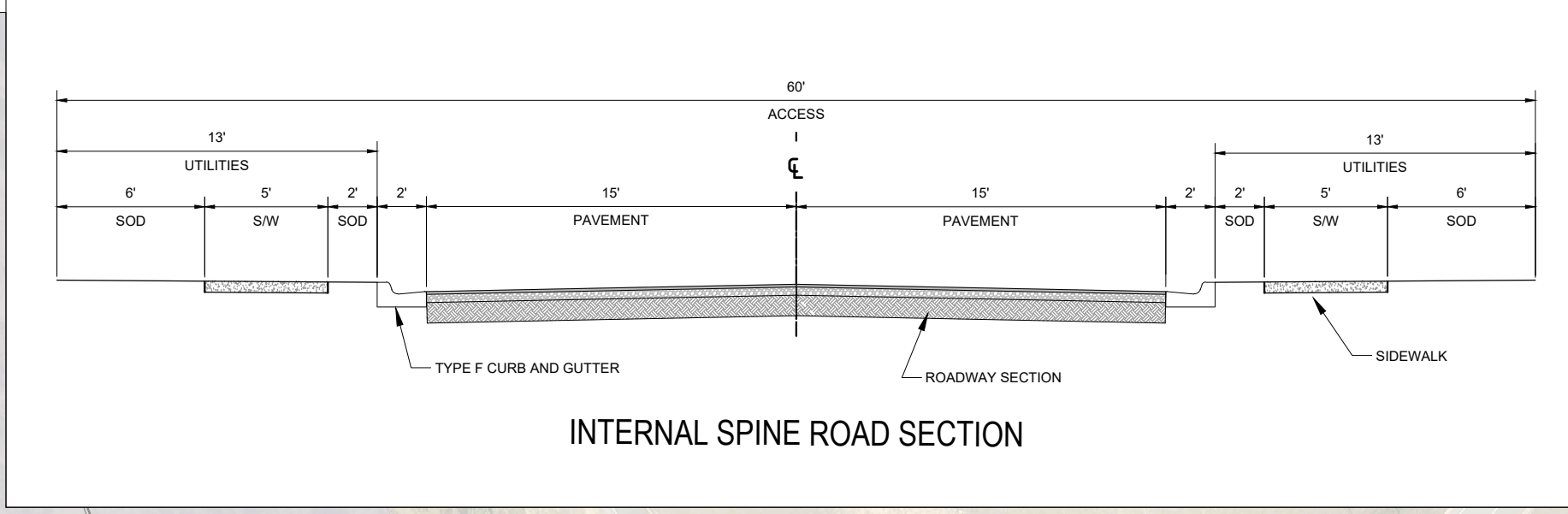
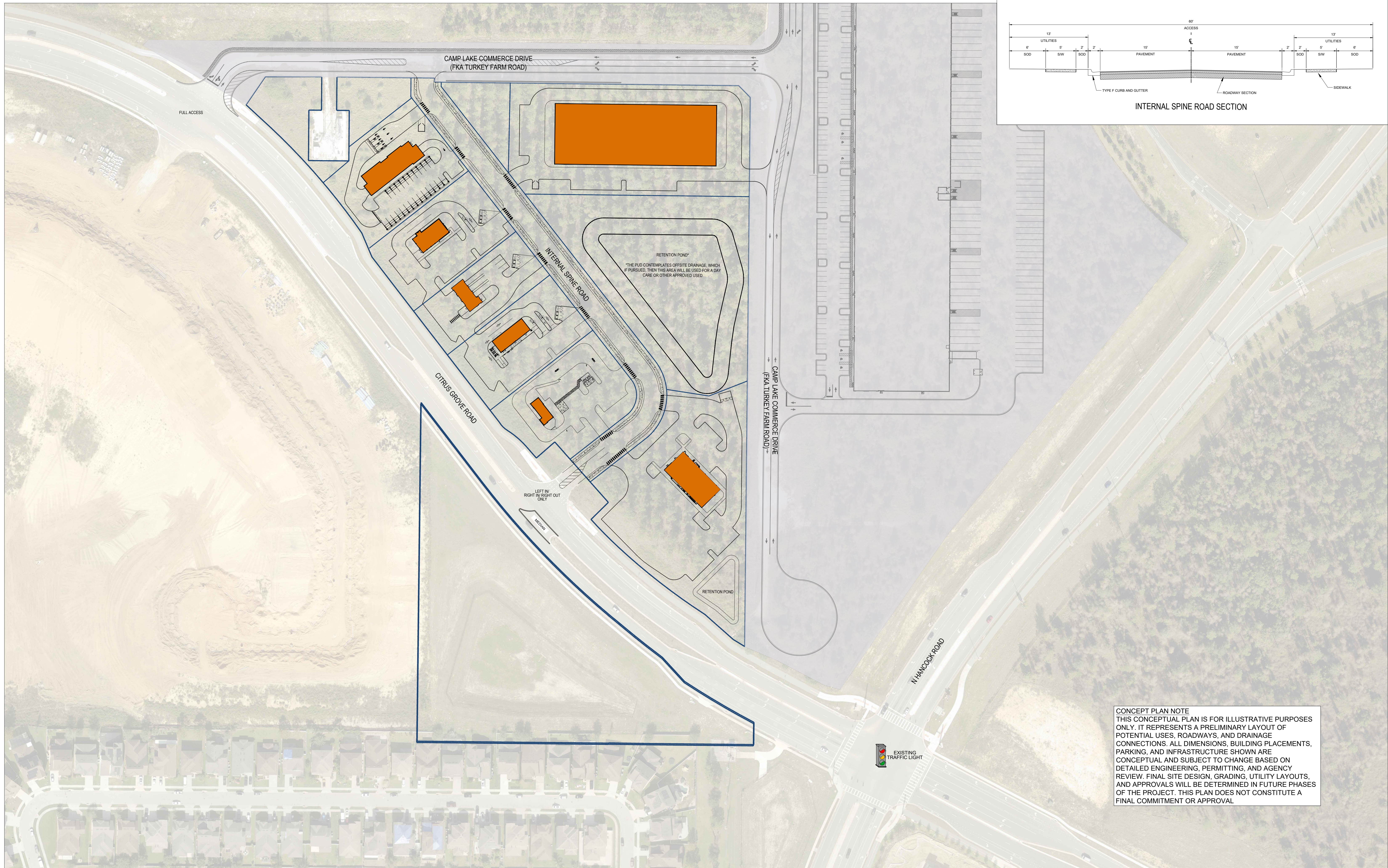
Acknowledger Name

HH 232414

Serial Number

2/22/20

My Commission Expires



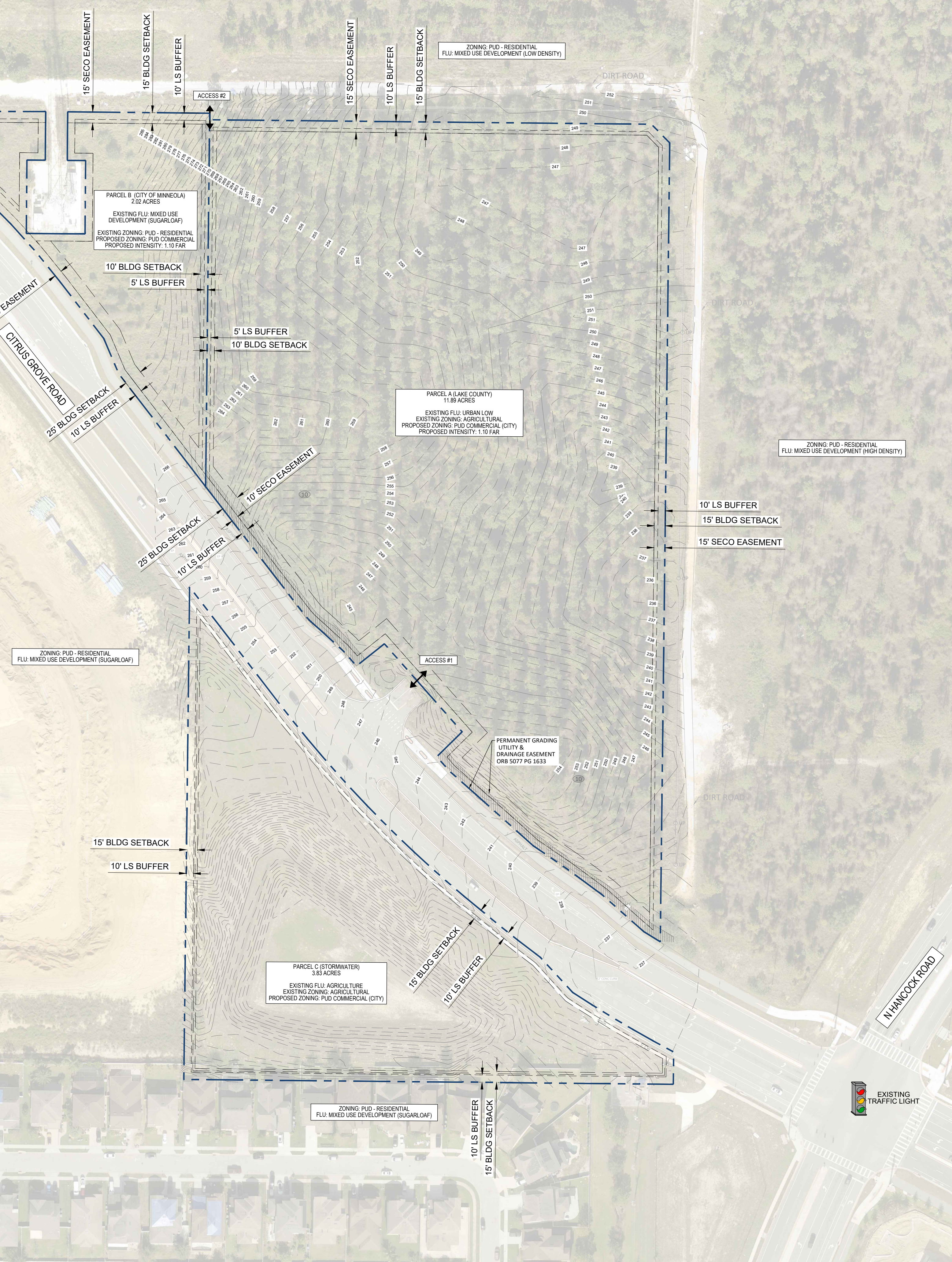
CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.



SOILS MAP (NOT TO SCALE)



LOCATION MAP
SCALE: 1" = 1000'



SITE DATA

- OWNER (PARCELS A and C) CRITTENDEN HOWEY LLC
PO BOX 561079
ORLANDO, FL 32856-1079
- OWNER (PARCEL B) CITY OF MINNEOLA
800 N. USE HWY 27
MINNEOLA, FL 34715
- DEVELOPER SKORMAN DEVELOPMENT, LLC.
6000 METROWEST BLVD, STE 111
ORLANDO, FL 32825
PHONE NUMBER: 407-253-2001
- PARCEL A ALT KEY: 1028957
PARCEL ID: 05222600040000800
- PARCEL B ALT KEY: 3850819
PARCEL ID: 052226000400001300
- PARCEL C ALT KEY: 3910223
PARCEL ID: 052226000400001700
- PROJECT AREA
PARCEL A 11.89 AC. (517,928 SF)
PARCEL B 2.02 AC. (87,991 SF)
PARCEL C 3.83 AC. (166,834 SF)
TOTAL: 17.74 AC. (772,754 SF)
- PROPOSED LAND USE
PARCEL A COMMERCIAL PUD
PARCEL B COMMERCIAL PUD
PARCEL C STORMWATER POND / OPEN SPACE
- MAX INTENSITY: 1.10 FAR 850,029 SF (CUMULATIVE OVER GROSS PUD AREA; NOT PER LOT)
- MAXIMUM INDIVIDUAL BUILDING AREA: N/A
- OPEN SPACE REQUIRED 10% (GROSS OVER THE ENTIRE PUD AREA)
- LOT DIMENSIONS
MINIMUM LOT SIZE 10,000 SF
MINIMUM LOT WIDTH 100
MINIMUM LOT DEPTH N/A
- BUILDING SETBACKS
FRONT (CITRUS RIDGE) 25'
SIDE 15'
REAR 15'
INTERNAL LOT (EXISTING AND FUTURE) 10'
- LANDSCAPE BUFFER¹
FRONT (CITRUS RIDGE) 10' (CLASS A)
SIDE (ADJACENT TO ROW) 10' (CLASS A)
REAR 10' (CLASS A)
INTERNAL LOT (EXISTING AND FUTURE) 5'²
- PLANTINGS WITHIN UTILITY EASEMENTS SHALL ADHERE TO RESPECTIVE EASEMENT RESTRICTIONS
² NO LANDSCAPE BUFFER IS REQUIRED WHEN A SHARED DRIVEWAY STRADDLES THE LOT LINE, WHERE REQUIRED, SUCH BUFFER TO BE COMPRISED OF SHRUBS OR HEDGES
- MAXIMUM BUILDING HEIGHT 42' FOR MINISTORAGE WAREHOUSE/SELF-STORAGE FACILITIES, 35' FOR ALL OTHER USERS
- WATER AND FIRE PROTECTION PROVIDED BY CITY OF MINNEOLA
- SEWER PROVIDED BY CITY OF MINNEOLA
- FIRE PROTECTION ONSITE PRIVATE SYSTEM, CONNECTED TO CITY OF MINNEOLA WATER SYSTEM
- STORMWATER MANAGEMENT ONSITE OR OFFSITE PRIVATE STORMWATER POND
- FLOOD PLAIN N/A (ZONE X)
- MAXIMUM ELEVATION CHANGE 20' (CUT AND/OR FILL)
- MAXIMUM RETAINING WALL HEIGHT 12'
- ALLOWABLE USES
a. ALL USES ALLOWED IN B-1 BUSINESS COMMERCIAL ZONING DISTRICT
b. CONVENIENCE STORE WITH FUEL OPERATIONS
c. CAR WASH
d. DRIVE-THRU AND DRIVE-UP RESTAURANTS
e. ESTABLISHMENTS SELLING ALCOHOLIC BEVERAGES FOR ON AND/OR OFF-SITE CONSUMPTION
f. MINI STORAGE WAREHOUSE/SELF STORAGE FACILITIES (MULTISTORY, MAXIMUM 100,000 SF)
g. OFFICE/WAREHOUSE FACILITY
h. AUTOMOBILE SERVICE AND REPAIR
i. HOTEL
j. GROCERY STORE (MAXIMUM 24,000 SF)
- ALLOWABLE HOURS OF OPERATION - 24 HOURS
- MINIMUM PARKING REQUIREMENTS FOR USES IN THE DEVELOPMENT SHALL BE PER CITY CODE, EXCEPT FOR MINISTORAGE WAREHOUSE/SELF-STORAGE FACILITIES WHICH SHALL FOLLOW THE MOST RECENT EDITION OF THE ITE PARKING GENERATION MANUAL FOR LAND USE CODE 151 (MINI-WAREHOUSE) FOR PARKING REQUIREMENTS.
- NON-RESIDENTIAL USES SHALL NOT BE CONVERTED INTO AFFORDABLE HOUSING UNITS UNDER LIVE LOCAL
- PROJECT WILL BE PHASED, WITH FIRST PHASE CONSISTING OF INTERNAL SPINE ROAD AND MASTER STORMWATER AND UTILITY INFRASTRUCTURE. SECOND AND REMAINING PHASES WILL CONSIST OF INDIVIDUAL COMMERCIAL DEVELOPMENTS.

LEGAL DESCRIPTION

PARCELS A AND C
THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA.
LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 519, PAGE 585, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.
ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2598, PAGE 795, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.
ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5077, PAGE 1614, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL B
THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:
COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATIVE TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'30"W FOR 65.00 FEET; THENCE N89°23'24"E FOR 25.00 FEET; THENCE S00°36'30"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.



To: Joyce Heffington, AICP
From: Eric Raasch, AICP, Inspire Project Manager
CC: Gabriela Castro, AICP
Date: April 27, 2026
Reference: Citrus Ridge Commercial Comprehensive Plan Amendment and Rezoning - Inspire Case #164b

We have conducted a third review of the Future Land Use Map (FLUM) amendment and Planned Unit Development rezoning for the above-referenced project. The site is 17.74 acres in size and the applicant is requesting a Future Land Use Map amendment from Lake County Urban Low and City of Minneola – Mixed-Use Development Grassy Lake (MURD-OVERLOOK) to City of Minneola General Commercial. Additionally, the applicant is requesting a rezoning from Lake County Agricultural and City of Minneola Planned Unit Development - Residential (PUD-R) to City of Minneola Planned Unit Development (PUD) Citrus Ridge Commercial. A portion of this project is currently located in unincorporated Lake County and there is an annexation being proposed concurrent with this request. No site visit was conducted.

Planning

General Comments

1. The applicant provided a warranty deed that conveyed a portion of the property to the City. Inspire defers to City staff and the City Attorney's Office on the process for confirming agent authorization for this project.
2. A traffic study has been provided and is being reviewed separately.
3. A proposed access point from Citrus Grove Road (access #1) is shown within the existing turn lane. *Inspire defers to Lake County Public Works with regards to access from Citrus Grove Road.*
4. Please add a note to restrict the ability to convert the proposed commercial entitlements into residential uses under the Live Local Act. The applicant included this information on the site data sheet. *Please include this information within the Development Agreement.*
5. Access is proposed to Turkey Farm Road to the north. Please note that this access is required to be coordinated with the property owner to the north, consistent with the ongoing negotiations with the Citrus Grove / Founder's Ridge team. The applicant has acknowledged that coordination will occur.

6. With the 3rd submittal the applicant on the response letter, states that the daycare use was removed from the list of uses. While the daycare use is no longer listed on the master development plan it is still being identified on the conceptual site plan. *Please provide an updated conceptual site plan without identifying the daycare.*

Land Development Code

7. **Section 102-440(b)** lists the requirements for the master development plan. The following items were not provided on the master plan. *Please revise the master plan to contain the following information:*
 - a. Percentage of open space and location

Comprehensive Plan

8. **FLU Policy 1-1.3.5** states that the map shall not designate more commercial areas than those which existing and planned public facilities and roadways can be supported at adopted minimum level of service standards. A public facilities analysis was included with this submittal, Inspire defers to Engineering and Public Works to determine whether or not level of service standards can be maintained.
9. **Policy 1-2.4.2** states that the City shall permit non-polluting light industrial land uses within General Commercial districts on a conditional basis and that the mix of industrial within General Commercial designation shall not exceed 25 percent of its total land area. The self storage and car wash uses are only permitted in industrial zoning districts. *Please provide percentage of the land area proposed for light industrial uses. The land area shall include platted lots and portion of associated offsite stormwater pond.*
10. **Policy 1-3.1.2** states that the City shall require all applicants pursuing an amendment to the Future Land Use Map to demonstrate that all facilities or service capacities are currently available or shall be available after the implementation of scheduled capital improvements, to meet the general needs of the proposed use. A public facilities analysis was included with this submittal, Inspire defers to Engineering and Public Works to determine whether or not level of service standards can be maintained.

Development Agreement

11. **Section 6.a** is requesting deviation from the City's architectural requirements including a request to only consider the facades facing Citrus Grove Road as primary facades, a request to allow corrugated metal panels on certain buildings, and allow the use of fluorescent colors as trim accents. *Informational comment, no response required. This information will be presented to City Council for consideration.*
12. **Section 6.b** is requesting deviation from the City's height requirements. The applicant requests a maximum building height of 42' for the mini warehouse building which is higher than the typical 35' allowed in B-1 and I-1. *Informational comment, no response required. This information will be presented to City Council for consideration.*
13. **Section 6** provides a list of additional standards for the typical special exceptions uses. However not all the additional standards found in chapter 106 for establishments with sales of

alcoholic beverages for on or off premises and carwashes have been incorporated. *Please revise the developer agreement to state that all additional criteria will apply.*

14. **Section 6.c** is requesting that the convenience store with fuel operations have two outdoor ice merchandisers and a propane cage. *Informational comment, no response required. This information will be presented to City Council for consideration.*
15. **Section 8** states that prepayment of utility impact fees and acceptance by City of such fees shall reserve capacity for the prepaid units. It is Inspire's understanding that the City does not reserve capacity for utilities. *Inspire defers to City staff on this item.*
16. **Section 10** includes maximum elevation changes and retaining wall heights that deviate from the City's land development code. The applicant is requesting a maximum elevation change from 15' to 20' and maximum retaining wall height from 6' to 12'. *Informational comment, no response required. This information will be presented to City Council for consideration.*
17. **Section 10** requests that landscaping allowed in Florida Friendly Landscaping Guide to Plant Selections and Landscape Design may be used in addition to the City approved plant list. *Informational comment, no response required. This information will be presented to City Council for consideration.*
18. **Section 11** requests the ability to provide stormwater management either on or off site. Inspire defers to Engineering and Public Works regarding off-site stormwater management. This information will be presented to City Council for consideration.
19. **Section 13** requests the ability to deviate from the sign code of chapter 118. The applicant is proposing to consider Citrus Grove Road and Camp Lake Commerce Drive (fka Turkey Farm Road) as primary facades for the purposes of calculating sign square footage. *Informational comment, no response required. This information will be presented to City Council for consideration.*
20. **Section 14** requests a reduced parking standard from the City's LDC for the Ministorage Warehouse/Self-Storage facility and will instead use the ITE Parking Generation Manual for Land Use Code 151 (Mini-Warehouse) for parking requirements. *Informational comment, no response required. This information will be presented to City Council for consideration.*
21. **Section 14** requests that that applicants needing a parking reduction shall be permitted to submit such a request as part of the site plan without the need for separate variance approval. *Inspire recommends removing this language.*
22. **Section 14** requests that then bicycle parking for all uses may be provided on one parcel or in one portion of the Property when the property is platted. *Inspire recommends removing this language.*
23. **Section 14** requests that up to 12 uninterrupted outdoor parking spaces may be permitted between landscaping areas provided that the number of trees be accounted for elsewhere. This differs from the maximum 8 spaces allowed in the LDC. *Informational comment, no response required. This information will be presented to City Council for consideration.*

Master Development Plan

24. The proposed building setbacks differ from those allowed within the B-1 or I-1 zoning districts. The table below shows the differences between the proposed setbacks and the City's LDC.

| | Proposed | B-1 | I-1 |
|----------------------|----------|-----|-----|
| Front (Citrus Ridge) | 25' | 25' | 25' |
| Side | 15' | 25' | 25' |
| Rear | 15' | 25' | 25' |
| Internal | 10' | 12' | 10' |

Informational comment, no response required. This information will be presented to City Council for consideration.

25. The proposed landscape buffers proposed differ from those allowed within the B-1 or I-1 zoning districts. The table below shows the differences between the proposed landscape buffers and the City's LDC.

| | Proposed | B-1 | I-1 |
|------------------------|----------|------------------------------------|------------------------------------|
| Front (Citrus Ridge) | 10' | 20' | 30'/50' |
| Side (adjacent to ROW) | 10' | B-1 to I-1: 20' | I-1 to I-1: 20' |
| Rear | 10' | | |
| Internal/ adjacent | 5' | B-1 to B-1: 10'
B-1 to I-1: 10' | I-1 to I-1: 20'
I-1 to B-1: 30' |

Informational comment, no response required. This information will be presented to City Council for consideration.

26. The landscape plan shows a 5' buffer for internal parcels. The city does not have a buffer specification for a 5' foot buffer. *Please provide proposed specification for the 5' buffer.*
27. Establishments selling alcoholic beverages for on or off-site consumption and convenience stores with fuel operations are special exceptions in B-1 as well as carwashes which would require a conditional use and would typically require approval by the City Council. The applicant is requesting to allow those by right. *Informational comment, no response required. This information will be presented to City Council for consideration.*

From: [Dongalo, Ryan](#)
To: [Joyce Heffington](#)
Cc: [Olka, Mike](#)
Subject: RE: Crittenden Comments
Date: Thursday, March 19, 2026 3:11:31 PM
Attachments: [image001.png](#)
[Minneola_Citrus Grove Road Commercial PUD-Public Facilities Analys\(17282940.2\).pdf](#)

CAUTION: This email originated from outside the organization. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Hello Ms. Joyce,
Good afternoon..

Documents has been forwarded to our Traffic Engineer and comment provided.
The document attached (Public Facilities Impact Analysis) page 4 of 6. Access to Roads and Highways was refer to the Traffic methodology.
Lake County Public Works will just add on the comments: ACCESS and TRANSPORTATION: C. Provide Traffic Methodology for access to roads and Highways as refer to document submitted (Public Facilities Impact Analysis)

Respectfully,



B. Access to Roads and Highways

Please refer to the Traffic Methodology Submitted on January 27, 2026.

C. Sanitary Sewer and Potable Water



Ryan Dongalo, EI
Development Engineer

PUBLIC WORKS DEPARTMENT
Engineering Division

A P.O. Box 7800 Tavares, FL 32778

P 352-253-9035 | **F** 352-253-9065

E ryan.dongalo@lakecountyfl.gov | **W** www.lakecountyfl.gov

NOTE: Florida has a very broad public records law.

Your email communications may be subject to public disclosure.

From: Joyce Heffington <jheffington@minneola.us>

Sent: Thursday, March 19, 2026 10:57 AM

To: Dongalo, Ryan <ryan.dongalo@lakecountyfl.gov>; Tedrow, Tara <tara.tedrow@lowndes-law.com>; Antonio Trevino <atrevino@minneola.us>; Bill Hudson <whudson@safebuilt.com>; Daniel DiBiasie <ddibiasie@minneola.us>; Dariush Dashtaki <ddashtaki@Minneola.US>; Eric Raasch

<eraasch@inspireplacemaking.com>; Fred Miller <fmiller@minneola.us>; Grant Watson <grant@stoneandgerken.com>; Hai Le <hle@Minneola.US>; Cotch, Jennifer <jennifer@stoneandGerken.com>; Johnson, Mark <mjohnson@minneola.us>; Misty Twiss <mtwiss@minneola.us>; Pat Tyjeski <ptyjeski@inspireplacemaking.com>; Reardon, Burl <Burl.Reardon@tetrattech.com>; Scott Gerken <scott@stoneandgerken.com>; Lynch, Seth <seth.lynch@lakecountyfl.gov>; Thomas Grimms <tgrimms@Minneola.US>

Subject: RE: Crittenden Comments

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

This is all we have.

From: Dongalo, Ryan <ryan.dongalo@lakecountyfl.gov>

Sent: Thursday, March 19, 2026 10:50 AM

To: Joyce Heffington <jheffington@minneola.us>; Tedrow, Tara <tara.tedrow@lowndes-law.com>; Antonio Trevino <atrevino@minneola.us>; Bill Hudson <whudson@safebuilt.com>; Daniel DiBiasie <ddibiasie@minneola.us>; Dariush Dashtaki <ddashtaki@Minneola.US>; Eric Raasch <eraasch@inspireplacemaking.com>; Fred Miller <fmiller@minneola.us>; Grant Watson <grant@stoneandgerken.com>; Hai Le <hle@Minneola.US>; Cotch, Jennifer <jennifer@stoneandGerken.com>; Mark Johnson <mjohnson@minneola.us>; Misty Twiss <mtwiss@minneola.us>; Pat Tyjeski <ptyjeski@inspireplacemaking.com>; Reardon, Burl <Burl.Reardon@tetrattech.com>; Scott Gerken <scott@stoneandgerken.com>; Lynch, Seth <seth.lynch@lakecountyfl.gov>; Thomas Grimms <tgrimms@Minneola.US>

Subject: RE: Crittenden Comments

CAUTION: This email originated from outside the organization. DO NOT CLICK links or open attachments unless you recognize the sender and know the content is safe.

Hello Joyce,

Good morning..

Can you share to us the Methodology with this PUD.

Respectfully,

Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

Public Facilities Impact Analysis

Citrus Grove PUD

Minneola, FL

1028957, 3910223, and 3850819

Submitted to:

City of Minneola

Office of Planning and Zoning

TABLE OF CONTENTS

| | |
|--|---|
| A. Land and Neighborhood Characteristics | 3 |
| B. Access to Roads and Highways | 3 |
| C. Sanitary Sewer and Potable Water | 3 |
| D. Surface Water Management and Drainage | 4 |

A. Land and Neighborhood Characteristics

Citrus Grove PUD encompasses approximately 17.74 acres, consisting of Lake County Alternate Keys 1028957, 3910223, and 3850819.

The project site is located in Lake County along Citrus Grove Road and is proposed as a commercial development. The applicant understands that concurrency must be met for the ultimate end uses that are actually to be developed. The site is adjacent to an approximately 1.4-million-square-foot industrial project currently under construction and is located within the Citrus Grove (formerly Founders Ridge) PUD, which entitles a mix of intense residential (condominiums, single-family, and townhomes), commercial, civic, charter school, industrial/commerce park, and active and passive recreational uses.

The property is comprised of Alt Keys 1028957, 3910223 (collectively, the “County Parcels”) and 3850819 (the “City Parcel”). The County Parcels currently have a Lake County (“County”) future land use designation of Urban Low (County) and the City Parcel has a City future land use designation of Overlook at Grassy Lake MU. The County Parcels currently have a County zoning designation of Agriculture and the City Parcel has a City zoning designation of PUD. The request is to change all of the parcels to a City Commercial General FLU and a City PUD zoning designation.

B. Access to Roads and Highways

Please refer to the Traffic Impact Analysis under separate cover.

C. Sanitary Sewer and Potable Water

C-1: Existing Allowable:

Based on the existing FLU designation within Lake County for Urban Low Density Residential, a maximum density of 4 dwelling units per acre (DU/AC) is permitted. The following are water and sewer demand assumptions for the full buildout of 71 dwelling units for the total 17.74 AC.

| Table 2: Current Use Allowable Sewer and Water Demand Calculations | | |
|---|---|---|
| Use | Water ¹ | Sewer ² |
| | Total ADF (GPD): | Total ADF (GPD): |
| Single Family Detached
4 DU/ACRE = 71 DU | 23,075 GPD
<i>(71 DU * 325 GPD/DU)</i> | 21,300 GPD
<i>(71 DU * 300 GPD/DU)</i> |
| Totals: | 23,075 GPD | 21,300 GPD |

1. *Water determination of equivalent ERU per City of Minneola Land Development Code Section 42-98*
 - a. *1 ERU = 325 GPD, equivalent to 1 DU*
2. *Sewer determination of equivalent ERU per City of Minneola Land Development Code Section 42-38*
 - a. *1 ERU = 300 GPD, equivalent to 1 DU*

C-2: Proposed:

The proposed use will consist of a total of 17.74 acres of commercial development. The following are water and sewer demand assumptions for the full buildout of 17.74 acres of commercial development at a FAR of 1.10:

| Table 3: Proposed Use Water Demand Calculations | | |
|--|---|---|
| Use | Water | Sewer |
| | Total ADF (GPD): | Total ADF (GPD): |
| Commercial
17.74 | 110,504 GPD
<i>(325 GPD / 1 ERU) * (0.4 ERU / 1,000 SF)</i>
<i>* (772,754 SF * 1.1 FAR)</i> | 102,003 GPD
<i>(300 GPD / 1 ERU) * (0.4 ERU / 1,000 SF)</i>
<i>* (772,754 SF * 1.1 FAR)</i> |
| Totals: | 110,504 GPD | 102,003 GPD |

1. *Water determination of equivalent ERU per City of Minneola Land Development Code Section 42-98*

- a. 1 ERU = 325 GPD
 - b. Shopping Center = 0.4 ERU per 1,000 SF
2. Sewer determination of equivalent ERU per City of Minneola Land Development Code Section 42-38
 - a. 1 ERU = 300 GPD
 - b. Shopping Center = 0.4 ERU per 1,000 SF

D. Surface Water Management and Drainage

D-1 Surface Water Features:

The stormwater management system will comply with City, County, and Water Management District requirements. The applicant will obtain all necessary permits including an Environmental Resource Permit (ERP) from the St. Johns River Water Management District.

Proposed Alterations to the Site Features to Develop Citrus Ridge: At this time, the proposed alterations to the project site would be the construction of onsite stormwater management system as well as the installation of a stormwater piping to convey runoff from the proposed parking lots to the onsite ponds.

D-2 Wetland and Floodplain Contours:

Review of available records reveal that there are no portions of the site located within designated floodplains or within wetlands.



Citrus Grove Road PUD

Minneola, Florida

TRAFFIC IMPACT STUDY

Prepared for:

Skorman Development Corp.
6000 Metrowest Blvd., Suite 111
Orlando Florida 32835

Prepared by:

PTG

Premier Traffic Group

PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

March 2026

EXECUTIVE SUMMARY

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 4,511 daily trips of which 451 and 465 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Premier Traffic Group a dba of Karma Consultancy, LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Citrus Grove Road PUD

LOCATION: Minneola, Florida

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Vasu T. Persaud, PE

P.E. #: Florida P.E. No. 72790

DATE: March 24th, 2026

SIGNATURE: _____

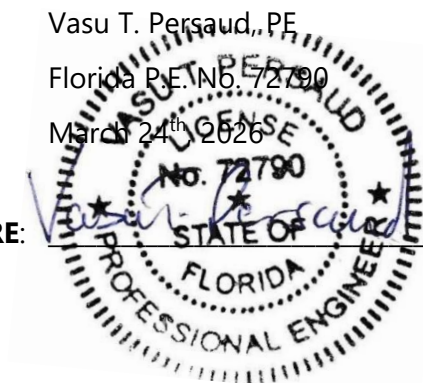


TABLE OF CONTENTS

| | | |
|------------|---|-----------|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | Data and Methodology..... | 1 |
| 1.2 | Study Area..... | 2 |
| 1.3 | Planned and Programmed Improvements..... | 2 |
| 2.0 | EXISTING TRAFFIC CONDITIONS | 3 |
| 2.1 | Roadway Segment Analysis..... | 3 |
| 2.2 | Intersection Capacity Analysis..... | 3 |
| 3.0 | TRIP GENERATION | 5 |
| 3.1 | Trip Generation | 5 |
| 3.2 | Trip Distribution/Assignment | 5 |
| 4.0 | PROJECTED TRAFFIC CONDITIONS | 7 |
| 4.1 | Background Traffic Projection | 7 |
| 4.2 | Roadway Segment Analysis..... | 7 |
| 4.3 | Intersection Capacity Analysis..... | 8 |
| 5.0 | STUDY CONCLUSIONS | 10 |
| | Appendix A: Preliminary Concept Plan | 12 |
| | Appendix B: Methodology Coordination | 13 |
| | Appendix C: Lake County CMS | 14 |
| | Appendix D: Traffic Volumes | 15 |
| | Appendix E: Existing Intersection Analysis Output | 16 |
| | Appendix F: Historical Trends Analysis | 17 |
| | Appendix G: Projected Intersection Analysis Output | 18 |

LIST OF TABLES

| | |
|--|---|
| Table 1: Existing Roadway Segment Capacity Analysis..... | 3 |
| Table 2: Existing Intersection Capacity Analysis..... | 4 |
| Table 3: Trip Generation | 5 |
| Table 4: Projected Roadway Segment Capacity Analysis | 7 |
| Table 5: Projected Intersection Capacity Analysis | 8 |

LIST OF FIGURES

| | |
|--------------------------------------|---|
| Figure 1: Project Location Map..... | 1 |
| Figure 2: Trip Distribution Map..... | 6 |

1.0 INTRODUCTION

The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road **Appendix A**.

1.1 Data and Methodology

Data used in the analysis consisted of site plan/development information provided by the Project Engineers, AM and PM peak hour intersection traffic counts obtained by PTG and roadway segment traffic volumes obtained from Lake County and the Florida Department of Transportation (FDOT). The analysis was conducted in accordance with the Traffic Impact Analysis (TIA) *Methodology Memorandum* prepared for the project. A copy of the methodology coordination is provided in **Appendix B**.

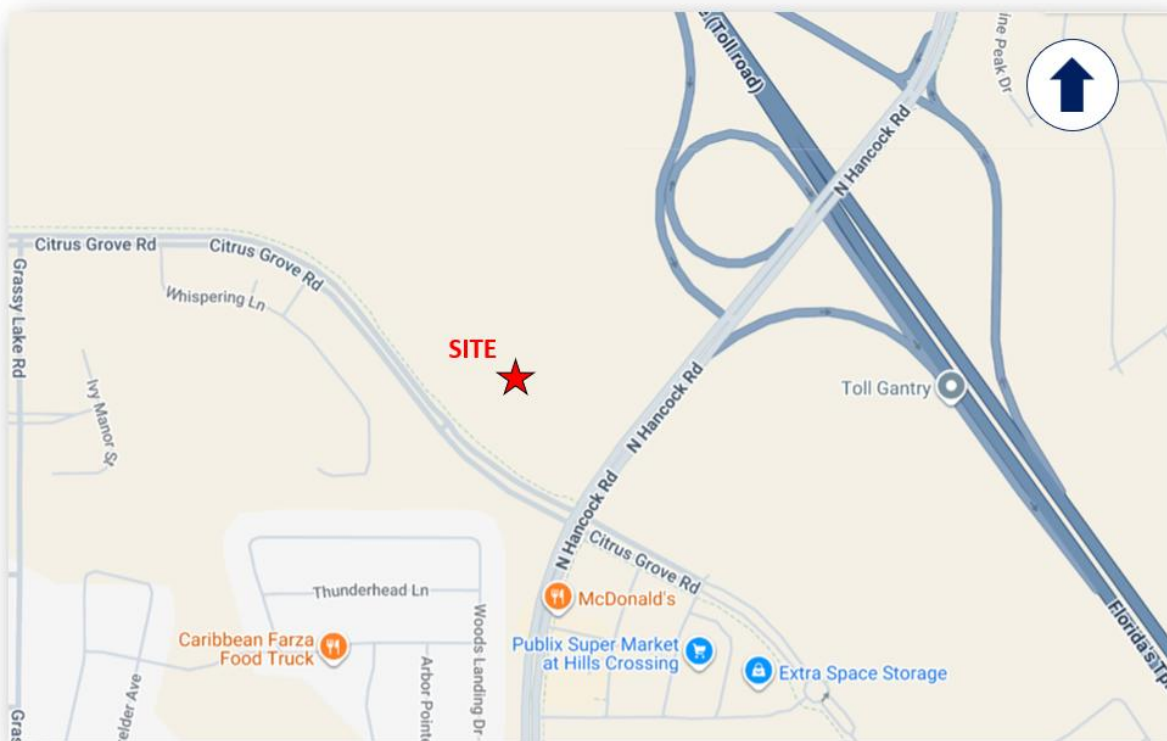


Figure 1: Project Location Map

1.2 Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road
 - Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

1.3 Planned and Programmed Improvements

Only roadway improvements that are approved and fully funded for construction were considered as part of the study.

It was assumed that improvements to Turkey Farm Road would be in place by time of buildout of the proposed project.

None of the planned new alignment roadway projects in the area were considered due to construction funding and timeline uncertainty.

2.0 EXISTING TRAFFIC CONDITIONS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of the existing roadway segment capacities and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Analysis

Table 1 summarizes the existing roadway segment capacity analysis for study segment within a one (1) mile radius of the proposed development. The existing roadway segment conditions were analyzed by comparing the existing traffic volumes observed on the study roadway segments to the service volumes at the adopted Level of Service (LOS) standard for the roadway segments. The LOS data was obtained from the latest *Lake County Transportation Management System Spreadsheet*, excerpts of which are included in **Appendix C**.

Table 1: Existing Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Existing Vol | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|--------------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 83 | Yes |
| | | | | | | SB/WB | 57 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1470 | NB/EB | 303 | Yes |
| | | | | | | SB/WB | 615 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1470 | NB/EB | 271 | Yes |
| | | | | | | SB/WB | 318 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 203 | Yes |
| | | | | | | SB/WB | 372 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1800 | NB/EB | 233 | Yes |
| | | | | | | SB/WB | 745 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 40 | Yes |
| | | | | | | SB/WB | 21 | Yes |

Note: *Scrub Jay Lane* are not included in the 2022 CMP Database. The data in the table represents the 2021 CMP Database.

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS) standard.

2.2 Intersection Capacity Analysis

Table 2 summarizes the results of the existing intersection capacity analysis. The existing intersection capacity analysis was conducted for the AM and PM peak hour using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*. The turning movement count data and the existing AM and PM peak hour Turning Movement Volumes are the are included in **Appendix D**. It should be noted that the raw turning movement counts were

obtained during the peak season so the counts were not seasonally adjusted using a factor obtained from the *FDOT Traffic Online* website.

Table 2: Existing Intersection Capacity Analysis

| Intersection | Control | Time | EB | | WB | | NB | | SB | | Overall | |
|---------------------------------------|---------|--------|-------|-----|-------|-----|-------|-----|-------|-----|---------|-----|
| | | Period | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Hancock Rd & Education Ave | Signal | AM | 75.0 | E | 59.1 | E | 19.4 | B | 23.4 | C | 30.5 | C |
| | | PM | 67.8 | E | 62.1 | E | 11.0 | B | 14.4 | B | 20.8 | C |
| Hancock Rd & Hamlin Ridge/Jorhagen Dr | Signal | AM | 50.8 | D | 41.8 | D | 8.3 | A | 12.3 | B | 15.4 | B |
| | | PM | 49.5 | D | 44.6 | D | 6.2 | A | 8.1 | A | 11.0 | B |
| Hancock Rd Citrus Grove Rd | Signal | AM | 26.8 | C | 27.2 | C | 19.0 | B | 18.8 | B | 21.0 | C |
| | | PM | 32.8 | C | 32.8 | C | 19.7 | B | 20.7 | C | 23.5 | C |
| Hancock Rd & Florida Turnpike EB Ramp | Signal | AM | 22.0 | C | -- | -- | 3.9 | A | 5.5 | A | 5.8 | A |
| | | PM | 24.6 | C | -- | -- | 4.2 | A | 5.8 | A | 6.4 | A |
| Hancock Rd & Florida Turnpike WB Ramp | Signal | AM | -- | -- | 15.9 | B | 9.9 | A | 18.0 | B | 15.3 | B |
| | | PM | -- | -- | 18.2 | B | 11.0 | B | 19.8 | B | 16.9 | B |
| Citrus Grove Rd & Scrub Jay Ln | Stop | AM | 0.0 | A | 0.0 | A | -- | -- | 14.1 | B | -- | -- |
| | | PM | 0.1 | A | 0.0 | A | 16.3 | C | -- | -- | -- | -- |

The analysis indicates that the study intersections generally operate adequately during the AM and PM peak hour period. The detailed *Synchro* worksheets are included in **Appendix E**.

Note: Existing basic intersection timings were used in the analysis with the same adjusted green times used for both the exiting and project conditions to allow for an “apples to apples” comparison of operations.

3.0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The estimated project buildout is 2028.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The calculation indicated that the proposed development would generate a total of 4,511 net new daily trips of which 451 and 465 will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included as part of the *Methodology Memorandum* in **Appendix B**.

Table 3: Trip Generation

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|--------------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 565 | Day Care Center (Students) | 250 Students | 3.83 | 958 | 0.79 | 105 | 93 | 198 | 0.79 | 93 | 105 | 198 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 9,533 | -- | 469 | 441 | 910 | -- | 410 | 412 | 822 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Resturant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 4,511 | -- | 235 | 216 | 451 | -- | 228 | 237 | 465 |

Note: ITE Trip generation equation used as the R-squared value is greater than 0.7

3.2 Trip Distribution/Assignment

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project. A model plot showing the trip distribution pattern is provided as part of the *Methodology Memorandum* in **Appendix B**. The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgement.

Figure 2 provides the finalized trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

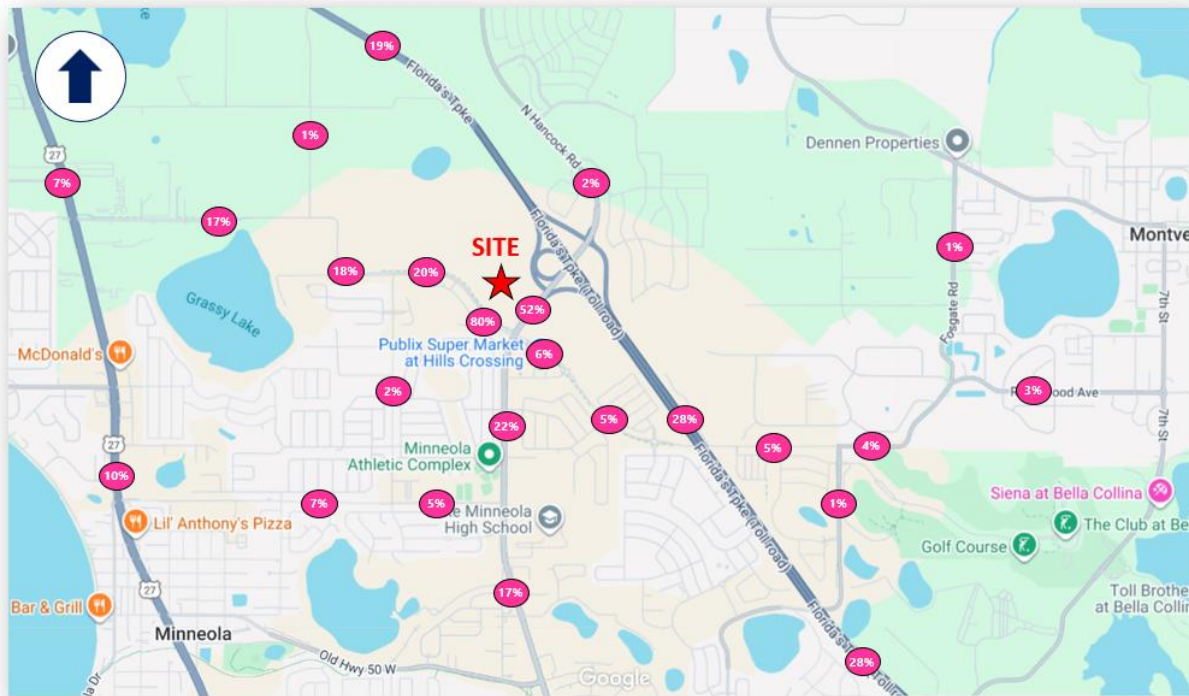


Figure 2: Trip Distribution Map

4.0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to determine the proposed development's impact on the roadway segment capacities and to evaluate the operations of the study intersections. The project buildout year for the analysis is 2028.

4.1 Background Traffic Projection

Projected traffic volumes consist of background traffic combined with site-generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted using Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website on Hancock Road (see **Appendix F**). Based on this historical trend analysis, growth rates of 6.05% and 21.09% was calculated, leading to an average annual growth rate of 13.57%. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

4.2 Roadway Segment Analysis

Table 4 summarizes the results of the projected study roadway segment capacity analysis. The Projected roadway segment conditions were analyzed by comparing the projected traffic volumes on the study segments to their respective service volumes at the adopted Level of Service (LOS) standard.

The total projected traffic volume is composed of background traffic and project trips. Projected background traffic was estimated using the annual growth rate discussed in the previous section.

Table 4: Projected Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Backg'd Vol | Trip Dist | Project Vol | Total Vol | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|-------------|-----------|-------------|-----------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 105 | 18% | 41 | 146 | Yes |
| | | | | | | SB/WB | 73 | | 43 | 116 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1,470 | NB/EB | 385 | 18% | 41 | 426 | Yes |
| | | | | | | SB/WB | 782 | | 43 | 825 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1,470 | NB/EB | 345 | 18% | 41 | 386 | Yes |
| | | | | | | SB/WB | 404 | | 43 | 447 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 258 | 2% | 5 | 263 | Yes |
| | | | | | | SB/WB | 473 | | 5 | 478 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,800 | NB/EB | 296 | 52% | 119 | 415 | Yes |
| | | | | | | SB/WB | 947 | | 123 | 1070 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 51 | 1% | 2 | 53 | Yes |
| | | | | | | SB/WB | 27 | | 2 | 29 | Yes |

Note: Total Vol = Existing Vol x [1+(13.57% x 2 years)] + Project Vol

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS).

4.3 Intersection Capacity Analysis

Table 5 summarizes the results of the projected intersection capacity analysis. The projected intersection capacity and operational analysis was conducted using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)* and was performed for the AM and PM peak hours. The projected volumes for the intersection capacity and operations analysis were calculated as previously discussed. Projected background traffic was estimated using the annual growth rate as previously discussed. The projected peak hour volumes are also provided **Appendix D**.

Table 5: Projected Intersection Capacity Analysis

| Intersection | Control | Time | EB | | WB | | NB | | SB | | Overall | |
|--|---------|--------|-------|-----|-------|-----|-------|-----|-------|-----|---------|-----|
| | | Period | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Hancock Rd & Education Ave | Signal | AM | 90.6 | F | 63.1 | E | 43.4 | D | 67.1 | E | 62.7 | E |
| | | PM | 74.5 | E | 64.3 | E | 20.0 | C | 20.6 | C | 27.9 | C |
| Hancock Rd & Hamlin Ridge/Jorhagen Dr | Signal | AM | 57.4 | E | 40.5 | D | 11.8 | B | 19.1 | B | 20.5 | C |
| | | PM | 49.9 | D | 44.0 | D | 8.2 | A | 10.7 | B | 12.8 | B |
| Hancock Rd Citrus Grove Rd | Signal | AM | 29.6 | C | 34.2 | C | 23.5 | C | 24.3 | C | 26.2 | C |
| | | PM | 49.2 | D | 57.7 | E | 33.3 | C | 34.2 | C | 39.7 | D |
| Hancock Rd & Florida Turnpike EB Ramp | Signal | AM | 35.2 | D | -- | -- | 4.8 | A | 8.0 | A | 9.3 | A |
| | | PM | 36.8 | D | -- | -- | 5.7 | A | 9.1 | A | 10.5 | B |
| Hancock Rd & Florida Turnpike WB Ramp | Signal | AM | -- | -- | 20.9 | C | 15.5 | B | 26.7 | C | 21.1 | C |
| | | PM | -- | -- | 26.6 | C | 18.9 | B | 33.5 | C | 26.4 | C |
| Citrus Grove Rd & Scrub Jay Ln | Stop | AM | 0.0 | A | 0.0 | A | -- | -- | 21.8 | C | -- | -- |
| | | PM | 0.1 | A | 0.0 | A | -- | -- | 27.7 | D | -- | -- |
| Citrus Grove Rd & Turkey Farm Rd/Wild Aster Wy | Stop | AM | 1.1 | A | 0.0 | A | -- | -- | 14.2 | B | -- | -- |
| | | PM | 1.0 | A | 0.0 | A | -- | -- | 46.4 | E | -- | -- |
| Citrus Grove Rd & Project Access | Stop | AM | 0.9 | A | 0.0 | A | -- | -- | 16.0 | C | -- | -- |
| | | PM | 0.9 | A | 0.0 | A | -- | -- | 62.1 | F | -- | -- |

Note: Planning level signal timings utilized for projected conditions

The analysis indicates that the study intersections are projected to continue to generally operate adequately during both the AM and PM peak hour period. The *Synchro* analysis worksheets are included in **Appendix G**.

It is recommended that the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.

5.0 STUDY CONCLUSIONS

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located in the northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

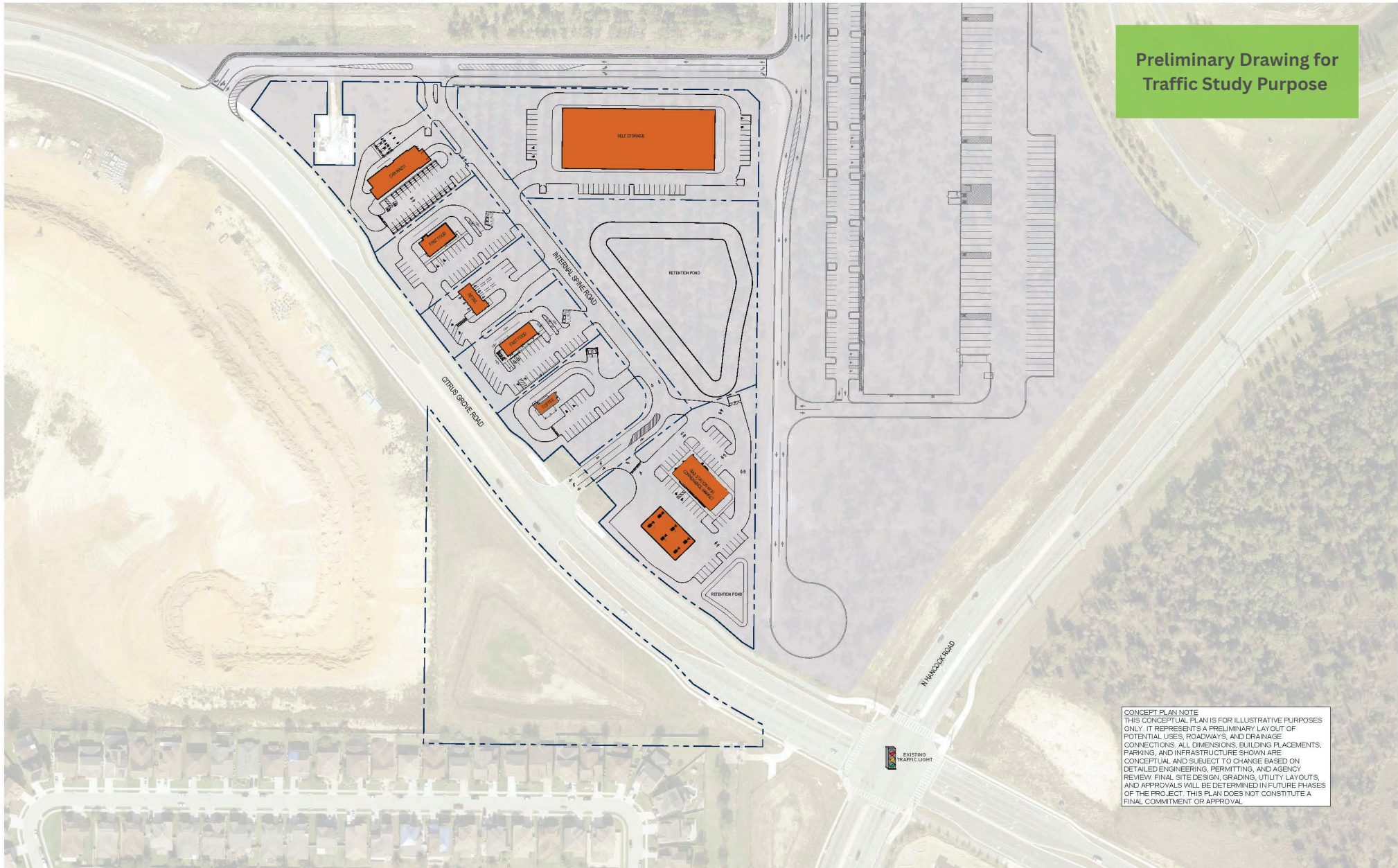
The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 4,511 daily trips of which 451 and 465 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

APPENDIX

Appendix A: Preliminary Concept Plan



Preliminary Drawing for
Traffic Study Purpose

CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.

Appendix B: Methodology Coordination

MEMORANDUM

RE: Citrus Grove Road PUD TIA
Minneola, FL
Traffic Impact Analysis Comments Responses
02/18/2026
Job # 25174

The following provides responses to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. For calculating trip generation apply the ITE Trip Generation Manual, 12th Edition.

Response: Trip Generation manual updated to the 12th edition.

2. Check that the number of pass-by trips do not exceed 10% of the background traffic on Citrus Grove Road.

Response: The typical 10% pass-by restriction suggested by FDOT is not appropriate for use on Citrus Grove Road as the pass-by trips would come from Hancock Road and use Citrus Grove Road to get to the site. The total pass-by trips is approximately 10% of the entering trips at the Hancock Road and Citrus Grove Road today, even without the growth expected in the future.

3. Include the following intersections as part of the analysis, as these intersections are within one mile and are on roadways that have a significant impact from site traffic:

- a. Citrus Grove Rd and Scrub Jay Ln**
- b. N. Hancock Rd and Hamlin Ridge Rd**
- c. N. Hancock Rd and Education Ave**

Response: Intersections added as requested

4. The project volumes shown in Table 2 do not equate using the projected AM peak trip generation and the directional distribution. Please check the volumes.

Response: Table 2 uses the PM peak hour to test roadway significance as that assesses the highest volume traffic conditions.

- 5. Include all segments in Table 2 that have a significant impact and within a 1 mile radius of the site. Also, the analysis shows that Scrub Jay Lane and N. Hancock Rd between CR 561A and SR 91 are not significant.**

Response: Additional segments added as requested.

- 6. Include the calculation of the proposed growth rate for background traffic.**

Response: Background growth rate and committed trips added with supporting discussion.

END

METHODOLOGY MEMORANDUM

RE: Citrus Grove Road PUD
Minneola, FL
Traffic Impact Analysis Methodology
3/24/2026
Job # 25174

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above-referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by the City of Minneola, Lake County and the Florida Department of Transportation (FDOT).

Project Description

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located in the northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

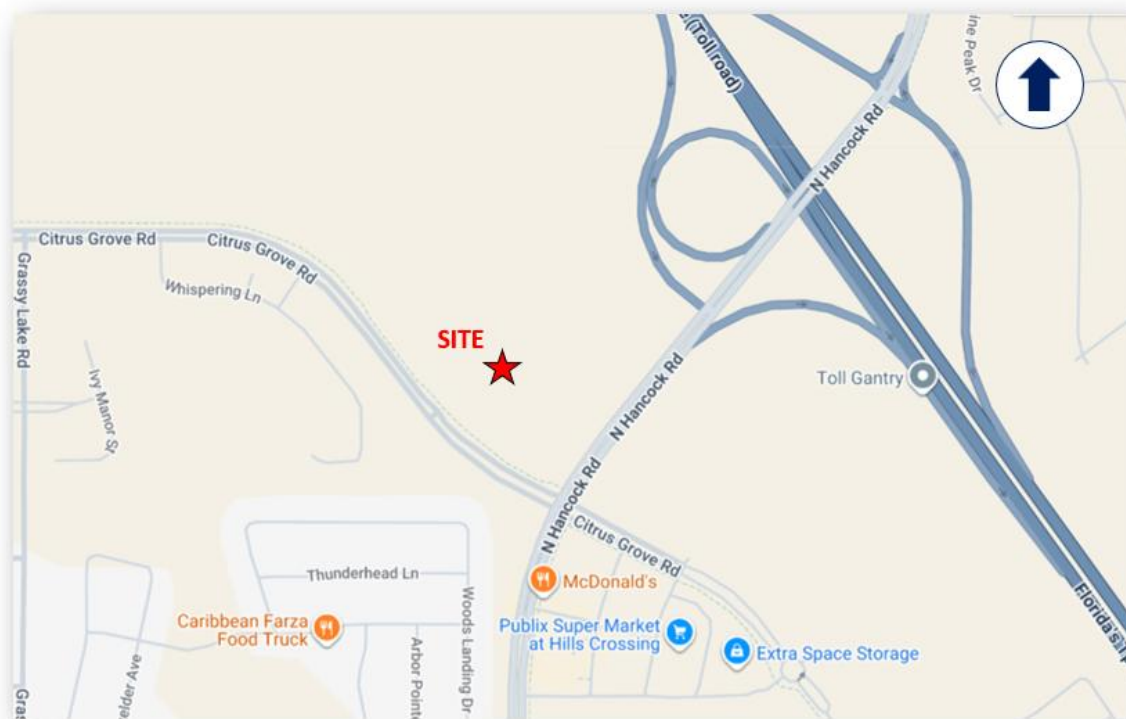


Figure 1: Project Location Map

Site Access

Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road. **Attachment A** provides the concept plan for the site.

Trip Generation

Table 1 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The calculation revealed that the proposed development will generate a total of 4,511 new daily trips of which 451 and 465 trips will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included for reference in **Attachment B**.

Table 1: Trip Generation

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|--------------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 565 | Day Care Center (Students) | 250 Students | 3.83 | 958 | 0.79 | 105 | 93 | 198 | 0.79 | 93 | 105 | 198 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 9,533 | -- | 469 | 441 | 910 | -- | 410 | 412 | 822 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Resturant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 4,511 | -- | 235 | 216 | 451 | -- | 228 | 237 | 465 |

Note: Land uses to be refined further in the TIA report.

Trip Distribution

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project (see **Attachment C** for model plot). The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgment.

Figure 2 provides the final trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

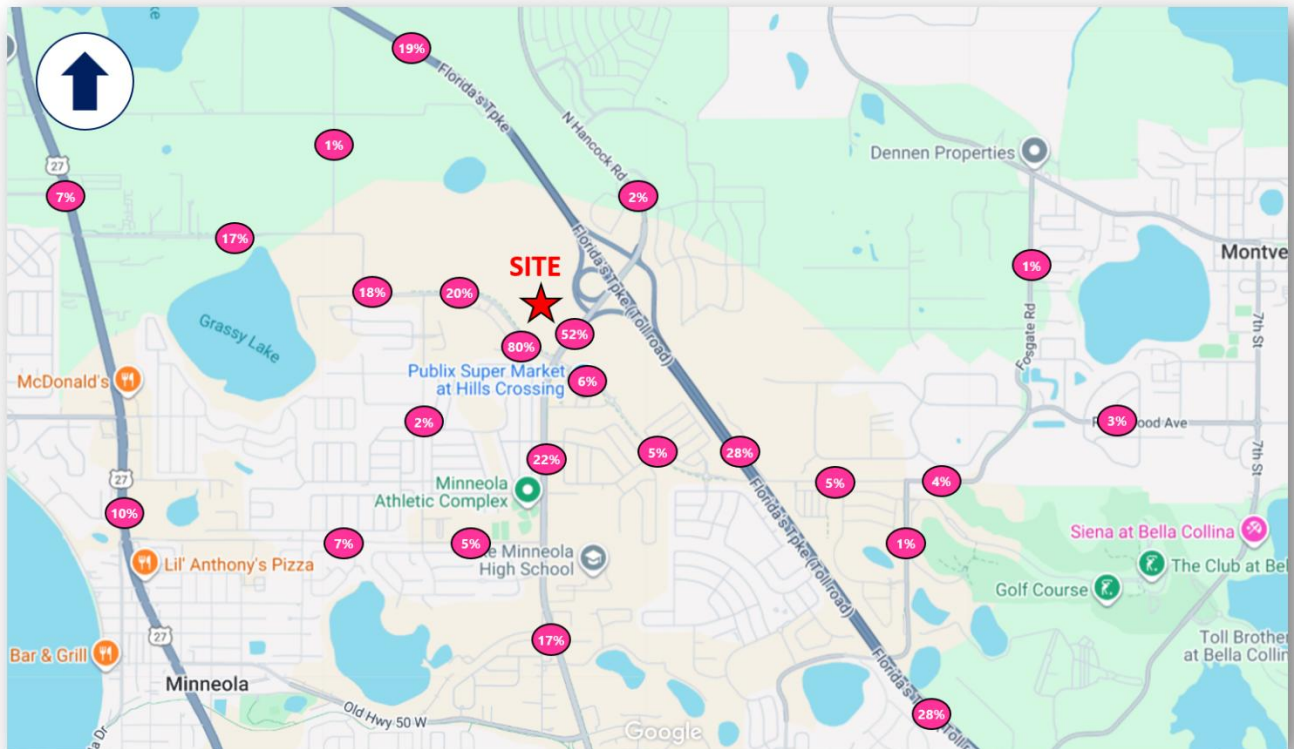


Figure 2: Trip Distribution Map

Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road

- Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

Table 2: Roadway Segment Significance Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Trip Dist | Project Vol | % of Capacity | Signif at 5% |
|--------|-------------------|--|-------|----------|-----------------|-------|-----------|-------------|---------------|--------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 18% | 41 | 6.61% | Yes |
| | | | | | | SB/WB | | 43 | 6.94% | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 2% | 5 | 0.63% | No |
| | | | | | | SB/WB | | 5 | 0.63% | No |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,800 | NB/EB | 52% | 119 | 6.61% | Yes |
| | | | | | | SB/WB | | 123 | 6.83% | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 1% | 2 | 0.49% | No |
| | | | | | | SB/WB | | 2 | 0.49% | No |

Multimodal Assessment

An assessment of multimodal options will be documented for: Transit, Bicycle and Pedestrian.

Projected Conditions Analysis

The projected conditions analysis will be conducted within the following framework:

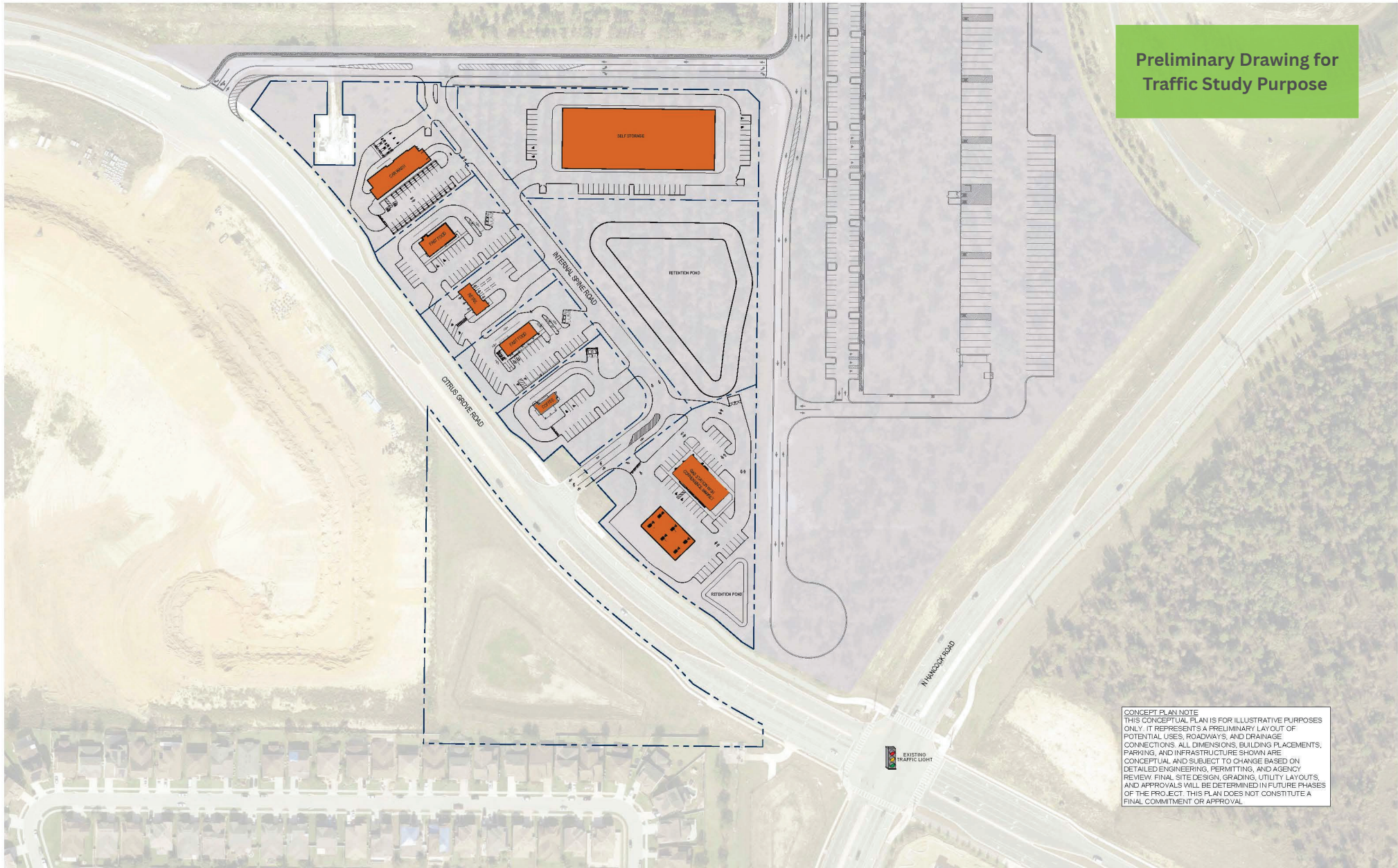
- *Counts:* Traffic counts will be obtained during the AM and PM peak periods and adjusted using a peak season factor as necessary.
- *Growth Factors:* Growth factors, derived from historical traffic volume data, will be applied to existing traffic counts to develop projected/buildout background traffic volumes.
- *Analysis Periods:* Analyses will be performed for existing (2026) and projected/buildout conditions (2028).
- *Projected Conditions Traffic:* Project buildout traffic volumes will be added to the future background traffic volumes to obtain total project/buildout traffic volumes.
- *Roadway Analysis:* Roadways segments will be evaluated using the Lake County and FDOT service volume capacities, as applicable.
- *Intersection Analysis:* Intersection capacity analysis will be performed using the latest operational analysis procedures documented in the *Highway Capacity Manual* as applied using the Synchro software.
- *Turn Lane Analysis:* Turn Lane analysis will be performed for all the site access driveways based on FDOT requirements.

Traffic Impact Study Report

The traffic report prepared will summarize the study procedures, analyses and recommendations.

END

Attachment A
Preliminary Concept Plan



Preliminary Drawing for
Traffic Study Purpose

CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.

Attachment B
Trip Generation Information

Land Use: 151 Mini-Warehouse

Description

A mini-warehouse is a building or a series of buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. The site may also include additional storage area for recreational vehicles.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035, 1263

Mini-Warehouse (151)

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

Setting/Location: General Urban/Suburban

Number of Studies: 11

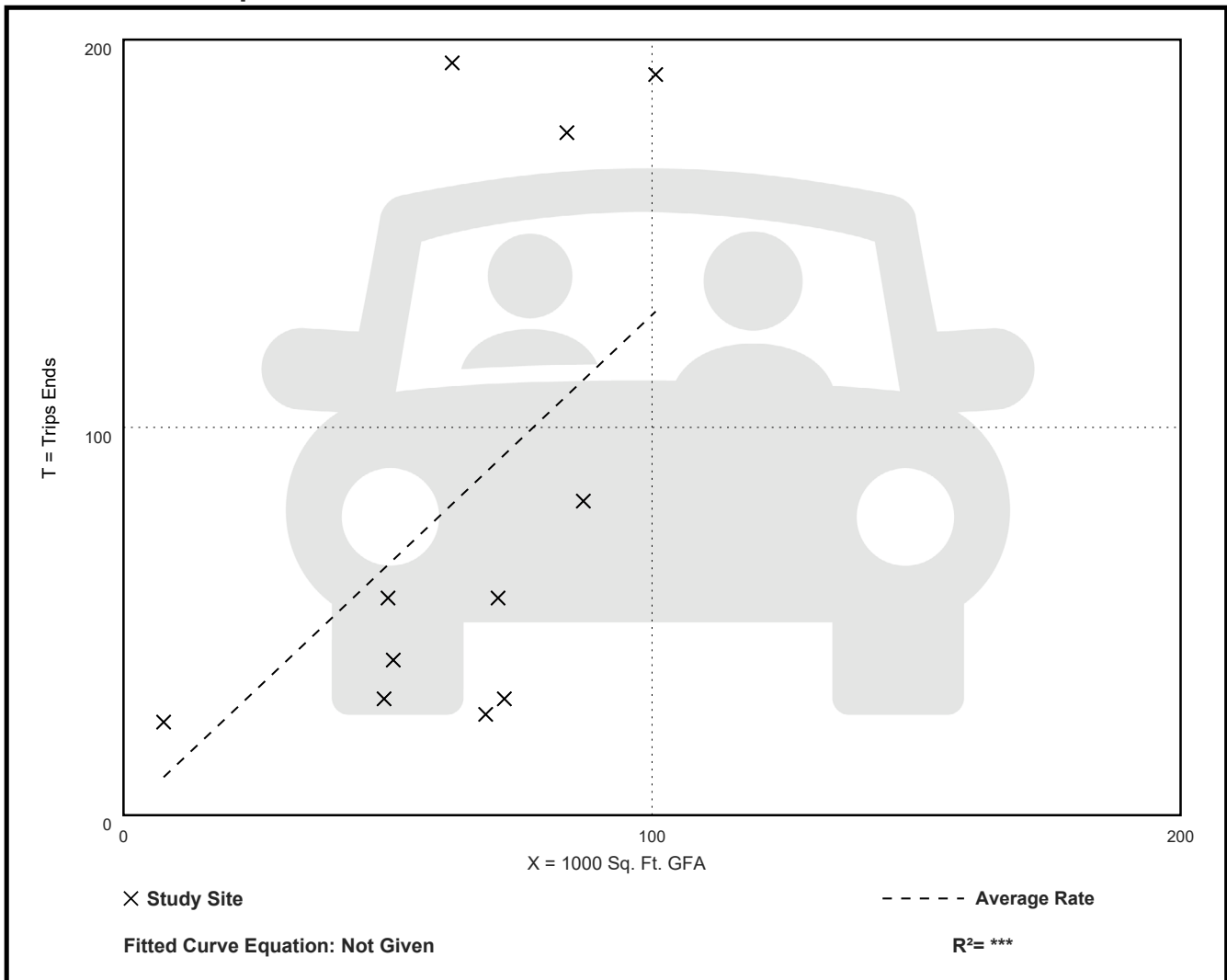
Avg. 1000 Sq. Ft. GFA: 64

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.29 | 0.38 - 3.16 | 0.89 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

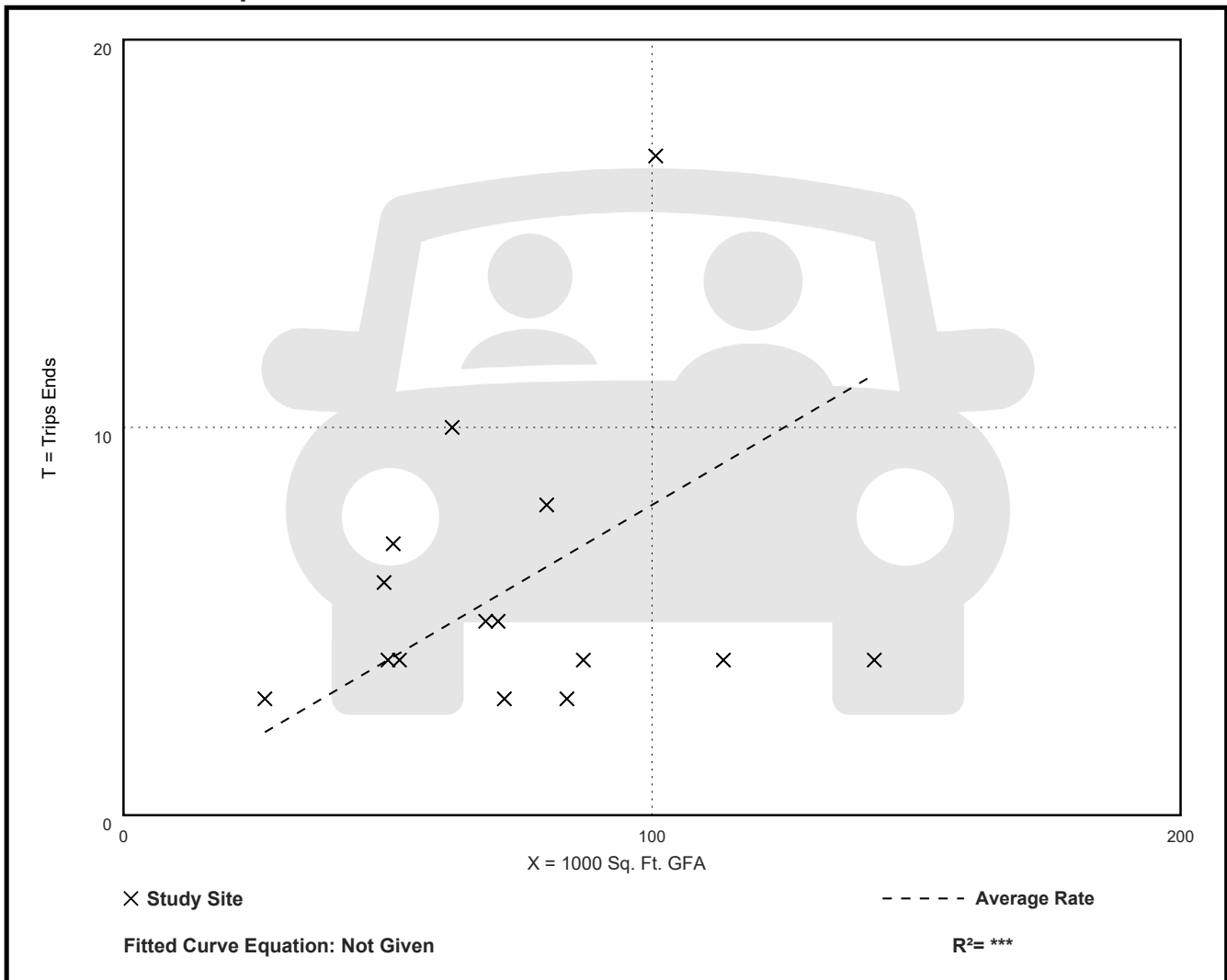
Avg. 1000 Sq. Ft. GFA: 74

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.08 | 0.03 - 0.17 | 0.05 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 16

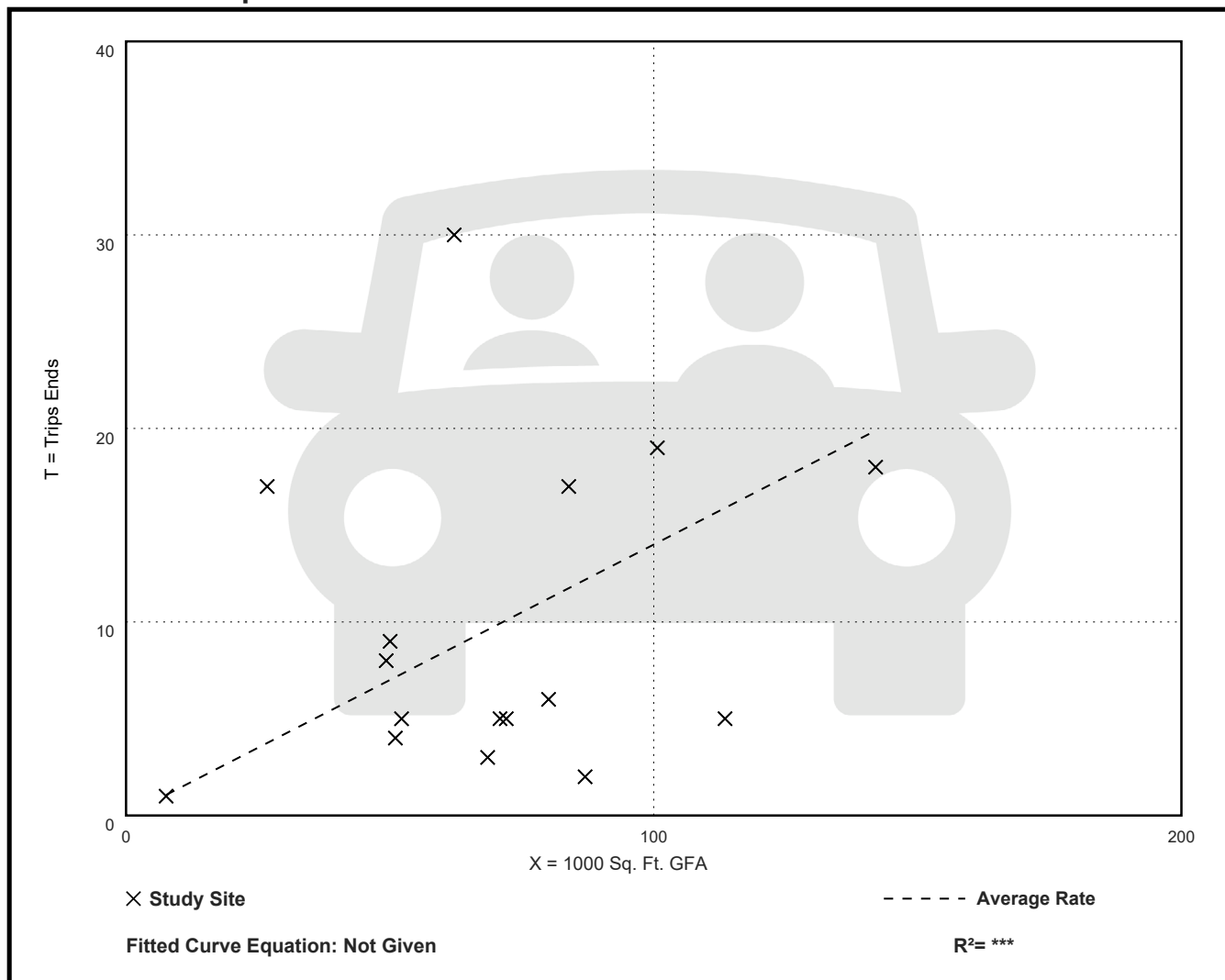
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.14 | 0.02 - 0.64 | 0.13 |

Data Plot and Equation



Land Use: 565

Day Care Center

Description

A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Florida, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, and Wisconsin.

Source Numbers

335, 336, 337, 355, 418, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981, 1236

Day Care Center (565)

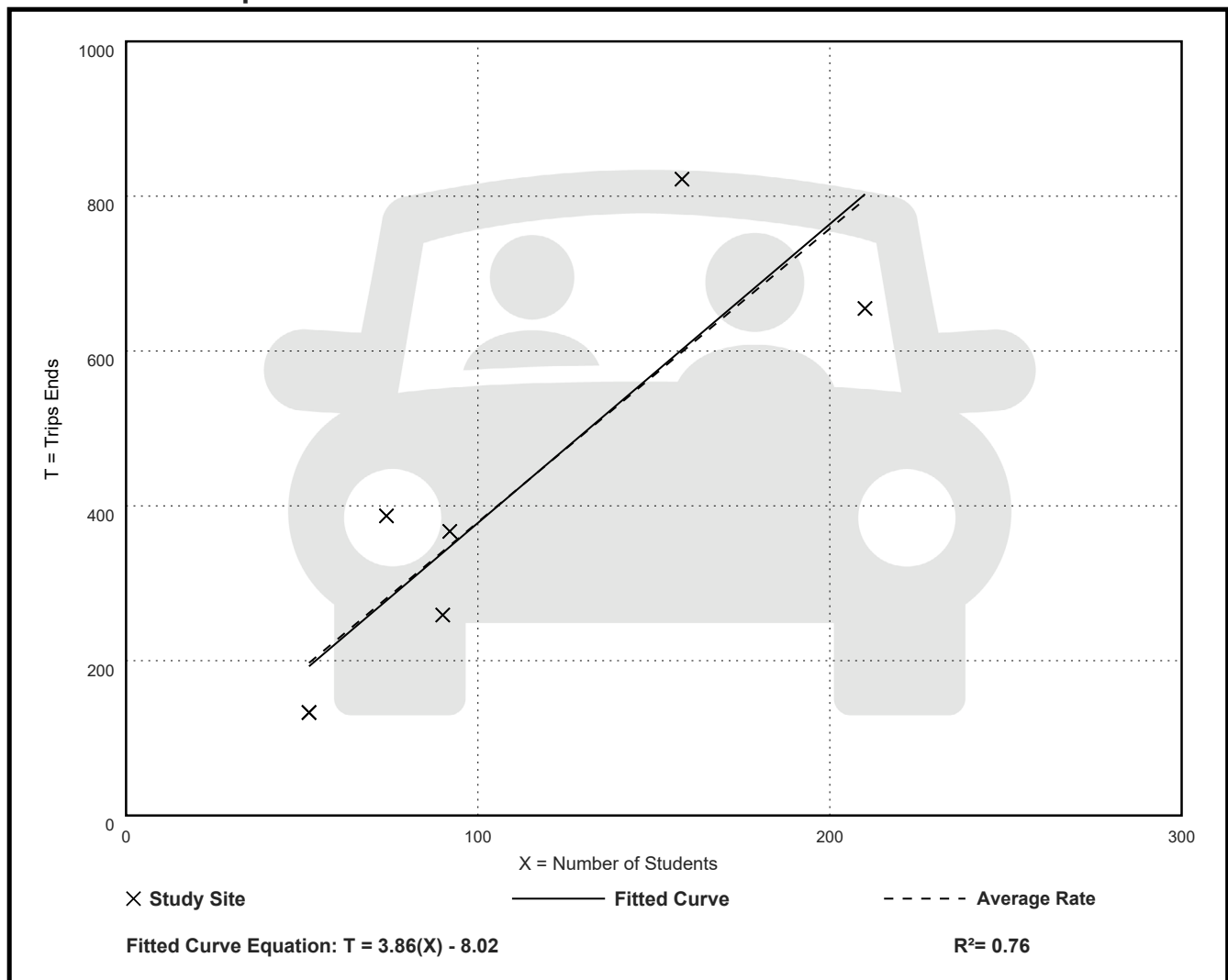
Vehicle Trip Ends vs: Students
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.79 | 2.56 - 5.23 | 1.13 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 63

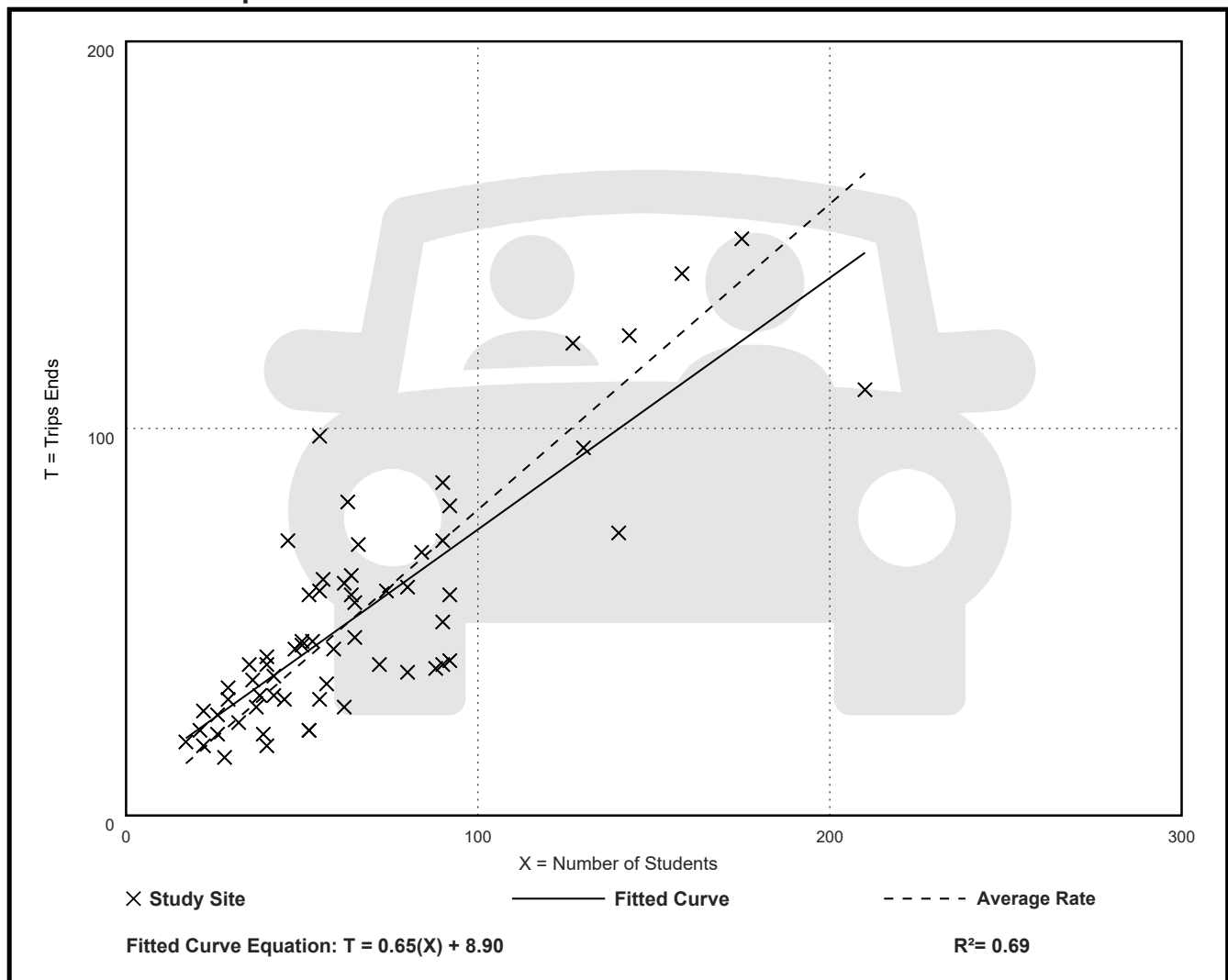
Avg. Num. of Students: 66

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.42 - 1.78 | 0.26 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 63

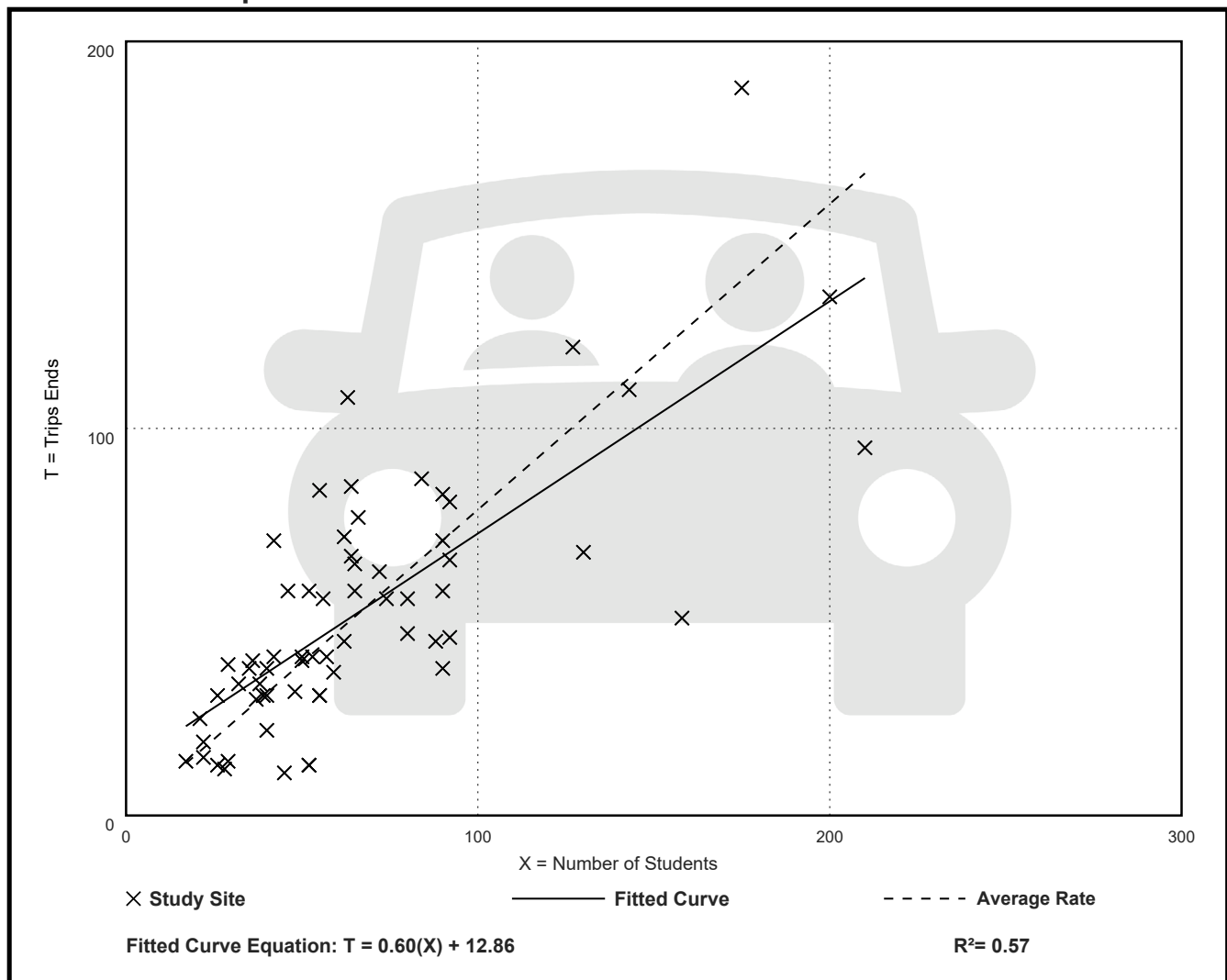
Avg. Num. of Students: 67

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.24 - 1.71 | 0.31 |

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k) (822)

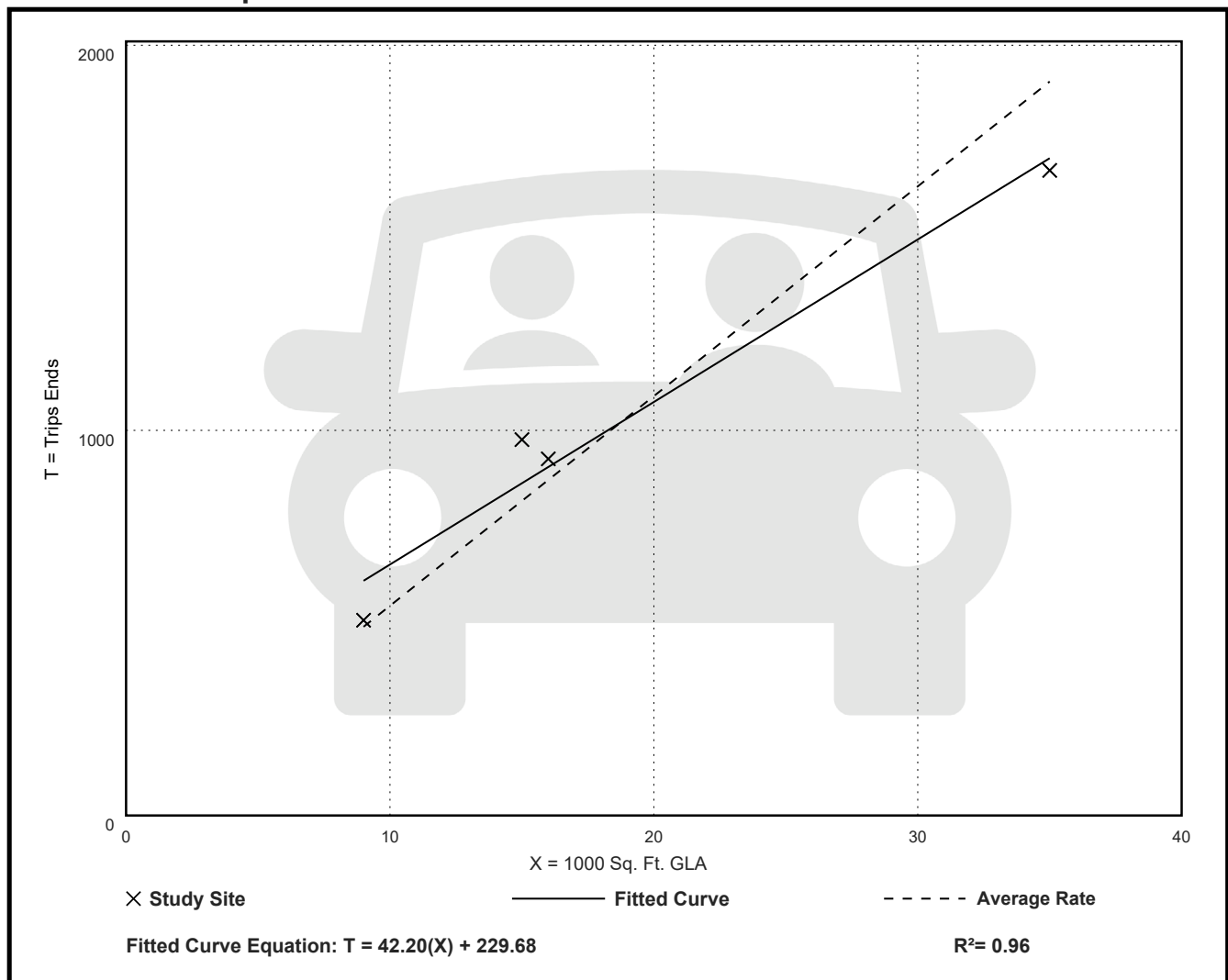
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 54.45 | 47.86 - 65.07 | 7.81 |

Data Plot and Equation



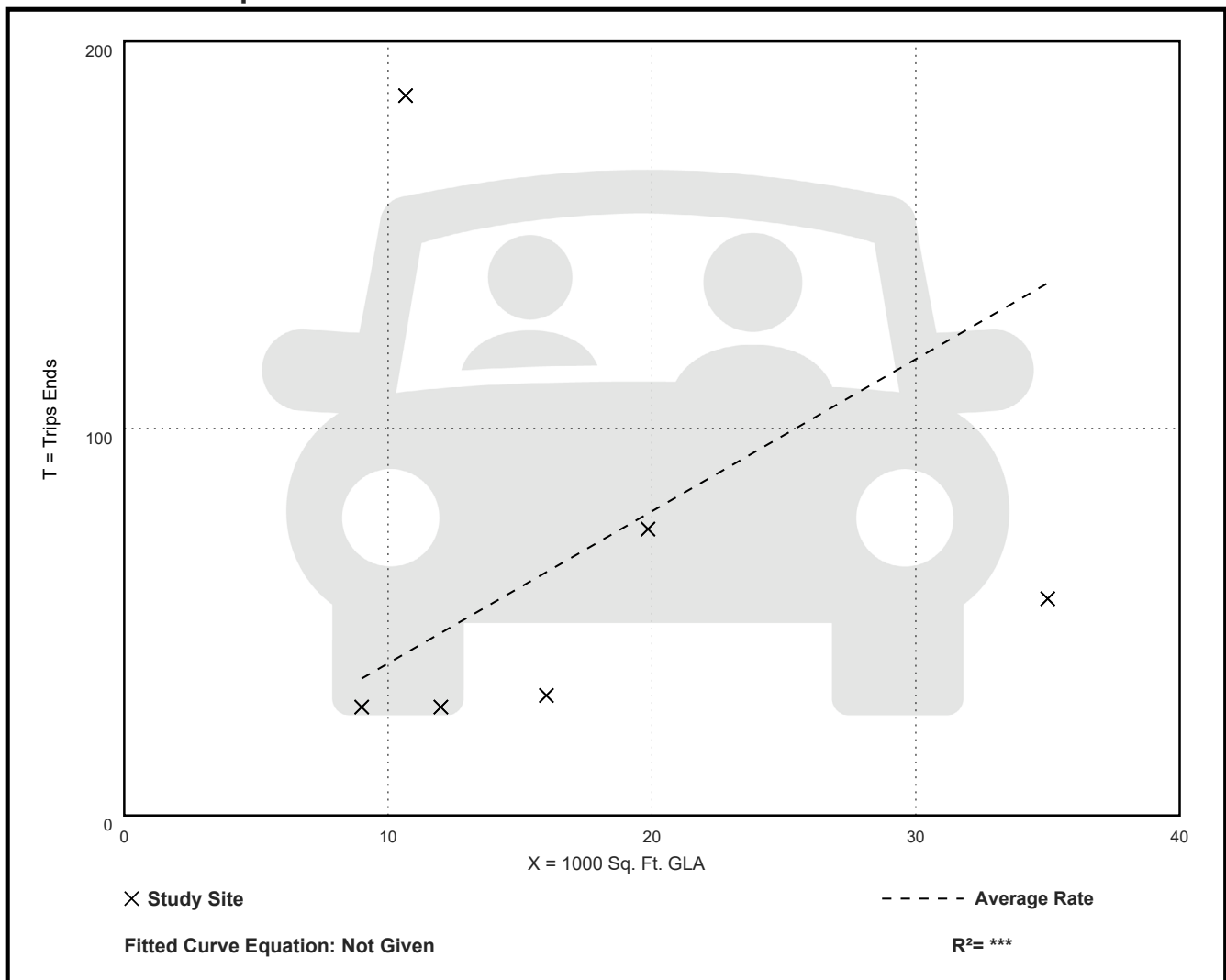
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GLA: 17
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.93 | 1.60 - 17.44 | 5.12 |

Data Plot and Equation



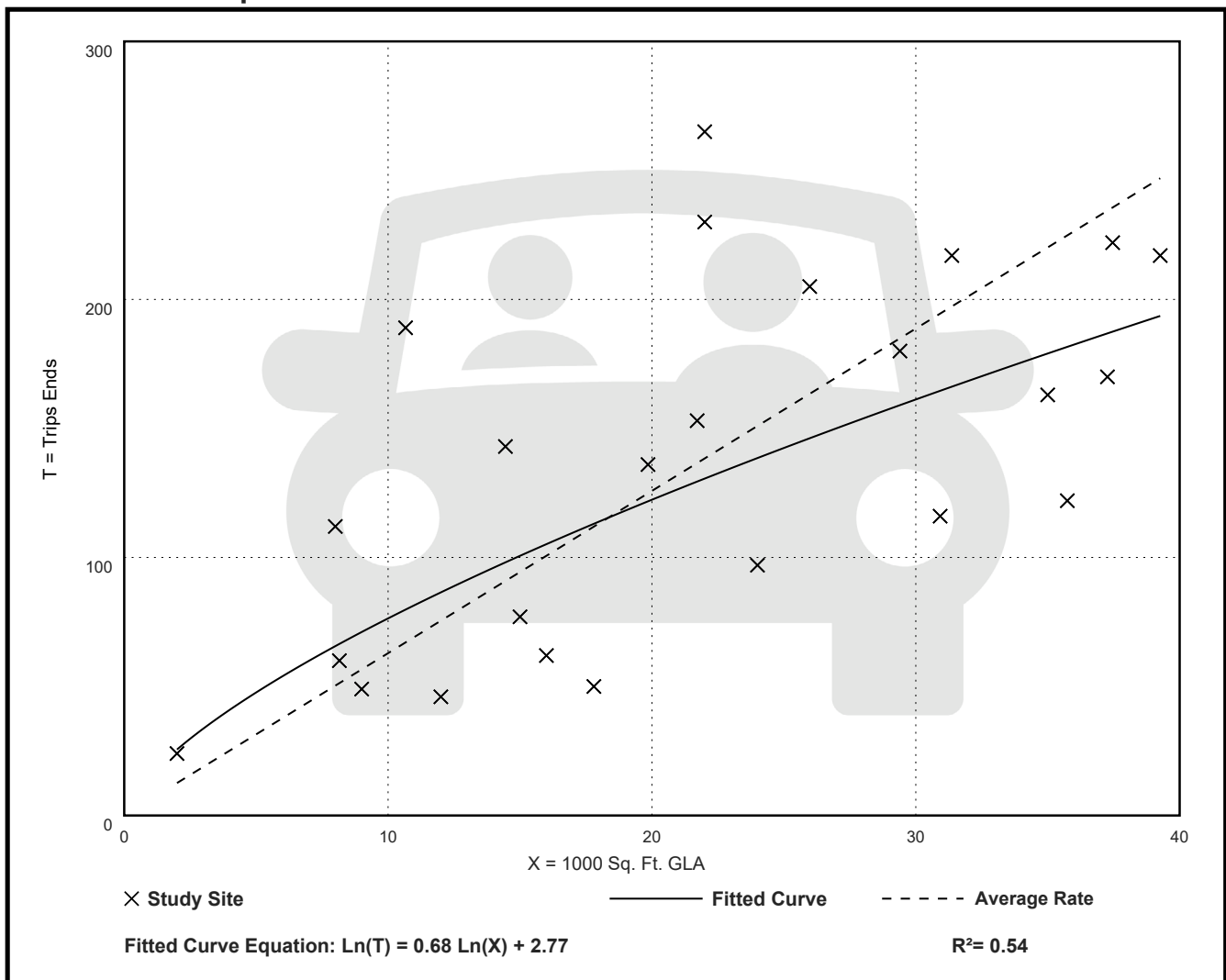
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.29 | 2.81 - 17.72 | 3.02 |

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not offer table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alaska, Arizona, California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, South Dakota, Texas, Vermont, Washington, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

Source Numbers

338, 340, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 1050, 1053, 1054, 1208, 1219, 1234, 1236, 1259, 1267

Fast-Food Restaurant with Drive-Through Window (934)

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

Setting/Location: General Urban/Suburban

Number of Studies: 68

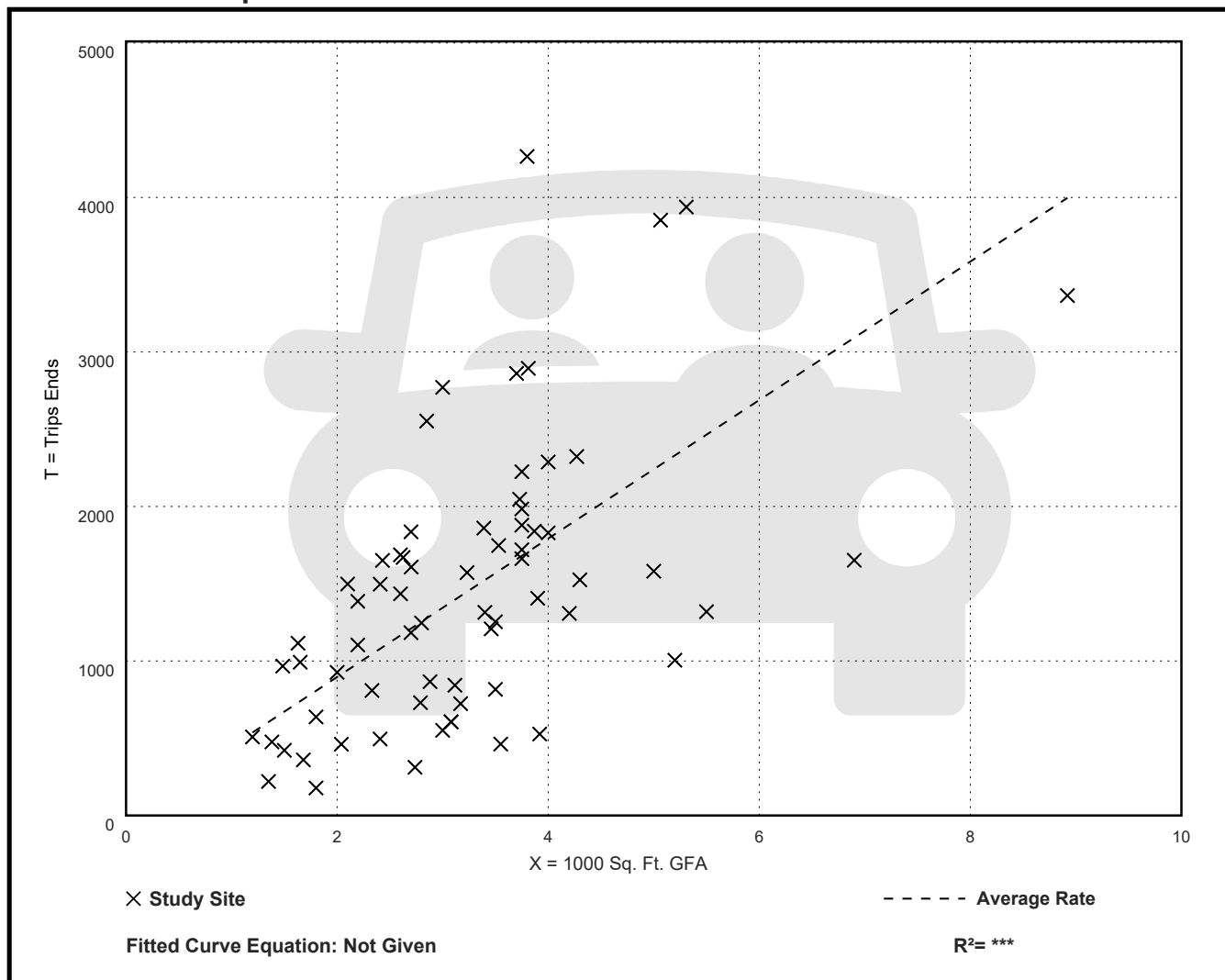
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|-----------------|--------------------|
| 448.12 | 98.89 - 1122.37 | 217.66 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

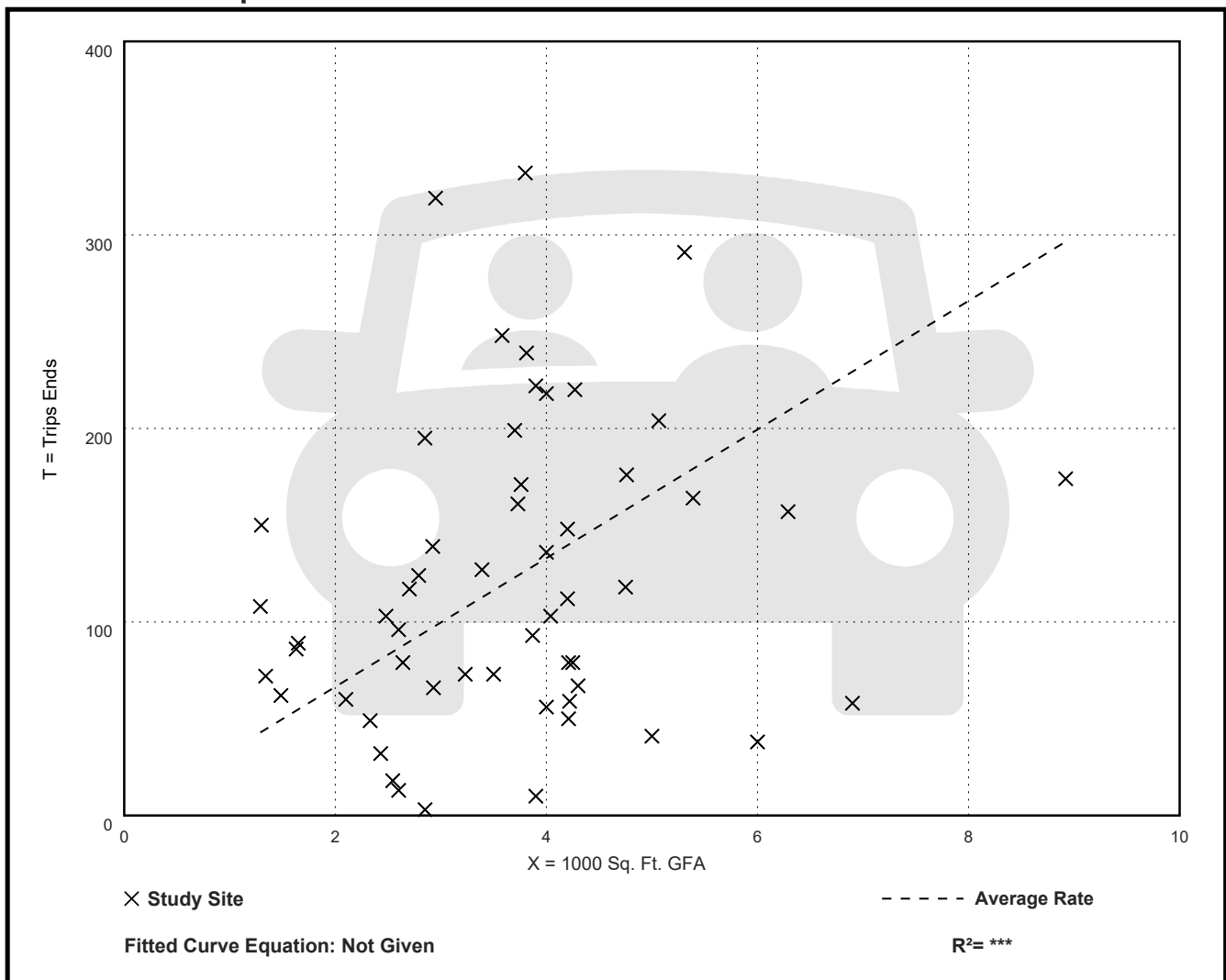
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 33.24 | 1.05 - 115.38 | 22.70 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 139

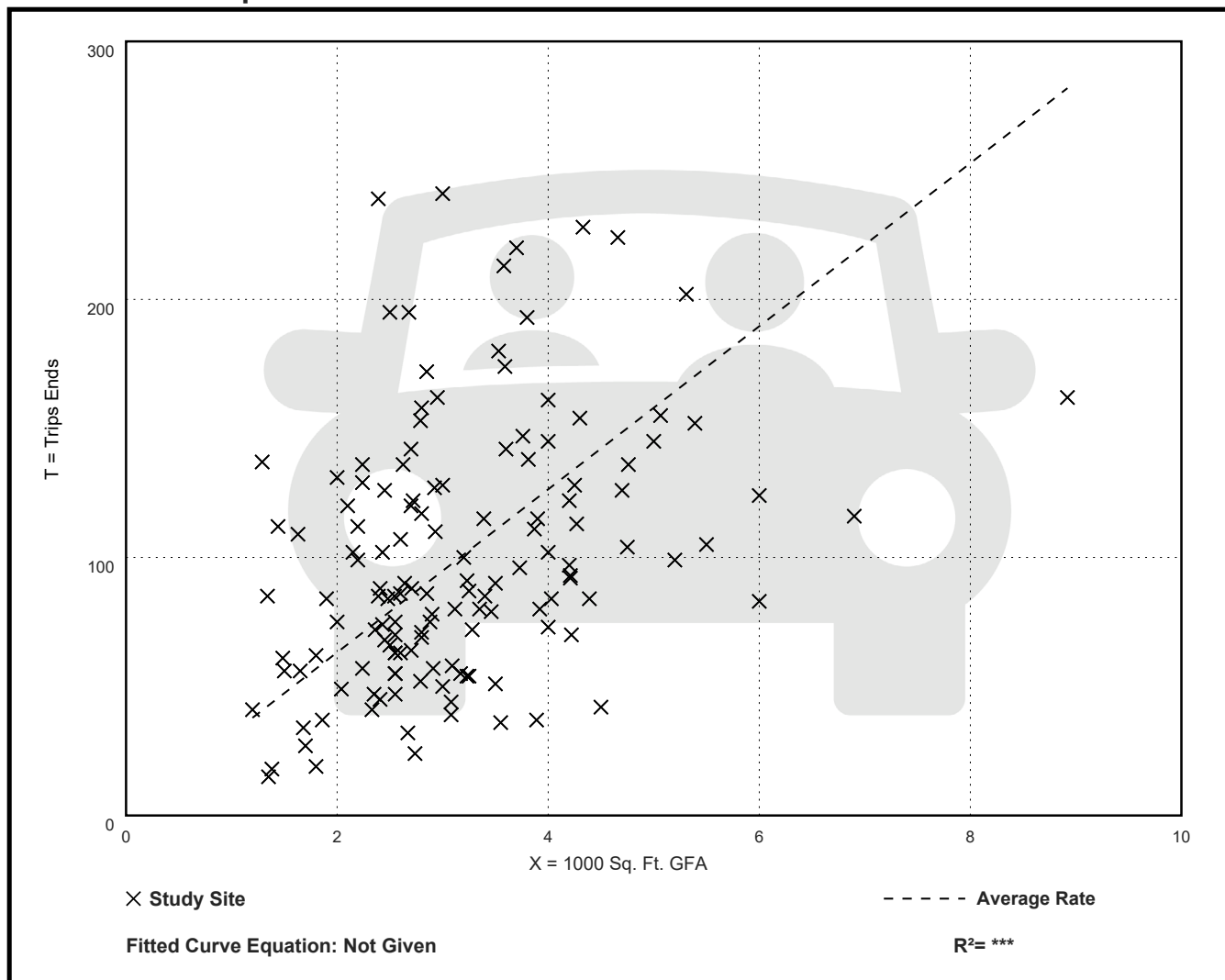
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 31.60 | 8.77 - 106.20 | 16.21 |

Data Plot and Equation



Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food and beverage products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant's marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically maintains long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not offered.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Connecticut, Florida, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Source Numbers

438, 593, 594, 599, 615, 617, 618, 621, 622, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044, 1200, 1202, 1219, 1221, 1236, 1255

Coffee/Donut Shop with Drive-Through Window (937)

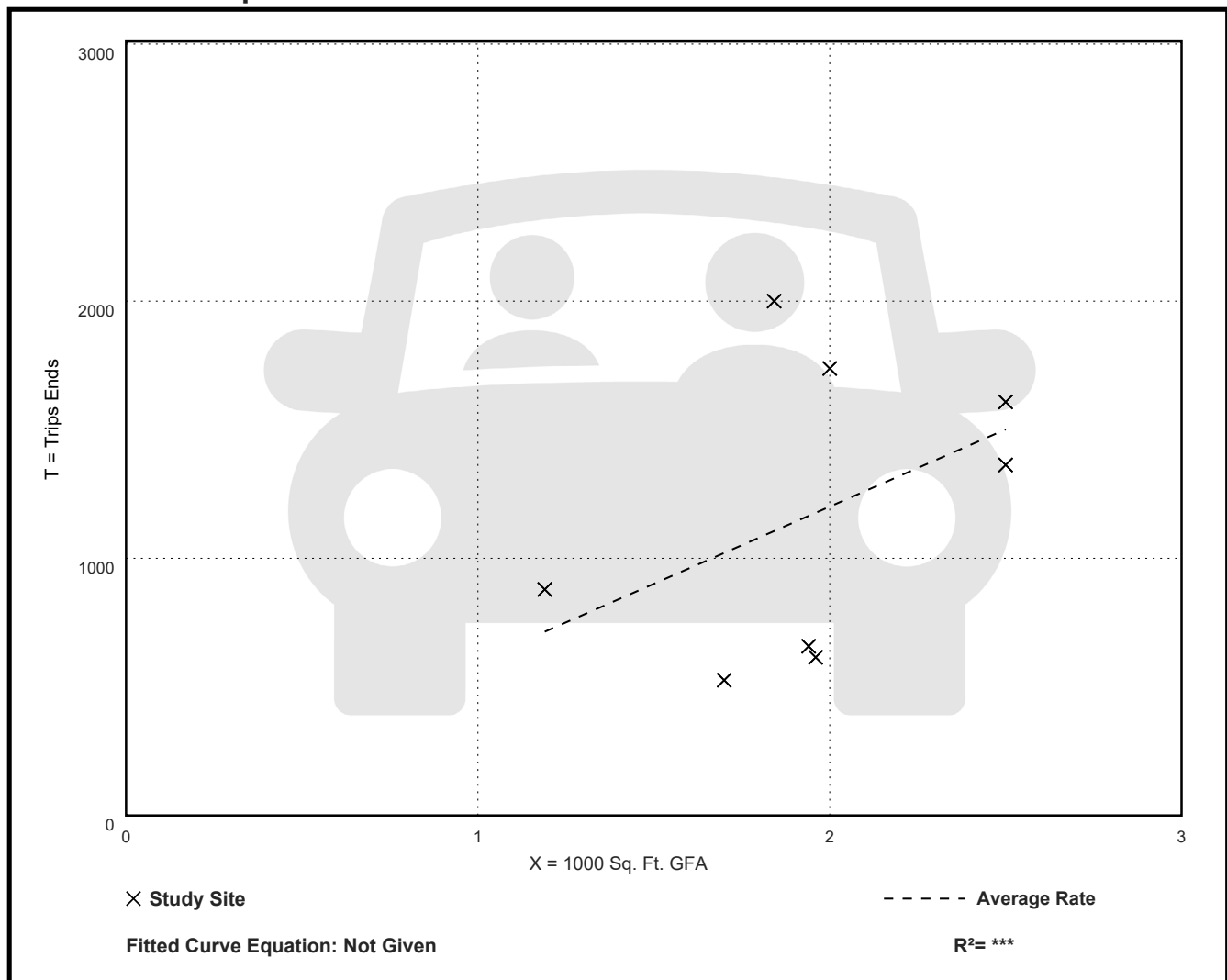
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday

Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|------------------|--------------------|
| 600.50 | 309.41 - 1085.78 | 277.14 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 84

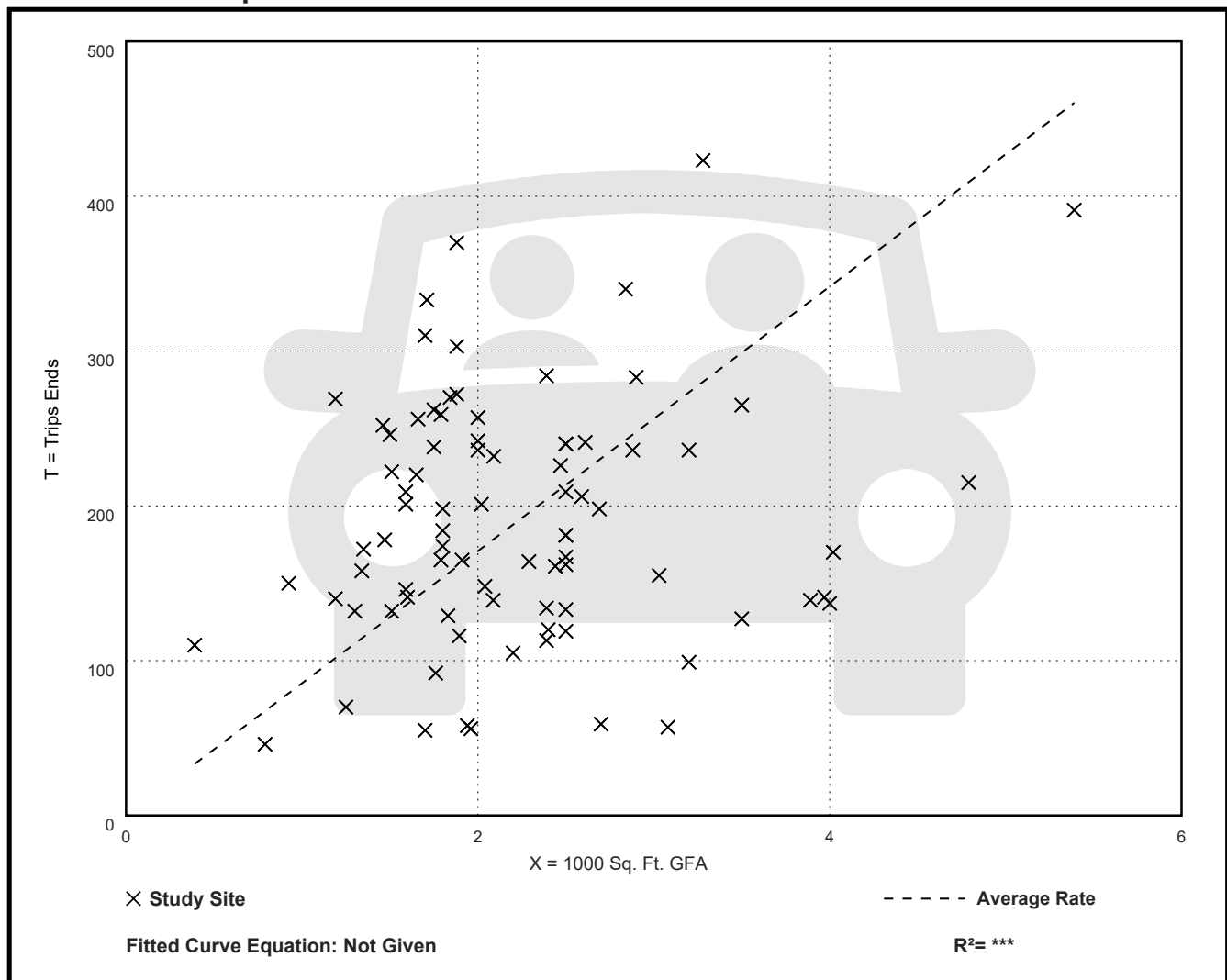
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 85.41 | 18.51 - 282.05 | 44.24 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

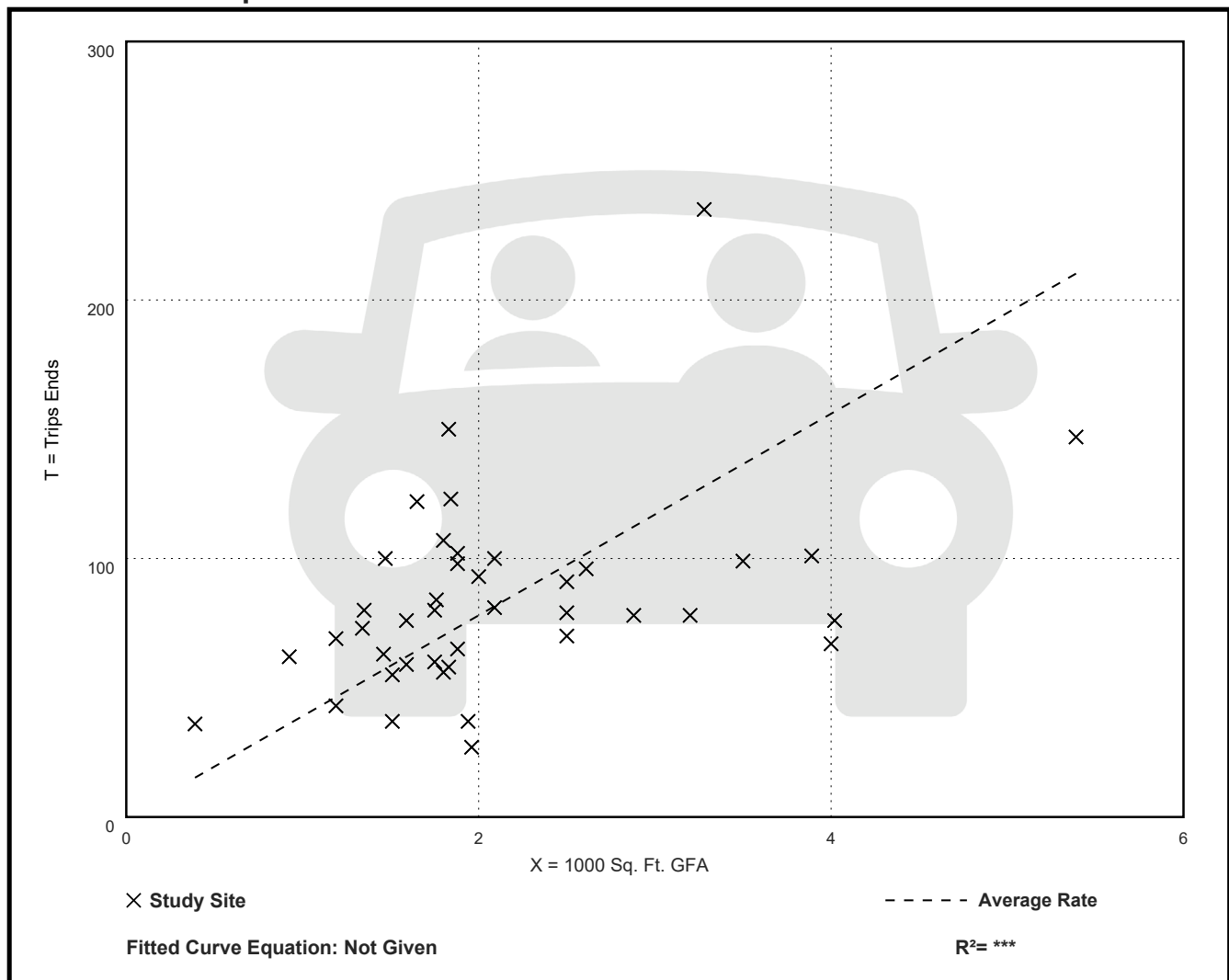
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 39.00 | 13.78 - 92.31 | 17.60 |

Data Plot and Equation



Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - GFA (2-4k) (945)

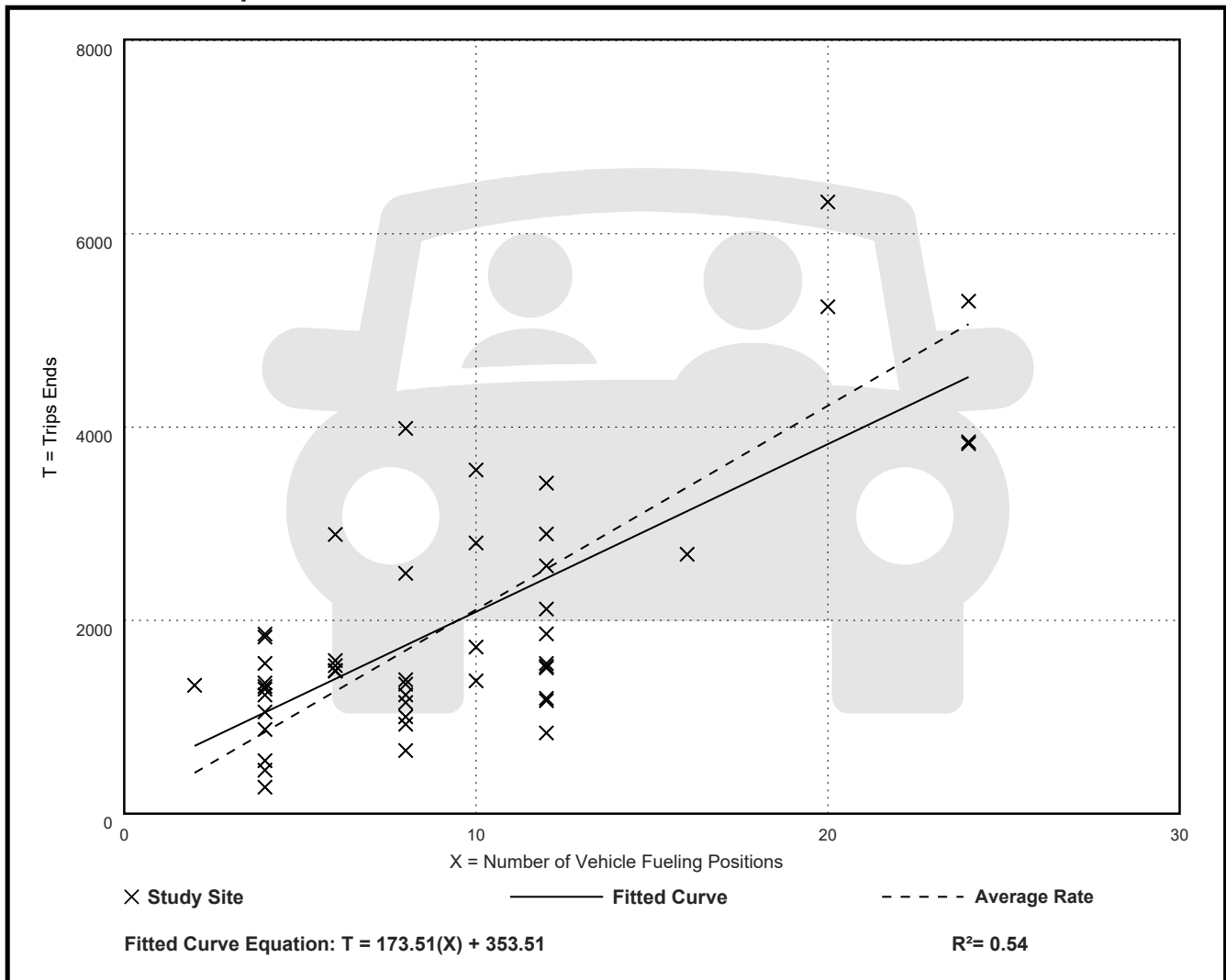
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 211.05 | 68.50 - 664.00 | 102.55 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: **General Urban/Suburban**

Number of Studies: 71

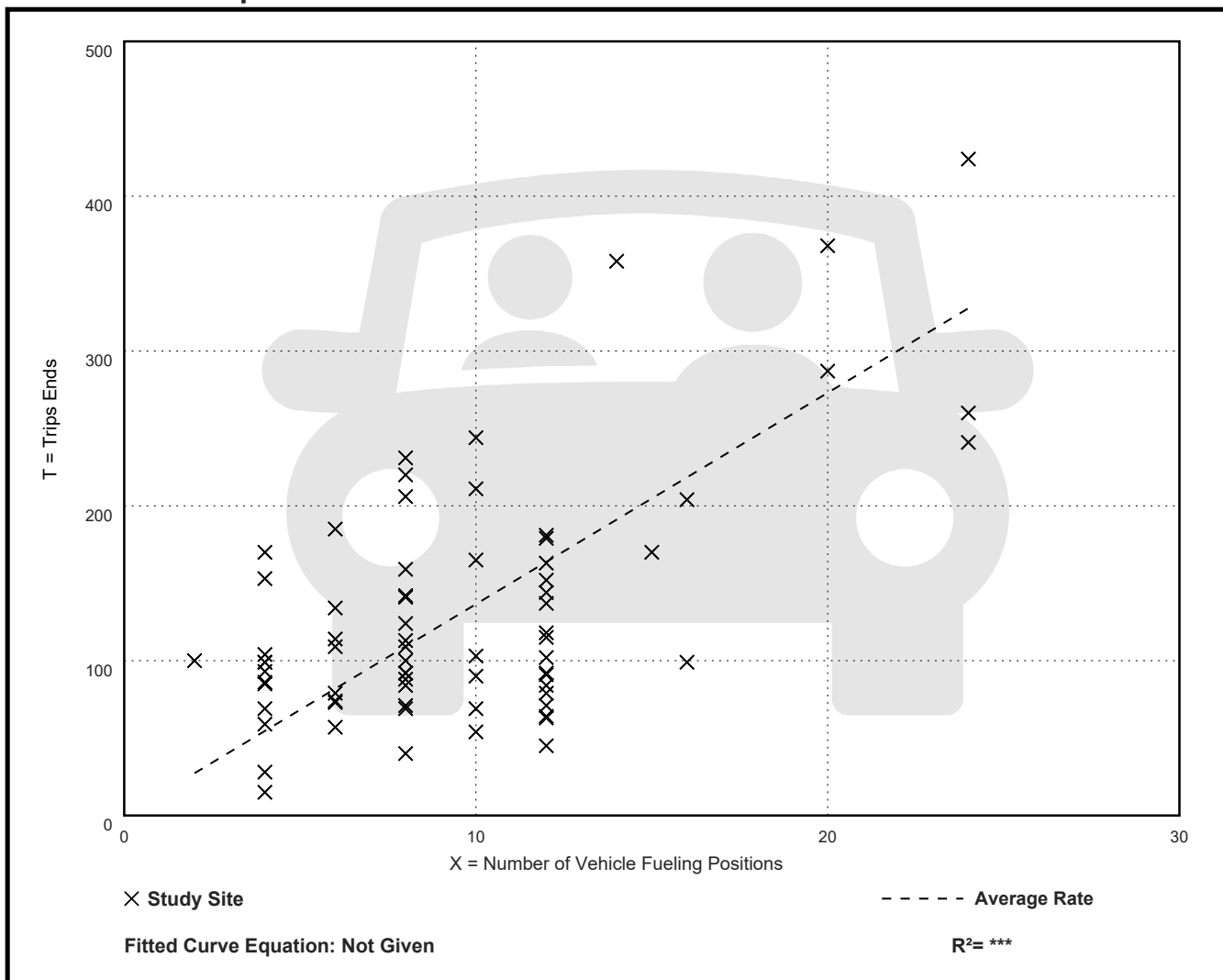
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 13.65 | 3.75 - 50.00 | 7.16 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

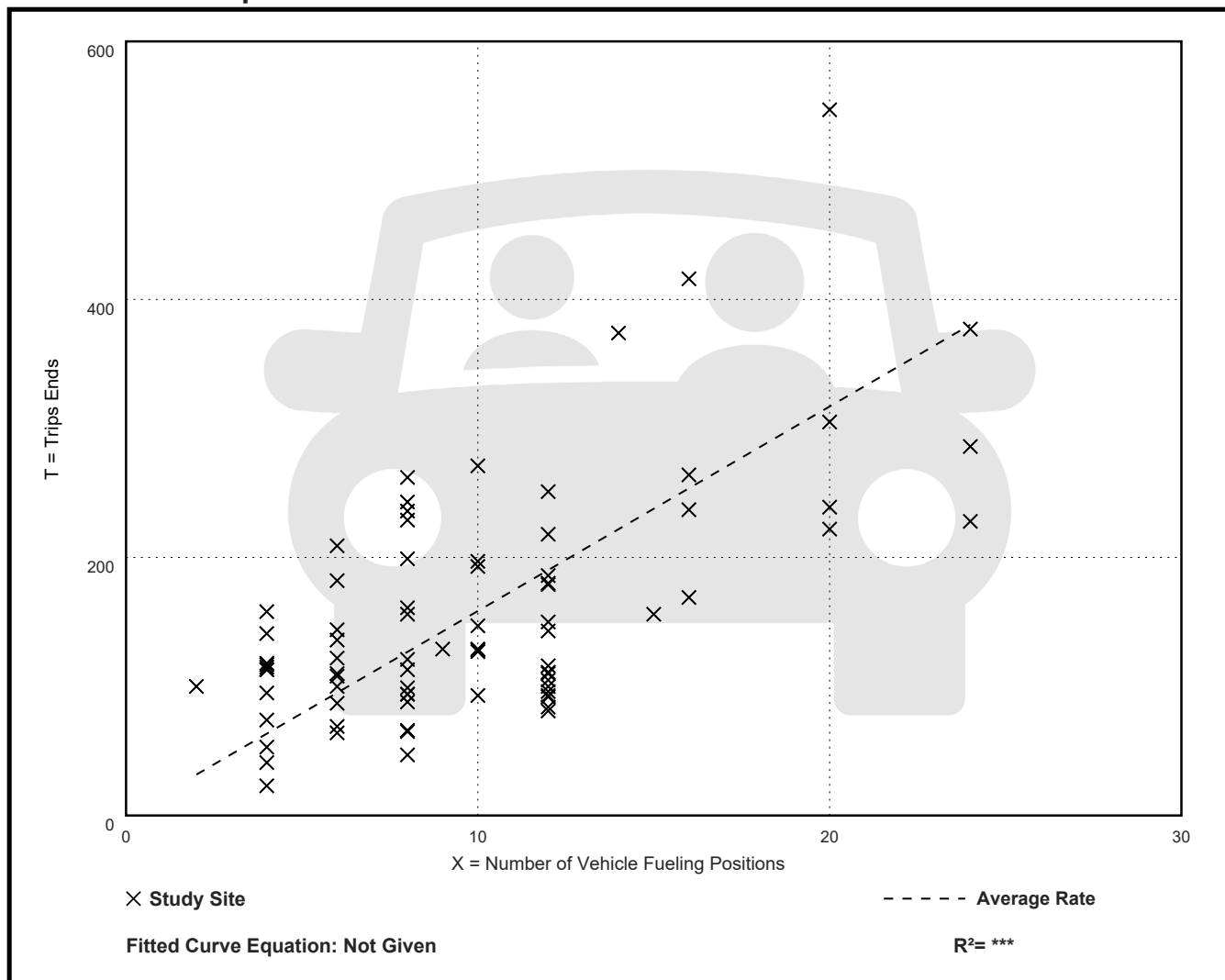
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 15.85 | 5.75 - 50.00 | 7.54 |

Data Plot and Equation



Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

Automated Car Wash (948)

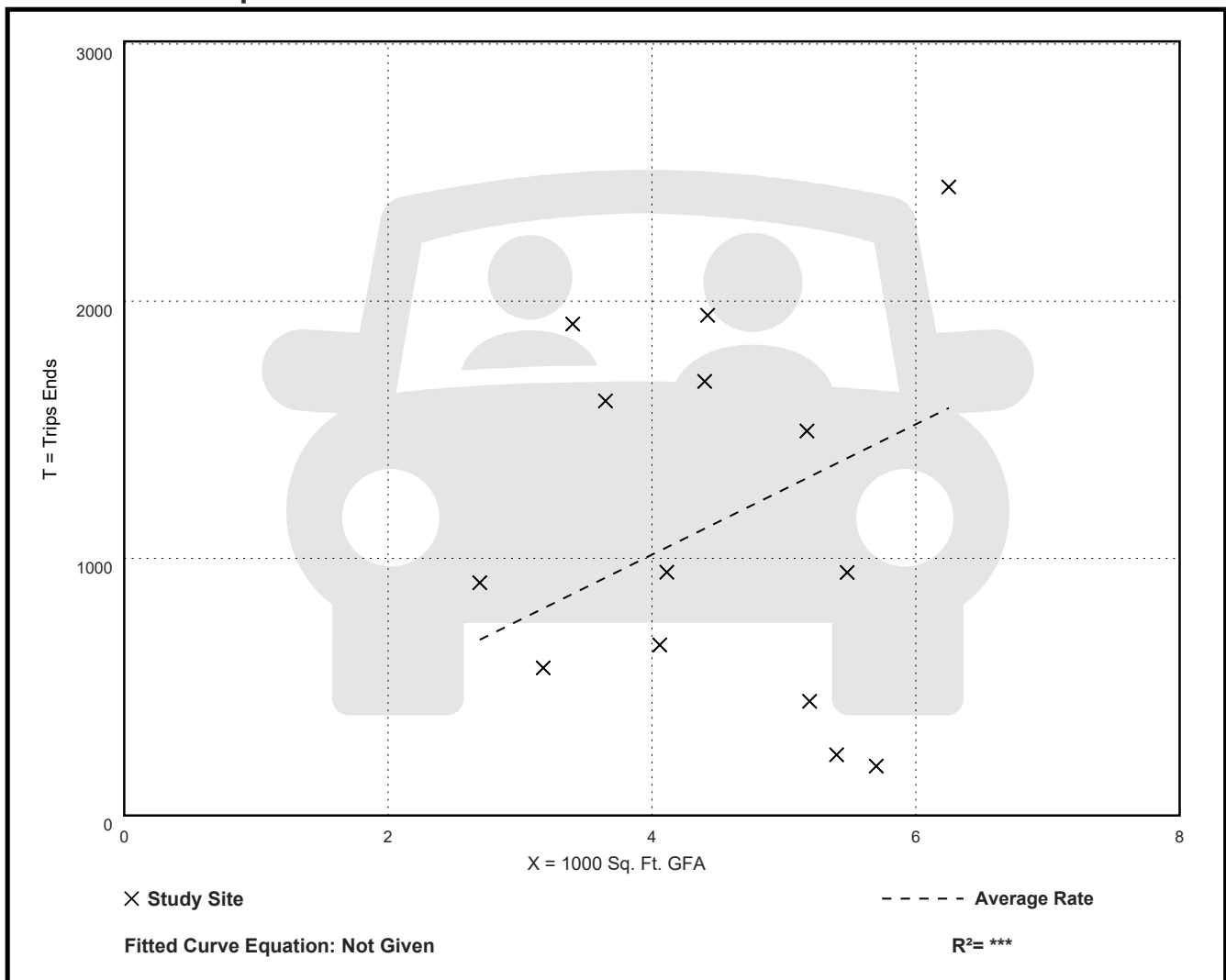
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 253.51 | 33.68 - 562.06 | 163.78 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

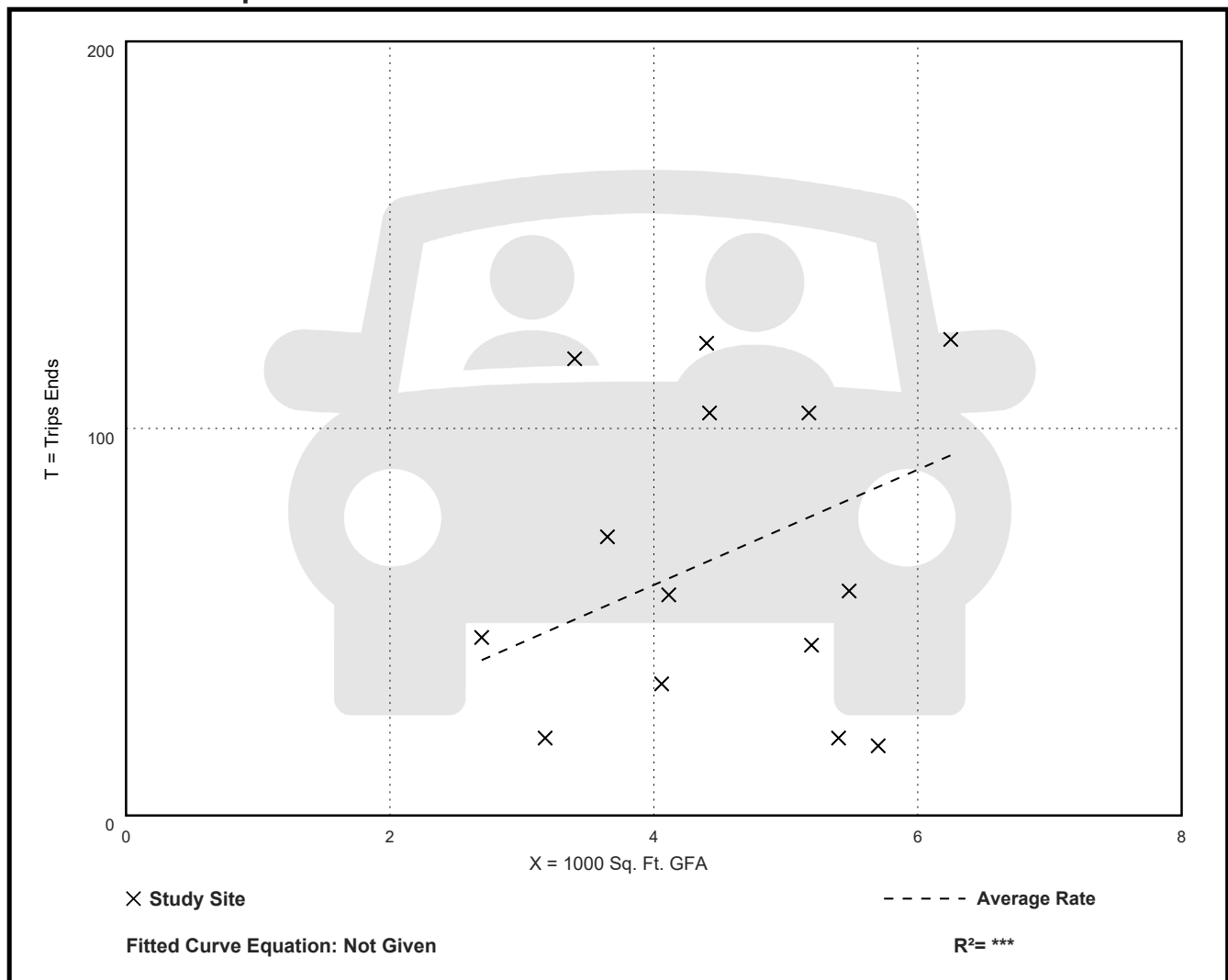
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 14.89 | 3.16 - 34.71 | 9.20 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 15

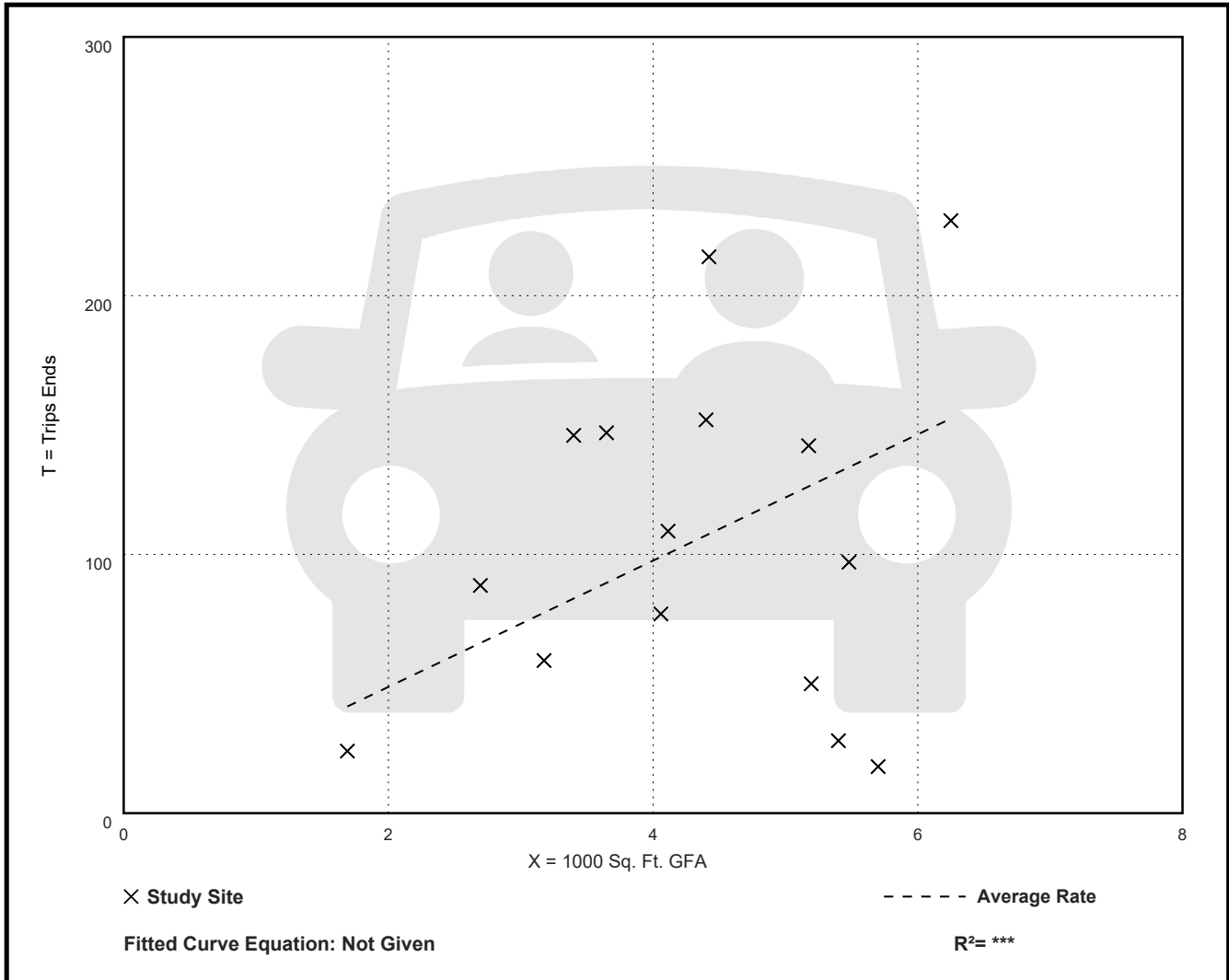
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

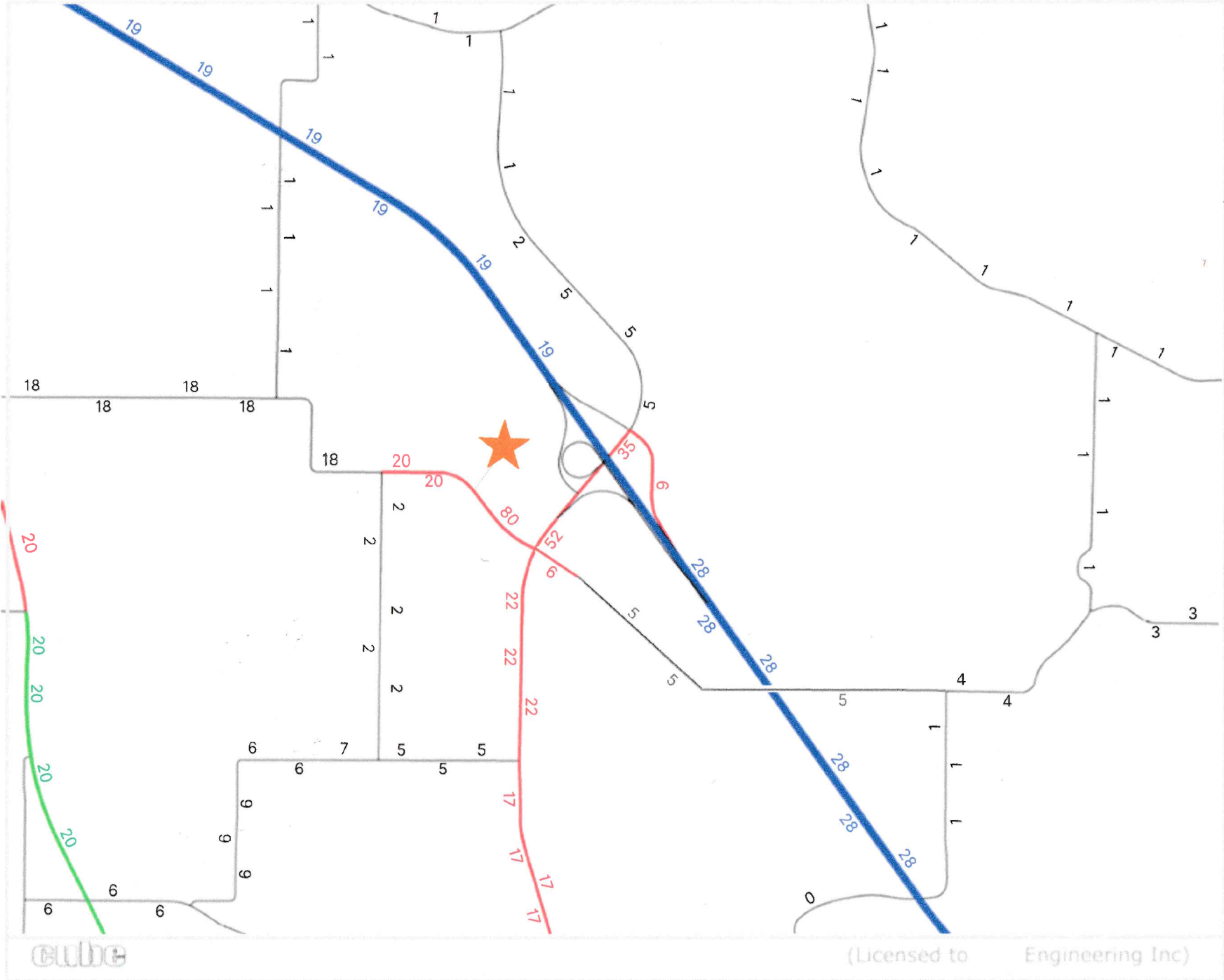
| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 24.40 | 3.16 - 48.62 | 14.47 |

Data Plot and Equation



Attachment C
Model Plot

CFRPM - Trip Distribution



cube

(Licensed to Engineering Inc)

Appendix C: Lake County CMS

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-------------------------|---------------------------------------|-----------|-------|-------|-------|--------------------------------------|--------|--------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 1 | U.S. 27/S.R. 25 | 0.56 Mi N OF POLK CO LINE | A | 35 | 24 | 26 | 42,561 | 52,260 | 51,646 | 51,646 | 52,725 | 44,890 | -3.73% | 3,099 | 16:45 | 3,099 | 1,577 | 1,522 | NB | 16:45 |
| 2 | S.R. 33 | AT POLK CO LINE | A | 28 | 24 | 25 | 5,617 | 7,773 | 6,234 | 6,234 | 8,184 | 9,468 | 5.06% | 784 | 16:15 | 784 | 308 | 476 | SB | 16:15 |
| 3 | C.R. 474 | 0.04 Mi W OF U.S. 27/S.R. 25 | A | 27 | 24 | 26 | 4,660 | 5,315 | 6,183 | 6,183 | 4,595 | 5,263 | -0.25% | 385 | 8:00 | 363 | 168 | 195 | WB | 15:45 |
| 4 | C.R. 474 | 0.07 Mi E OF S.R. 33 | A | 21 | 24 | 25 | 5,343 | 4,871 | 4,422 | 4,422 | 4,835 | 5,217 | 1.73% | 400 | 7:15 | 342 | 132 | 210 | EB | 16:00 |
| 5 | S.R. 33 | 0.18 Mi S OF C.R. 561 | A | 8 | 24 | 25 | 9,325 | 9,507 | 8,185 | 8,185 | 7,669 | 11,449 | 4.76% | 1,034 | 13:15 | 758 | 395 | 363 | SB | 16:30 |
| 6 | C.R. 561 | 0.11 Mi E OF S.R. 33 | A | 8 | 24 | 25 | 2,050 | 2,002 | 2,141 | 2,141 | 1,717 | 1,950 | -0.66% | 180 | 17:00 | 180 | 93 | 87 | EB | 17:00 |
| 7 | LAKE ERIE RD | 0.06 Mi W OF S.R. 33 | A | 20 | 23 | 25 | 843 | 702 | 633 | 633 | 835 | 855 | 5.06% | 71 | 5:30 | 68 | 22 | 46 | WB | 15:15 |
| 8 | LAKESHORE DR (CLERMONT) | 0.06 Mi E OF C.R. 561 | A | 14 | 23 | 25 | 2,786 | 2,938 | 2,757 | 2,757 | 2,905 | 2,707 | -2.03% | 249 | 17:00 | 249 | 124 | 124 | WB | 17:00 |
| 9 | LK LOUISA RD | 0.17 Mi W OF U.S. 27 | A | 16 | 23 | 26 | 3,734 | 3,656 | 3,583 | 3,583 | 3,961 | 4,705 | 6.51% | 686 | 18:45 | 686 | 448 | 237 | EB | 18:45 |
| 10 | C.R. 561 | 0.08 Mi S OF C.R. 565B/LOG HOUSE | A | 11 | 23 | 25 | 2,340 | 3,399 | 3,165 | 3,165 | 3,521 | 3,646 | 1.78% | 599 | 7:00 | 305 | 154 | 151 | SB | 15:30 |
| 11 | OSWALT RD | 0.126 Mi E OF LAKESHORE DR (CLERMONT) | A | 12 | 23 | 25 | 4,168 | 4,277 | 4,049 | 4,049 | 4,510 | 3,392 | -5.63% | 292 | 15:45 | 292 | 171 | 121 | WB | 15:45 |
| 13 | LOG HOUSE RD | 0.05 Mi E OF C.R. 561 | A | 11 | 23 | 25 | 3,482 | 3,299 | 3,285 | 3,285 | 4,379 | 3,214 | -0.65% | 407 | 7:30 | 346 | 197 | 149 | EB | 15:00 |
| 14 | LAKESHORE DR (CLERMONT) | 0.122 Mi E OF LOG HOUSE RD/ OSWALT RD | A | 12 | 23 | 25 | 11,405 | 11,323 | 10,954 | 10,954 | 12,118 | 9,817 | -3.51% | 886 | 17:00 | 886 | 342 | 545 | NB | 17:00 |
| 15 | HARTWOOD MARSH RD | 0.15 Mi E OF U.S. 27/S.R. 25 | A | 9 | 23 | 26 | 14,932 | 16,077 | 16,511 | 14,413 | 18,419 | 15,456 | -0.98% | 1,289 | 7:45 | 1,253 | 490 | 764 | WB | 17:15 |
| 16 | HARTWOOD MARSH RD | .1Mi E HANCOCK | A | 10 | 23 | 26 | 14,798 | 14,963 | 14,494 | 11,613 | 16,081 | 13,980 | -1.68% | 1,445 | 7:45 | 1,136 | 493 | 643 | WB | 17:15 |
| 17 | HANCOCK RD | 0.113 Mi N OF HARTWOOD MARSH RD | A | 10 | 23 | 26 | 10,600 | 11,175 | 11,056 | 9,298 | 11,802 | 10,930 | -0.55% | 897 | 7:45 | 785 | 358 | 426 | SB | 17:15 |
| 18 | C.R. 565B | 0.10 Mi E OF C.R. 565A | A | 3 | 23 | 25 | 2,511 | 2,433 | 1,754 | 1,754 | 2,625 | 2,446 | 0.13% | 251 | 16:45 | 251 | 118 | 133 | WB | 16:45 |
| 19 | LAKE LOUISA RD | 0.20 Mi S OF LAKESHORE DR | A | 6 | 23 | 26 | 3,775 | 3,641 | 3,719 | 3,719 | 3,829 | 4,709 | 6.64% | 771 | 19:00 | 753 | 247 | 506 | NB | 18:45 |
| 20 | HARTWOOD MARSH RD | 1.09 Mi W OF ORANGE CO LINE | A | 2 | 23 | 26 | 10,862 | 12,123 | 11,200 | 11,200 | 11,827 | 9,982 | -4.74% | 878 | 17:15 | 878 | 289 | 590 | EB | 17:15 |
| 21 | HAMMOCK RIDGE RD | 0.21 W. OF US 27 | A | 5 | 23 | 26 | 15,416 | 15,391 | 14,951 | 12,692 | 16,072 | 16,135 | 1.19% | 1,425 | 18:30 | 1,425 | 419 | 1,005 | EB | 18:30 |
| 22 | LAKESHORE DR (CLERMONT) | 0.30 Mi W OF HAMMOCK RIDGE RD | A | 1 | 23 | 25 | 16,308 | 16,661 | 16,152 | 14,916 | 17,455 | 14,356 | -3.65% | 1,266 | 17:00 | 1,266 | 450 | 816 | WB | 17:00 |
| 23 | LAKESHORE DR (CLERMONT) | 0.14 E. OF HAMMOCK RIDGE ROAD | A | 6 | 23 | 26 | 8,097 | 8,500 | 7,955 | 7,955 | 6,938 | 6,114 | -7.91% | 559 | 17:15 | 559 | 379 | 180 | WB | 17:15 |
| 24 | CITRUS TOWER BV | 0.18 E. OF US 27 | A | 5 | 23 | 26 | 14,720 | 15,036 | 15,267 | 12,723 | 15,322 | 16,459 | 2.29% | 1,292 | 7:45 | 1,269 | 685 | 584 | WB | 15:15 |
| 26 | JOHNS LAKE RD | 0.34 Mi E OF U.S. 27 | A | 32 | 22 | 26 | 7,929 | 6,104 | 6,160 | 6,160 | 5,682 | 7,851 | 6.49% | 874 | 18:30 | 874 | 522 | 352 | EB | 18:30 |
| 27 | ANDERSON HILL RD | 0.11 Mi E OF LAKESHORE DR | A | 31 | 22 | 26 | 1,900 | 1,727 | 1,870 | 1,870 | 1,757 | 1,431 | -4.59% | 146 | 17:30 | 146 | 53 | 93 | EB | 17:30 |
| 28 | CITRUS TOWER BV | 0.10 Mi N OF JOHNS LAKE RD | A | 32 | 22 | 26 | 18,370 | 19,580 | 19,518 | 19,518 | 19,899 | 18,787 | -1.03% | 1,630 | 15:00 | 1,630 | 698 | 932 | SB | 15:00 |
| 29 | STEVES RD | 0.44 Mi W. OF CITRUS TOWER BV | A | 29 | 22 | 26 | 6,845 | 6,627 | 6,756 | 6,756 | 6,906 | 6,671 | 0.17% | 713 | 14:45 | 679 | 293 | 386 | EB | 15:00 |
| 30 | EXCALIBUR RD | 0.08 Mi S OF HOOKS ST | A | 28 | 22 | 26 | 4,939 | 5,109 | 4,651 | 4,651 | 4,517 | 4,639 | -2.38% | 633 | 6:45 | 494 | 303 | 192 | SB | 16:30 |
| 31 | HOOKS ST | 0.12 W. OF CITRUS TOWER BV | A | 29 | 22 | 26 | 9,419 | 10,252 | 10,015 | 10,015 | 10,490 | 9,986 | -0.66% | 864 | 16:30 | 864 | 419 | 445 | EB | 16:30 |
| 32 | HOOKS ST | 0.06 Mi W OF U.S. 27 | A | 30 | 22 | 26 | 7,620 | 8,098 | 7,614 | 7,614 | 6,516 | 6,100 | -6.84% | 560 | 16:15 | 560 | 254 | 305 | EB | 16:15 |
| 33 | HOOKS ST | E. OF US 27 | A | 29 | 22 | 26 | 10,357 | 11,279 | 13,858 | 13,858 | 13,975 | 12,661 | 2.93% | 1,029 | 16:00 | 1,029 | 621 | 409 | WB | 16:00 |
| 34 | HOOKS ST | 0.7 Mi W OF HANCOCK RD | A | 28 | 22 | 26 | 8,668 | 10,888 | 10,718 | 10,718 | 10,476 | 9,991 | -2.13% | 891 | 15:45 | 891 | 346 | 545 | EB | 15:45 |
| 35 | HANCOCK RD | 0.228 Mi S OF S.R. 50 | A | 27 | 22 | 26 | 19,542 | 20,087 | 20,782 | 18,254 | 22,021 | 20,053 | -0.04% | 1,570 | 15:00 | 1,570 | 765 | 805 | SB | 15:00 |
| 36 | CITRUS TOWER BV | 0.1 Mi S OF S.R. 50 | A | 28 | 22 | 26 | 17,358 | 18,604 | 18,498 | 18,498 | 18,206 | 17,719 | -1.21% | 1,436 | 16:45 | 1,436 | 648 | 788 | NB | 16:45 |
| 37 | GRAND HIGHWAY | N. OF HOOKS ST | A | 29 | 22 | 26 | 6,066 | 6,175 | 6,203 | 6,203 | 5,302 | 4,553 | -7.34% | 406 | 16:45 | 406 | 229 | 177 | NB | 16:45 |
| 38 | HARTLE RD | SOUTH OF SR50 | A | 26 | 22 | 26 | 4,496 | 6,459 | 5,691 | 5,691 | 7,822 | 7,017 | 2.09% | 579 | 17:45 | 579 | 212 | 367 | NB | 17:45 |
| 39 | N HANCOCK RD | 0.102 Mi N OF S.R. 50 | A | 27 | 22 | 26 | 17,100 | 20,939 | 17,171 | 17,171 | 15,092 | 15,415 | -7.37% | 1,313 | 17:00 | 1,313 | 595 | 718 | SB | 17:00 |
| 40 | GRAND HIGHWAY | 0.14 Mi N OF S.R. 50 | A | 29 | 22 | 26 | 6,321 | 6,714 | 6,443 | 6,443 | 6,324 | 5,669 | -4.14% | 474 | 17:15 | 474 | 235 | 239 | SB | 17:15 |
| 42 | C.R. 50 | 0.06 Mi W OF ORANGE CO LINE | A | 25 | 22 | 26 | 7,322 | 7,060 | 6,933 | 6,933 | 7,293 | 6,092 | -3.62% | 671 | 17:00 | 671 | 174 | 497 | WB | 17:00 |
| 43 | C.R. 455 | 0.25 Mi N OF S.R. 50 | A | 26 | 22 | 26 | 9,133 | 8,821 | 8,629 | 8,629 | 9,629 | 8,028 | -2.33% | 677 | 7:15 | 663 | 345 | 318 | NB | 17:00 |
| 44 | CITRUS TOWER BV | 0.14 Mi N OF S.R. 50 | A | 28 | 22 | 26 | 15,791 | 15,478 | 15,581 | 15,581 | 14,679 | 14,210 | -2.11% | 1,133 | 14:15 | 1,117 | 491 | 626 | SB | 16:30 |
| 45 | C.R. 561 | 0.08 Mi S OF S.R. 50 | A | 24 | 22 | 25 | 6,165 | 6,728 | 6,364 | 6,364 | 7,502 | 5,886 | -3.29% | 537 | 16:15 | 537 | 290 | 246 | NB | 16:15 |
| 47 | C.R. 565A | 0.27 Mi S OF S.R. 50 | A | 20 | 22 | 25 | 2,213 | 2,149 | 2,324 | 2,324 | 2,426 | 2,274 | 1.42% | 192 | 16:30 | 192 | 73 | 118 | SB | 16:30 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-----------------------------|--------------------------------|-----------|-------|-------|-------|--------------------------------------|--------|--------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 201 | C.R. 565A | 0.2 Mi N OF S.R. 50 | B | 20 | 22 | 25 | 8,120 | 9,069 | 9,273 | 9,273 | 9,840 | 8,847 | -0.62% | 898 | 6:45 | 674 | 363 | 311 | NB | 16:15 |
| 202 | C.R. 50 | 0.08 Mi W OF C.R. 455 | B | 23 | 22 | 26 | 7,593 | 6,693 | 6,509 | 6,509 | 7,354 | 6,136 | -2.15% | 641 | 16:45 | 641 | 203 | 438 | WB | 16:45 |
| 203 | C.R. 561 | 0.16 Mi S OF BRIDGE #114046 | B | 23 | 22 | 25 | 3,564 | 3,579 | 3,111 | 3,111 | 4,476 | 4,617 | 6.58% | 437 | 16:15 | 437 | 248 | 189 | SB | 16:15 |
| 204 | C.R. 455 | 0.10 Mi N OF MAGNOLIA CREEK LN | B | 14 | 22 | 26 | 7,441 | 7,760 | 7,351 | 7,351 | 7,487 | 6,847 | -3.08% | 793 | 7:15 | 617 | 268 | 349 | NB | 15:15 |
| 205 | CITRUS TOWER BV | 0.113 Mi E OF U.S. 27 | B | 19 | 22 | 26 | 12,067 | 12,548 | 12,888 | 12,888 | 11,620 | 11,189 | -2.83% | 998 | 16:45 | 998 | 592 | 406 | WB | 16:45 |
| 206 | CR 565A | NORTH OF SR 50 | B | 24 | 22 | 24 | 582 | 4,343 | 10,662 | 10,662 | 11,259 | 8,692 | 18.94% | 837 | 6:45 | 666 | 440 | 226 | NB | 15:30 |
| 207 | N HANCOCK RD | 0.106 Mi S OF C.R. 50 | B | 16 | 22 | 26 | 13,332 | 17,186 | 15,634 | 15,634 | 14,898 | 15,768 | -2.13% | 1,366 | 13:30 | 1,332 | 676 | 656 | NB | 16:30 |
| 208 | C.R. 565 (VILLA CITY RD) | 0.134 Mi N OF S.R. 50 | B | 24 | 22 | 24 | 3,359 | 4,422 | 4,686 | 4,686 | 5,303 | 4,788 | 2.01% | 443 | 16:45 | 443 | 221 | 222 | NB | 16:45 |
| 209 | CR 50 | EAST OF HANCOCK RD | B | 16 | 22 | 26 | 11,238 | 10,448 | 10,744 | 10,744 | 11,915 | 10,878 | 1.01% | 1,014 | 7:30 | 1,002 | 477 | 525 | WB | 16:30 |
| 210 | C.R. 50 | 0.05 Mi W OF PARK TRAIL DR | B | 17 | 22 | 26 | 8,979 | 8,482 | 7,953 | 7,953 | 6,762 | 6,687 | -5.77% | 716 | 8:00 | 604 | 273 | 331 | EB | 15:00 |
| 212 | BLACKSTILL LAKE RD | 0.16 Mi N OF C.R. 50 | B | 16 | 22 | 26 | 3,451 | 4,711 | 5,031 | 5,031 | 7,032 | 5,785 | 5.27% | 525 | 7:15 | 512 | 230 | 282 | NB | 15:00 |
| 213 | C.R. 561 | 0.10 Mi N OF C.R. 565A | B | 14 | 22 | 25 | 5,294 | 5,863 | 6,627 | 6,627 | 7,489 | 5,785 | -0.33% | 525 | 7:15 | 512 | 282 | 230 | SB | 15:00 |
| 214 | MAIN ST | 0.1 Mi N OF WASHINGTON ST | B | 18 | 22 | 26 | 2,074 | 2,000 | 1,812 | 1,812 | 2,283 | 1,958 | -0.53% | 211 | 17:00 | 211 | 98 | 113 | SB | 17:00 |
| 216 | TUSCANOOGA RD | .09 Mi N OF S.R. 50 | B | 15 | 22 | 24 | 2,673 | 2,479 | 2,662 | 2,662 | 2,785 | 2,269 | -2.19% | 230 | 17:15 | 230 | 140 | 90 | SB | 17:15 |
| 217 | C.R. 50/SUNSET AV | 0.03 Mi N OF S.R. 50 | B | 14 | 22 | 24 | 1,342 | 1,456 | 1,443 | 1,443 | 1,958 | 1,420 | -0.63% | 144 | 16:15 | 144 | 59 | 85 | NB | 16:15 |
| 218 | C.R. 33 | 0.10 Mi N OF S.R. 50 | B | 14 | 22 | 24 | 5,430 | 5,825 | 5,931 | 5,931 | 6,503 | 6,785 | 3.89% | 535 | 17:00 | 535 | 265 | 270 | SB | 17:00 |
| 219 | UNDERPASS RD | 0.036 Mi E OF C.R. 33 | B | 14 | 22 | 24 | 1,036 | 985 | 1,064 | 1,064 | 1,189 | 964 | -0.54% | 109 | 17:15 | 109 | 55 | 54 | EB | 17:15 |
| 221 | FOSGATE RD | 0.19 Mi W OF GRASSY LAKE RD | B | 8 | 22 | 26 | 2,909 | 3,674 | 4,061 | 4,061 | 5,678 | 5,455 | 10.39% | 581 | 17:15 | 581 | 262 | 319 | WB | 17:15 |
| 222 | C.R. 478 | 0.08 Mi E OF S.R. 19 | B | 7 | 22 | 25 | 1,295 | 1,342 | 1,641 | 1,641 | 2,269 | 2,002 | 10.51% | 195 | 7:15 | 183 | 100 | 83 | EB | 16:30 |
| 223 | C.R. 561 (LAKE MINNEOLA SH) | 0.11 Mi W OF U.S. 27 | B | 7 | 22 | 26 | 8,727 | 9,602 | 10,013 | 10,013 | 10,766 | 9,873 | 0.70% | 854 | 7:30 | 792 | 354 | 438 | WB | 16:45 |
| 224 | JALARMY RD | 0.29 Mi N OF C.R. 561 | B | 12 | 22 | 25 | 4,208 | 3,665 | 5,060 | 5,060 | 5,891 | 5,555 | 10.95% | 463 | 7:45 | 441 | 244 | 198 | SB | 16:15 |
| 225 | HANCOCK RD | NORTH OF CITRUS GROVE RD | B | 4 | 22 | 26 | 2,352 | 8,357 | 9,510 | 9,510 | 9,014 | 10,414 | 5.66% | 922 | 16:15 | 922 | 382 | 539 | SB | 16:15 |
| 226 | CITRUS GROVE ROAD | 0.14 Mi E OF U.S. 27 | B | 6 | 22 | 26 | 1,612 | 1,847 | 1,584 | 1,584 | 3,987 | 5,149 | 29.22% | 483 | 5:45 | 429 | 261 | 168 | WB | 15:15 |
| 227 | C.R. 455 | 0.05 Mi W OF FOSGATE RD | B | 3 | 22 | 26 | 3,151 | 3,838 | 2,629 | 2,571 | 2,857 | 3,059 | -5.52% | 372 | 7:00 | 297 | 165 | 132 | WB | 15:15 |
| 232 | VILLA CITY RD | 0.5 Mi N. OF SIMON BROWN RD | B | 36 | 21 | 24 | 1,991 | 2,535 | 2,878 | 2,878 | 3,321 | 2,620 | 0.82% | 272 | 16:30 | 272 | 175 | 97 | NB | 16:30 |
| 233 | HANCOCK RD | SOUTH OF CR 561A | B | 32 | 21 | 26 | 9,046 | 4,550 | 5,917 | 5,917 | 5,275 | 5,433 | 4.53% | 486 | 16:45 | 486 | 312 | 174 | SB | 16:45 |
| 234 | C.R. 561A | 0.35 Mi E OF SCRUB JAY RD | B | 32 | 21 | 26 | 1,773 | 6,227 | 5,470 | 5,047 | 5,236 | 4,933 | -5.66% | 453 | 16:00 | 453 | 179 | 274 | WB | 16:00 |
| 235 | C.R. 561/C.R. 561A | 0.09 Mi E OF U.S. 27 | B | 36 | 21 | 25 | 9,629 | 9,788 | 9,344 | 9,344 | 9,148 | 8,096 | -4.63% | 745 | 7:30 | 703 | 359 | 343 | EB | 17:00 |
| 236 | CR 561A | WEST OF CR 455 | B | 27 | 21 | 26 | 1,583 | 1,940 | 1,881 | 2,032 | 2,003 | 2,118 | 2.21% | 235 | 7:15 | 205 | 109 | 96 | EB | 15:30 |
| 237 | C.R. 561A | 0.18 Mi E OF C.R. 561 | B | 30 | 21 | 26 | 1,676 | 4,669 | 4,881 | 5,033 | 4,691 | 4,706 | 0.19% | 452 | 16:00 | 452 | 177 | 275 | EB | 16:00 |
| 238 | C.R. 561 | 0.04 Mi N OF C.R. 561A | B | 30 | 21 | 26 | 7,281 | 10,671 | 8,301 | 8,301 | 8,698 | 7,240 | -9.24% | 657 | 7:15 | 636 | 293 | 343 | SB | 16:45 |
| 239 | WILSON LAKE PARKWAY | 0.02 Mi S OF U.S. 27 | B | 26 | 21 | 25 | 2,281 | 2,382 | 2,429 | 2,429 | 2,813 | 2,442 | 0.63% | 217 | 7:30 | 185 | 59 | 126 | SB | 17:00 |
| 240 | U.S. 27/S.R. 25 | 0.53 Mi E OF C.R. 565 | B | 20 | 21 | 25 | 22,733 | 24,875 | 22,314 | 22,314 | 30,743 | 21,771 | -3.28% | 1,710 | 16:15 | 1,710 | 884 | 826 | WB | 16:15 |
| 241 | C.R. 565 | 0.07 Mi S OF U.S. 27 | B | 18 | 21 | 25 | 1,588 | 1,981 | 2,037 | 2,037 | 2,523 | 2,115 | 1.65% | 213 | 17:00 | 213 | 150 | 63 | SB | 17:00 |
| 242 | C.R. 561 | 0.13 Mi S OF C.R. 455 | B | 17 | 21 | 26 | 6,639 | 7,090 | 7,010 | 7,927 | 6,588 | 7,004 | -0.30% | 666 | 17:15 | 666 | 335 | 331 | SB | 17:15 |
| 243 | C.R. 455 | 0.14 Mi E OF C.R. 561 | B | 17 | 21 | 26 | 1,832 | 1,746 | 1,610 | 1,962 | 1,953 | 1,835 | 1.25% | 204 | 17:00 | 204 | 99 | 105 | WB | 17:00 |
| 245 | C.R. 455 | 0.12 Mi E OF S.R. 19 | B | 11 | 21 | 25 | 2,611 | 3,157 | 3,350 | 3,350 | 3,066 | 3,555 | 3.01% | 317 | 16:30 | 317 | 177 | 140 | WB | 16:30 |
| 246 | AUSTIN MERRITT RD | 0.07 Mi W OF C.R. 33 | B | 10 | 21 | 24 | 1,372 | 1,494 | 1,476 | 1,590 | 1,691 | 1,433 | -1.05% | 138 | 16:30 | 138 | 99 | 39 | WB | 16:30 |
| 247 | BRIDGES RD | 0.08 Mi E OF C.R. 33 | B | 10 | 21 | 24 | 1,472 | 1,394 | 1,485 | 1,905 | 1,958 | 1,592 | 3.36% | 155 | 7:15 | 148 | 102 | 47 | WB | 17:00 |
| 248 | CR 48 | AT SUMTER COUNTY LINE | B | 7 | 21 | 24 | 2,912 | 2,849 | 2,730 | 2,730 | 2,833 | 2,969 | 1.03% | 293 | 17:00 | 293 | 109 | 184 | SB | 17:00 |
| 249 | C.R. 33 | 0.06 Mi N OF AUSTIN MERRITT RD | B | 10 | 21 | 24 | 3,670 | 4,697 | 4,200 | 4,776 | 4,900 | 4,618 | -0.42% | 409 | 7:15 | 349 | 137 | 212 | NB | 15:45 |
| 251 | DEWEY ROBBINS RD | EAST OF US27 | B | 36 | 20 | 24 | 500 | 609 | 571 | 610 | 610 | 531 | -3.40% | 53 | 17:00 | 53 | 32 | 21 | EB | 17:00 |
| 252 | C.R. 561 | 0.55 Mi S OF C.R. 48 | B | 32 | 20 | 26 | 10,141 | 10,798 | 10,623 | 12,032 | 10,209 | 10,871 | 0.17% | 1,027 | 17:00 | 1,027 | 519 | 508 | NB | 17:00 |
| 253 | C.R. 48 | 0.15 Mi E OF C.R. 561 | B | 32 | 20 | 26 | 5,977 | 6,305 | 5,764 | 6,582 | 5,840 | 5,928 | -1.53% | 678 | 7:45 | 548 | 282 | 266 | WB | 17:00 |
| 255 | C.R. 48 | 0.18 Mi W OF S.R. 19 | B | 23 | 20 | 25 | 9,300 | 9,304 | 8,572 | 9,713 | 9,242 | 9,084 | -0.60% | 757 | 16:30 | 757 | 390 | 367 | WB | 16:30 |
| 256 | C.R. 448A | 0.2 Mi N OF C.R. 48 | B | 24 | 20 | 26 | 5,339 | 5,575 | 4,763 | 5,458 | 5,088 | 5,330 | -1.12% | 517 | 16:45 | 517 | 237 | 281 | SB | 16:45 |
| 257 | C.R. 561 | 0.07 Mi S OF WOODLAND DR | B | 20 | 20 | 26 | 8,600 | 9,245 | #N/A | 9,680 | 8,472 | 9,434 | 0.51% | 1,019 | 16:30 | 1,019 | 470 | 548 | SB | 16:30 |
| 258 | DUDA RD | 0.16 Mi E OF C.R. 448A | B | 24 | 20 | 26 | 4,738 | 6,485 | 6,163 | 6,857 | 6,337 | 6,597 | 0.43% | 561 | 17:15 | 561 | 267 | 294 | WB | 17:15 |
| 259 | C.R. 48 | 0.12 Mi W OF C.R. 33 | B | 22 | 20 | 24 | 3,520 | 3,145 | 2,849 | 3,407 | 3,600 | 3,157 | 0.10% | 263 | 16:30 | 263 | 101 | 162 | WB | 16:30 |
| 260 | C.R. 33 | 0.28 Mi S OF C.R. 470/C.R. 48 | D | 15 | 20 | 24 | 10,062 | 9,251 | 8,936 | 10,033 | 10,210 | 8,811 | -1.21% | 719 | 15:30 | 719 | 303 | 417 | SB | 15:30 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|--------------------------|------------------------------------|-----------|-------|-------|-------|--------------------------------------|--------|--------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 261 | C.R. 448 | AT ORANGE CO LINE | C | 13 | 20 | 26 | 7,383 | 7,479 | 7,075 | 7,364 | 7,319 | 7,921 | 1.45% | 770 | 17:15 | 770 | 398 | 372 | EB | 17:15 |
| 262 | C.R. 48 | 0.12 Mi W OF U.S. 27 | C | 14 | 20 | 24 | 8,996 | 9,714 | 9,128 | 10,282 | 9,086 | 8,175 | -4.22% | 699 | 15:30 | 699 | 361 | 338 | EB | 15:30 |
| 263 | C.R. 48 | 0.18 Mi E OF C.R. 33 | B | 15 | 20 | 24 | 8,307 | 8,867 | 7,814 | 7,814 | 7,940 | 8,554 | -0.89% | 708 | 11:15 | 646 | 358 | 288 | EB | 15:30 |
| 264 | C.R. 48 | 0.25 Mi E OF U.S. 27 | B | 14 | 20 | 24 | 10,428 | 10,908 | 9,624 | 11,331 | 13,118 | 8,849 | -5.10% | 721 | 15:45 | 721 | 379 | 342 | EB | 15:45 |
| 265 | SHIRLEY SHORES RD | 0.15 Mi N OF C.R. 448 | B | 15 | 20 | 26 | 2,425 | 2,684 | 2,410 | 2,608 | 2,789 | 2,770 | 0.79% | 254 | 17:15 | 254 | 142 | 112 | NB | 17:15 |
| 266 | C.R. 470 | 0.536 Mi E OF TURNPIKE OVERPASS | B | 17 | 20 | 24 | 7,182 | 9,077 | 7,451 | 7,451 | 11,256 | 7,952 | -3.25% | 668 | 6:45 | 643 | 393 | 251 | EB | 15:45 |
| 267 | C.R. 470 | 0.06 Mi E OF SUMTER CO LINE | B | 7 | 20 | 24 | 8,310 | 8,986 | 8,816 | 11,185 | 13,118 | 10,184 | 3.18% | 816 | 15:30 | 816 | 478 | 339 | EB | 15:30 |
| 268 | C.R. 33 | 0.34 Mi W OF U.S. 27 | B | 11 | 20 | 24 | 9,988 | 9,599 | 9,402 | 10,645 | 10,254 | 9,162 | -1.16% | 743 | 7:30 | 717 | 364 | 353 | WB | 15:45 |
| 269 | C.R. 448 | 0.155 Mi W OF C.R. 561 | B | 7 | 20 | 26 | 4,138 | 4,947 | 4,396 | 4,396 | 5,105 | 4,892 | -0.28% | 456 | 16:30 | 456 | 252 | 204 | EB | 16:30 |
| 270 | C.R. 448 | 0.12 Mi E OF C.R. 561 | B | 8 | 20 | 26 | 8,234 | 9,953 | 7,615 | 9,589 | 10,485 | 10,987 | 2.50% | 959 | 17:00 | 959 | 467 | 491 | WB | 17:00 |
| 271 | LANE PARK CUTOFF | 0.045 Mi E OF S.R. 19 | B | 6 | 20 | 26 | 2,032 | 1,984 | 2,193 | 2,216 | 1,847 | 1,923 | -0.78% | 403 | 8:30 | 314 | 197 | 117 | EB | 16:00 |
| 401 | C.R. 561 | 0.26 Mi S OF S.R. 19 | C | 6 | 20 | 26 | 13,334 | 14,040 | 13,621 | 16,307 | 16,416 | 15,091 | 1.82% | 1,317 | 17:15 | 1,317 | 566 | 751 | SB | 17:15 |
| 402 | WOODLEA RD | 0.1 Mi W OF S.R. 19 | C | 31 | 19 | 26 | 2,992 | 3,078 | 3,319 | 3,238 | 3,277 | 3,288 | 1.67% | 279 | 17:45 | 279 | 183 | 96 | WB | 17:45 |
| 404 | C.R. 452 (LAKESHORE DR) | 0.13 Mi E OF BAY RD | C | 35 | 19 | 26 | 1,614 | 1,503 | 1,520 | 1,481 | 1,481 | 1,358 | -2.51% | 128 | 15:30 | 128 | 54 | 74 | WB | 15:30 |
| 406 | DEAD RIVER RD | 0.2 Mi W OF S.R. 19 | C | 31 | 19 | 26 | 7,484 | 6,830 | 7,020 | 7,060 | 7,158 | 6,174 | -2.49% | 575 | 17:15 | 575 | 252 | 323 | WB | 17:15 |
| 407 | C.R. 452 (LAKESHORE DR) | 0.06 Mi W OF COLLEY DR. (EAST) | C | 34 | 19 | 26 | 1,634 | 1,440 | 1,442 | 1,313 | 1,313 | 1,328 | -1.99% | 132 | 15:45 | 132 | 58 | 73 | WB | 15:45 |
| 411 | BAY RD | 0.1 Mi S OF OLD 441 | C-1 | 26 | 19 | 26 | 1,766 | 1,744 | 1,631 | 1,683 | 1,683 | 1,190 | -9.11% | 102 | 16:15 | 102 | 41 | 61 | NB | 16:15 |
| 412 | DORA AV | .01 Mi S OF ALFRED ST | C-1 | 28 | 19 | 26 | 1,630 | 1,782 | 1,628 | 1,746 | 1,746 | 1,497 | -4.27% | 146 | 14:45 | 143 | 66 | 77 | SB | 16:15 |
| 413 | OLD 441/ALFRED ST | 0.12 Mi E OF C.R. 19A/DORA AV | C-1 | 28 | 19 | 26 | 8,575 | 9,461 | 9,214 | 9,687 | 9,329 | 8,527 | -2.57% | 815 | 16:45 | 815 | 436 | 379 | EB | 16:45 |
| 414 | SUNNYSIDE DR | 0.106 Mi S OF SUNNYSIDE DR (EAST) | C-1 | 30 | 19 | 25 | 1,640 | 1,678 | 1,542 | 1,523 | 1,523 | 1,371 | -4.94% | 119 | 17:45 | 119 | 43 | 76 | SB | 17:45 |
| 415 | OLD 441 | 0.09 Mi E OF LAKESHORE DR | C-1 | 30 | 19 | 27 | 10,370 | 9,113 | 10,172 | 10,949 | 10,854 | 9,998 | 2.34% | 869 | 17:15 | 869 | 418 | 450 | EB | 17:15 |
| 416 | BAY RD | 0.1 Mi N OF OLD 441 | C-1 | 26 | 19 | 26 | 3,006 | 3,023 | 3,015 | 3,021 | 3,024 | 2,694 | -2.84% | 231 | 10:45 | 207 | 97 | 109 | SB | 16:30 |
| 417 | OLD 441/SR 500A (ALFRED) | 0.11 Mi E OF S.R. 19 | C | 29 | 19 | 26 | 8,845 | 9,562 | 9,186 | 9,322 | 8,978 | 9,294 | -0.71% | 816 | 13:45 | 766 | 344 | 422 | WB | 16:45 |
| 419 | LAKESHORE DR | 0.06 Mi N OF OLD 441 | C | 30 | 19 | 27 | 718 | 635 | 606 | 670 | 670 | 664 | 1.10% | 64 | 14:00 | 63 | 34 | 29 | NB | 16:45 |
| 420 | OLD 441 | 0.19 Mi W OF C.R. 19A/EUDORA RD | C | 26 | 19 | 26 | 8,656 | 8,991 | 8,390 | 9,157 | 9,403 | 8,847 | -0.40% | 824 | 17:00 | 824 | 415 | 409 | EB | 17:00 |
| 421 | OLD 441 | 0.20 Mi E OF EUDORA RD | C-1 | 25 | 19 | 26 | 13,405 | 13,524 | 15,132 | 17,708 | 15,655 | 14,802 | 2.28% | 1,326 | 16:30 | 1,326 | 647 | 679 | WB | 16:30 |
| 422 | MORNINGSIDE DR (MT DORA) | 0.14 Mi N OF OLD 441 | C-1 | 25 | 19 | 26 | 1,537 | 1,620 | 1,498 | 1,803 | 1,694 | 1,775 | 2.32% | 166 | 16:00 | 166 | 85 | 81 | NB | 16:00 |
| 423 | SUNNYSIDE DR | 0.04 Mi W OF TOMATO HILL RD | C-1 | 29 | 19 | 25 | 2,449 | 2,543 | 2,527 | 2,767 | 2,709 | 2,403 | -1.41% | 255 | 17:15 | 255 | 166 | 89 | EB | 17:15 |
| 424 | C.R. 19A | 0.2 Mi S OF HOLLY DR | C | 26 | 19 | 26 | 8,672 | 8,313 | 8,328 | 8,973 | 8,444 | 7,757 | -1.71% | 686 | 15:00 | 686 | 372 | 314 | NB | 15:00 |
| 429 | SUNNYSIDE DR | 0.09 Mi S OF MAIN ST (S.R. 44) | C-1 | 25 | 19 | 24 | 4,389 | 3,979 | 3,945 | 4,348 | 4,217 | 4,014 | 0.22% | 380 | 17:00 | 380 | 148 | 231 | SB | 17:00 |
| 430 | MAIN ST (LEESBURG) | 0.10 Mi W OF U.S. 27/14th ST | C-1 | 27 | 19 | 24 | 10,815 | 12,307 | 10,677 | 11,458 | 10,525 | 10,998 | -2.77% | 944 | 17:15 | 944 | 497 | 447 | WB | 17:15 |
| 431 | MAIN ST (LEESBURG) | 0.08 Mi E OF U.S. 27/14th ST | C-1 | 26 | 19 | 24 | 10,377 | 11,362 | 9,965 | 10,474 | 9,826 | 9,882 | -3.43% | 906 | 15:15 | 906 | 431 | 475 | WB | 15:15 |
| 432 | MAIN ST | 0.05 Mi E OF S.R. 44 (TO U.S. 441) | C-1 | 25 | 19 | 24 | 5,249 | 5,145 | 4,957 | 5,375 | 5,213 | 4,818 | -1.63% | 452 | 17:15 | 452 | 284 | 168 | EB | 17:15 |
| 436 | C.R. 468 | 0.09 Mi N OF S.R. 44 | C | 28 | 19 | 24 | 7,492 | 7,773 | 7,658 | 8,136 | 7,610 | 8,348 | 1.80% | 768 | 16:45 | 768 | 401 | 367 | NB | 16:45 |
| 437 | C.R. 19A | 0.05 Mi E OF DRUID PL. | C | 21 | 19 | 26 | 5,065 | 4,919 | 5,011 | 5,403 | 4,769 | 4,630 | -1.50% | 441 | 17:15 | 441 | 238 | 203 | EB | 17:15 |
| 439 | C.R. 19A | 0.12 Mi S OF U.S. 441 | C-1 | 23 | 19 | 26 | 15,149 | 15,000 | 14,469 | 15,223 | 14,686 | 13,280 | -3.00% | 1,114 | 16:45 | 1,114 | 596 | 518 | NB | 16:45 |
| 440 | C.R. 44C (EUDORA RD) | 0.32 Mi S OF U.S. 441 | C-1 | 23 | 19 | 26 | 10,516 | 9,548 | 9,533 | 10,305 | 9,392 | 9,259 | -0.77% | 801 | 14:45 | 786 | 352 | 434 | NB | 15:00 |
| 442 | DAVID WALKER DR | 0.20 Mi S OF U.S. 441 | C-1 | 22 | 19 | 26 | 7,672 | 8,369 | 8,220 | 8,756 | 7,640 | 7,706 | -2.04% | 717 | 14:45 | 681 | 350 | 331 | NB | 15:00 |
| 443 | C.R. 473 | 0.21 Mi N OF U.S. 441 | C-1 | 24 | 19 | 25 | 15,208 | 14,151 | 13,629 | 14,556 | 14,190 | 13,662 | -0.87% | 1,181 | 17:15 | 1,181 | 753 | 428 | NB | 17:15 |
| 444 | S. MT HOMER RD | 0.05 Mi S OF U.S. 441 | C-1 | 21 | 19 | 26 | 333 | 262 | 249 | 260 | 260 | 251 | -1.07% | 33 | 16:15 | 33 | 24 | 9 | NB | 16:15 |
| 445 | C.R. 19A | 95 Ft E OF KURT ST | C-1 | 23 | 19 | 26 | 4,140 | 3,711 | 3,858 | 3,990 | 3,439 | 3,193 | -3.69% | 290 | 16:30 | 290 | 154 | 137 | EB | 16:30 |
| 446 | OLD EUSTIS RD | 0.05 Mi E OF E CROOKED LK RD | C | 19 | 19 | 27 | 1,696 | 2,024 | 1,362 | 1,334 | 1,334 | 1,360 | -9.46% | 127 | 14:45 | 122 | 47 | 75 | WB | 16:30 |
| 448 | LAKE EUSTIS DR | 0.1 Mi N OF U.S. 441 | C-1 | 21 | 19 | 26 | 6,854 | 6,831 | 6,821 | 7,205 | 7,146 | 6,609 | -0.82% | 561 | 7:30 | 560 | 300 | 260 | NB | 16:45 |
| 450 | MT HOMER RD | 0.14 Mi N OF U.S. 441 | C-1 | 22 | 19 | 26 | 1,829 | 1,954 | 2,155 | 2,155 | 2,243 | 2,093 | 1.73% | 260 | 7:30 | 191 | 111 | 79 | NB | 15:15 |
| 451 | SLEEPY HOLLOW RD | 0.064 Mi S OF U.S. 441 | C-1 | 20 | 19 | 25 | 3,943 | 4,263 | 3,819 | 4,022 | 4,640 | 3,952 | -1.88% | 376 | 17:15 | 376 | 158 | 218 | SB | 17:15 |
| 453 | RADIO RD | 0.12 Mi N OF U.S. 441/S.R. 500 | C | 23 | 19 | 25 | 7,207 | 7,365 | 7,650 | 8,534 | 7,824 | 7,115 | -0.86% | 627 | 15:15 | 627 | 272 | 355 | NB | 15:15 |
| 454 | EAST CROOKED LAKE RD | 0.08 Mi N OF U.S. 441 | C | 19 | 19 | 27 | 4,943 | 5,790 | 5,192 | 5,052 | 5,052 | 4,597 | -5.60% | 393 | 17:00 | 393 | 244 | 149 | NB | 17:00 |
| 458 | C.R. 44 | 0.55 Mi N OF U.S. 441 | C | 20 | 19 | 25 | 12,699 | 11,194 | 11,399 | 12,572 | 12,910 | 10,841 | -0.80% | 966 | 16:45 | 966 | 624 | 342 | NB | 16:45 |
| 459 | OLD MT DORA RD | 0.11 Mi W OF EUDORA RD | C | 23 | 19 | 26 | 5,298 | 4,964 | 5,030 | 5,156 | 4,862 | 4,676 | -1.48% | 466 | 16:30 | 466 | 215 | 251 | WB | 16:30 |
| 460 | C.R. 44A (GRIFFIN RD) | 0.165 Mi W OF U.S. 27 (14th ST) | C | 22 | 19 | 24 | 9,222 | 9,157 | 8,722 | 8,612 | 9,003 | 8,869 | -0.79% | 791 | 17:45 | 791 | 309 | 482 | EB | 17:45 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-----------------------------|--------------------------------------|-----------|-------|-------|-------|--------------------------------------|-----------------------|------------------------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| | | | | | | | 461 | C.R. 44C (GRIFFIN RD) | 0.061 Mi E OF C.R. 468 | C-1 | 16 | 19 | | | | 24 | 5,944 | 5,817 | 5,664 | 6,028 |
| 463 | MT HOMER RD | 0.1 Mi W OF KURT ST | C-1 | 15 | 19 | 26 | 3,730 | 3,885 | 3,771 | 3,970 | 3,780 | 3,971 | 0.55% | 394 | 16:30 | 394 | 204 | 190 | EB | 16:30 |
| 466 | THOMAS AV | 0.081 Mi N OF C.R. 44A/C.R. 44C | C | 15 | 19 | 24 | 8,087 | 8,500 | 8,091 | 9,236 | 7,671 | 8,877 | 1.09% | 850 | 17:30 | 850 | 369 | 481 | SB | 17:30 |
| 467 | C.R. 44 LEG A | 0.10 Mi NW OF U.S. 441 | C-1 | 16 | 19 | 25 | 1,337 | 1,248 | 1,290 | 1,416 | 1,416 | 954 | -6.49% | 100 | 11:30 | 77 | 64 | 13 | WB | 15:30 |
| 468 | C.R. 449 (SILVER LAKE ROAD) | 0.37 Mi S OF MORNINGSIDE DR | C-1 | 15 | 19 | 25 | 2,212 | 2,298 | 2,112 | 2,266 | 2,286 | 1,729 | -6.86% | 175 | 16:30 | 175 | 134 | 41 | NB | 16:30 |
| 471 | DAVID WALKER DR | 0.05 Mi W OF KURT ST (EUSTIS) | C | 15 | 19 | 26 | 5,099 | 5,205 | 5,553 | 5,553 | 5,768 | 5,889 | 3.14% | 551 | 16:45 | 551 | 301 | 250 | EB | 16:45 |
| 474 | C.R. 466A (PICCIOLA RD) | 0.20 Mi N OF PICCIOLA CUTOFF | C-1 | 10 | 19 | 24 | 8,100 | 7,298 | 6,347 | 6,945 | 6,678 | 6,534 | -2.73% | 550 | 16:30 | 550 | 313 | 237 | NB | 16:30 |
| 475 | C.R. 467 | 0.33 Mi W OF U.S. 27/U.S. 441 | C-1 | 15 | 19 | 24 | 5,918 | 6,186 | 5,728 | 6,630 | 5,769 | 6,283 | 0.39% | 606 | 17:15 | 606 | 259 | 348 | WB | 17:15 |
| 480 | C.R. 468 | 0.08 Mi S OF MYRTLE LAKE/URICK ST | C-1 | 9 | 19 | 24 | 6,150 | 6,280 | 6,169 | 6,169 | 6,623 | 7,040 | 2.90% | 662 | 17:15 | 662 | 312 | 350 | NB | 17:15 |
| 482 | C.R. 25A | 0.103 Mi N OF C.R. 25A/URICK ST | C-1 | 9 | 19 | 24 | 5,549 | 5,125 | 4,780 | 5,087 | 4,603 | 4,609 | -2.62% | 493 | 17:15 | 493 | 245 | 248 | NB | 17:15 |
| 483 | C.R. 44 | 0.10 Mi S OF TREASURE ISLAND RD | C-1 | 9 | 19 | 25 | 10,184 | 10,812 | 10,699 | 4,216 | 11,650 | 9,764 | -2.52% | | | | | | NB | 16:45 |
| 484 | LAKESHORE DR (EUSTIS) | 0.09 Mi E OF KING ST | C-1 | 11 | 19 | 26 | 6,950 | 6,078 | 5,874 | 6,822 | 6,189 | 6,448 | 1.49% | 585 | 16:45 | 585 | 320 | 265 | EB | 16:45 |
| 486 | ABRAMS RD | 0.06 Mi S OF S.R. 44 | C-1 | 7 | 19 | 27 | 4,807 | 5,151 | 5,145 | 5,419 | 5,083 | 4,777 | -1.87% | 486 | 16:30 | 486 | 237 | 250 | NB | 16:30 |
| 487 | ORANGE AV | 0.161 Mi E OF S.R. 19 (EUSTIS) | C | 11 | 19 | 26 | 11,233 | 7,735 | 12,986 | 13,180 | 11,963 | 11,813 | 11.17% | 1,027 | 17:00 | 1,027 | 568 | 459 | EB | 17:00 |
| 490 | C.R. 468 | 0.04 Mi N OF BERCKMAN ST | C-1 | 4 | 19 | 24 | 4,080 | 3,991 | 3,637 | 3,731 | 3,715 | 4,294 | 1.85% | 387 | 8:15 | 367 | 173 | 194 | NB | 17:15 |
| 491 | C.R. 466A | 0.10 Mi W OF U.S. 27/U.S. 441 | C-1 | 4 | 19 | 24 | 6,453 | 6,512 | 6,474 | 6,803 | 7,321 | 6,980 | 1.75% | 565 | 15:45 | 565 | 279 | 286 | EB | 15:45 |
| 492 | C.R. 466A | AT SUMTER CO LINE | C | 6 | 19 | 24 | 18,230 | 18,968 | 13,377 | 3,504 | 7,594 | 17,841 | -1.52% | 1,503 | 17:30 | 1,503 | 643 | 860 | SB | 17:30 |
| 493 | MICRO RACETRACK RD | 0.098 Mi N OF C.R. 466A | C | 6 | 19 | 24 | 8,714 | 9,147 | 9,401 | 8,073 | 9,912 | 9,826 | 1.81% | 899 | 16:00 | 899 | 411 | 488 | SB | 16:00 |
| 494 | RADIO RD | 0.084 Mi S OF C.R. 44 | C | 3 | 19 | 25 | 3,269 | 3,301 | 3,484 | 4,211 | 3,137 | 2,809 | -3.95% | 251 | 14:45 | 239 | 127 | 112 | NB | 16:45 |
| 495 | C.R. 25A (FRUIT PK.) | 0.063 Mi S OF U.S. 27/U.S. 441 | C | 4 | 19 | 24 | 8,371 | 7,858 | 7,541 | 8,053 | 7,653 | 7,235 | -2.04% | 658 | 16:30 | 658 | 322 | 336 | NB | 16:30 |
| 496 | C.R. 452 (EUSTIS) | 0.15 Mi W OF S.R. 19 | C | 2 | 19 | 26 | 13,140 | 13,386 | 13,376 | 14,937 | 12,827 | 13,700 | 0.58% | 1,087 | 17:00 | 1,087 | 599 | 487 | WB | 17:00 |
| 497 | C.R. 466B | 0.20 Mi S OF EMMAUS RD | C | 2 | 19 | 24 | 4,843 | 4,615 | 4,585 | 4,824 | 4,638 | 4,605 | -0.05% | 388 | 16:45 | 388 | 176 | 212 | NB | 16:45 |
| 498 | C.R. 44 | 0.13 Mi W OF C.R. 44/C.R. 44A | C-1 | 6 | 19 | 27 | 10,518 | 12,009 | 10,974 | 12,318 | 12,318 | 9,734 | -5.12% | 849 | 17:00 | 849 | 422 | 427 | WB | 17:00 |
| 499 | C.R. 473 | 0.083 Mi S OF C.R. 44 | C | 2 | 19 | 25 | 6,893 | 7,355 | 7,042 | 7,337 | 7,408 | 6,664 | -2.43% | 540 | 17:15 | 540 | 308 | 232 | NB | 17:15 |
| 500 | C.R. 44 | 0.07 Mi E OF C.R. 473 | C | 2 | 19 | 25 | 14,287 | 18,397 | 17,453 | 19,726 | 16,961 | 16,128 | -3.24% | 1,471 | 17:15 | 1,471 | 960 | 510 | EB | 17:15 |
| 501 | EMERALDA AV | 0.05 Mi N OF C.R. 44 | C | 35 | 18 | 25 | 3,626 | 3,704 | 3,673 | 4,216 | 3,809 | 3,768 | 0.43% | 366 | 17:15 | 366 | 235 | 132 | NB | 17:15 |
| 502 | C.R. 44 | 0.15 Mi W OF SR 19 | C-1 | 35 | 18 | 26 | 13,466 | 14,432 | 14,397 | 16,691 | 15,371 | 15,807 | 2.30% | 1,315 | 16:45 | 1,315 | 590 | 726 | WB | 16:45 |
| 503 | C.R. 44 | 0.14 Mi E OF SR 19 | C-1 | 35 | 18 | 26 | 12,550 | 13,310 | 12,089 | 13,328 | 12,807 | 12,240 | -2.07% | 1,088 | 17:00 | 1,088 | 550 | 538 | EB | 17:00 |
| 504 | C.R. 452 | 0.16 Mi N OF C.R. 44 | C-1 | 34 | 18 | 26 | 9,468 | 10,541 | 9,788 | 9,788 | 10,972 | 10,593 | 0.12% | 973 | 17:00 | 973 | 541 | 432 | NB | 17:00 |
| 506 | C.R. 44 | 0.39 Mi W OF GRAND ISLAND SHORES RD | C-1 | 33 | 18 | 26 | 13,343 | 13,678 | 13,073 | 15,294 | 15,162 | 13,326 | -0.65% | 1,104 | 16:45 | 1,104 | 558 | 546 | EB | 16:45 |
| 507 | C.R. 19A | 0.05 Mi W OF S.R. 19 | C-1 | 35 | 18 | 26 | 3,356 | 2,973 | 2,872 | 3,509 | 2,906 | 3,214 | 1.96% | 350 | 17:30 | 350 | 186 | 164 | WB | 17:30 |
| 508 | SOUTH FISH CAMP RD | 0.097 Mi N OF C.R. 44 | C-1 | 32 | 18 | 26 | 1,368 | 1,393 | 1,505 | 1,546 | 1,561 | 1,412 | 0.34% | 144 | 16:30 | 144 | 77 | 67 | NB | 16:30 |
| 509 | LAKE ELLA RD | 0.20 Mi W OF MICRO RACETRACK RD | C | 31 | 18 | 24 | 1,768 | 1,821 | 1,912 | 1,912 | 2,341 | 2,563 | 8.92% | 251 | 16:00 | 251 | 159 | 92 | EB | 16:00 |
| 510 | EAGLESNEST RD | 0.045 Mi E OF U.S. 27/U.S. 441 | C | 28 | 18 | 24 | 3,755 | 3,477 | 3,736 | 3,736 | 3,973 | 4,135 | 4.43% | 342 | 5:45 | 320 | 192 | 129 | EB | 15:15 |
| 511 | LAKE ELLA RD | 0.169 Mi W OF U.S. 27/U.S. 441 | C | 28 | 18 | 24 | 2,198 | 1,857 | 1,949 | 1,901 | 1,739 | 1,583 | -3.92% | 132 | 15:45 | 132 | 64 | 68 | EB | 15:45 |
| 512 | GRAYS AIRPORT RD | 0.10 Mi N OF EAGLESNEST RD | C | 27 | 18 | 24 | 2,314 | 2,136 | 2,225 | 2,586 | 2,547 | 2,646 | 5.51% | 258 | 17:15 | 258 | 102 | 155 | NB | 17:15 |
| 513 | ROLLING ACRES RD | 0.053 Mi N OF LAKE ELLA RD | C | 30 | 18 | 24 | 7,363 | 7,833 | 7,929 | 6,755 | 8,089 | 7,926 | 0.29% | 748 | 14:00 | 692 | 326 | 366 | SB | 16:00 |
| 514 | GOOSE PRAIRIE RD | 0.12 Mi W OF FELKINS RD | C | 25 | 18 | 25 | 2,685 | 2,672 | 2,763 | 3,120 | 2,882 | 2,799 | 1.17% | 271 | 16:45 | 271 | 173 | 98 | EB | 16:45 |
| 515 | GRIFFIN VIEW DR | 0.08 Mi E OF U.S. 27/U.S. 441 | C | 21 | 18 | 24 | 4,466 | 3,967 | 3,579 | 3,770 | 3,484 | 3,120 | -5.82% | 290 | 17:00 | 290 | 180 | 110 | EB | 17:00 |
| 517 | GRAYS AIRPORT RD | 0.10 Mi N OF GRIFFIN VIEW DR | C | 22 | 18 | 24 | 2,649 | 2,419 | 2,425 | 2,680 | 2,610 | 2,597 | 1.79% | 260 | 16:45 | 260 | 154 | 105 | NB | 16:45 |
| 518 | ARLINGTON AV | 0.097 Mi S OF W LADY LAKE BV | C | 20 | 18 | 24 | 1,762 | 1,848 | 1,593 | 1,841 | 1,841 | 1,557 | -4.20% | 139 | 15:00 | 139 | 55 | 84 | SB | 15:00 |
| 521 | LADY LAKE BV | 0.045 Mi E OF U.S. 27/U.S. 441 | C | 21 | 18 | 24 | 819 | 834 | 562 | 569 | 569 | 552 | -9.81% | 54 | 11:15 | 52 | 34 | 19 | EB | 17:45 |
| 522 | C.R. 466 | AT SUMTER CO LINE | C | 18 | 18 | 24 | 25,388 | 24,224 | 22,395 | 17,163 | 21,575 | 20,068 | -4.60% | 1,757 | 15:45 | 1,757 | 952 | 806 | EB | 15:45 |
| 523 | C.R. 466 | 0.10 Mi W OF CLAY AV | C | 17 | 18 | 24 | 18,598 | 16,724 | 16,274 | 16,274 | 16,931 | 14,604 | -3.33% | 1,243 | 14:45 | 1,238 | 693 | 545 | EB | 15:00 |
| 526 | ROLLING ACRES RD | 0.17 Mi N OF C.R. 466 | C | 17 | 18 | 24 | 15,585 | 16,347 | 16,851 | 16,851 | 16,999 | 16,190 | -0.24% | 1,458 | 10:45 | 1,269 | 668 | 601 | SB | 15:00 |
| 527 | LAKE GRIFFIN RD | 0.27 Mi W OF CAROLINA AV | C | 16 | 18 | 24 | 3,133 | 2,927 | 2,830 | 3,449 | 3,145 | 2,810 | -1.01% | 260 | 17:15 | 260 | 97 | 162 | WB | 17:15 |
| 530 | ROLLING ACRES RD | 0.10 Mi S OF U.S. 27/U.S. 441 | C | 8 | 18 | 24 | 17,211 | 17,679 | 17,349 | 13,562 | 17,618 | 15,614 | -3.06% | 1,390 | 11:00 | 1,231 | 677 | 554 | NB | 15:00 |
| 531 | C.R. 450 | 0.06 Mi W OF OWENS LN | C | 11 | 18 | 26 | 2,412 | 2,830 | 2,697 | 2,642 | 2,751 | 2,505 | -3.00% | 249 | 16:45 | 249 | 143 | 106 | WB | 16:45 |
| 532 | C.R. 452 | 0.20 Mi S OF SOUTH EM-EN-EL GROVE RD | C | 14 | 18 | 25 | 7,453 | 8,160 | 5,806 | 5,995 | 7,594 | 8,464 | 0.92% | 728 | 17:00 | 728 | 373 | 355 | NB | 17:00 |
| 533 | C.R. 450 | 0.08 Mi E OF SR 19 | C | 12 | 18 | 26 | 4,810 | 4,498 | 4,405 | 4,763 | 4,578 | 4,389 | -0.61% | 413 | 17:00 | 413 | 177 | 237 | EB | 17:00 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-----------|-------------------|-----------|-------|-------|-------|--------------------------------------|-------|-------|-------|-------|-------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 807 | S.R. 19 | AT MARION CO LINE | E | 30 | 15 | 28 | 2,251 | 2,086 | 2,131 | 2,629 | 1,905 | 1,800 | -3.61% | 149 | 16:15 | 149 | 70 | 79 | SB | 16:15 |
| 808 | S.R. 40 | AT MARION CO LINE | E | 39 | 15 | 28 | 4,814 | 4,470 | 4,956 | 4,956 | 6,532 | 4,478 | 0.05% | 341 | 15:45 | 341 | 149 | 192 | EB | 15:45 |

Red text denotes the count was not performed in that year and the previous year data was input.

***** - Data not available for that year

N/A = not available due to lack of previous years data

U/C Denotes station under construction during data collection period.

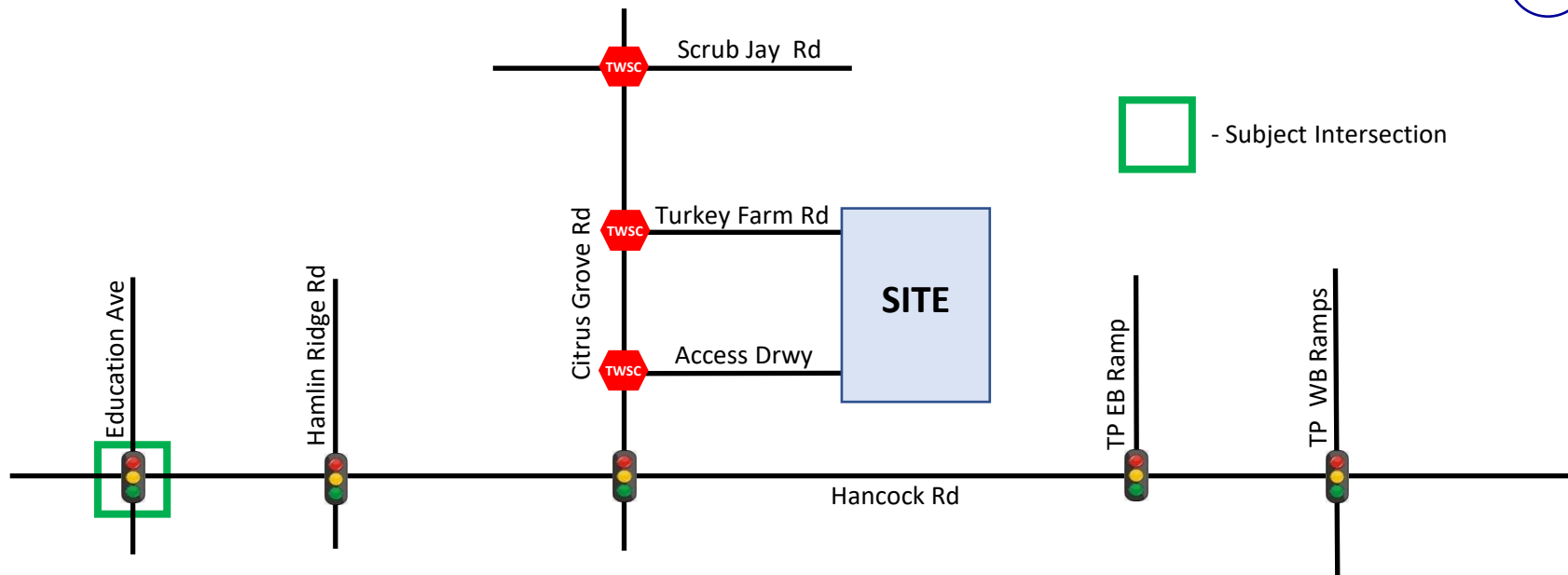
5 -Year Annual Average Percentage Growth Rate is computed as follows:

$$\text{"5-Year Annual Average Percentage Growth Rate"} = (1 + (2022 \text{ AADT} - 2017 \text{ AADT}) / (2017 \text{ AADT}))^{(1 / (2022 - 2017))} - 1$$

Appendix D: Traffic Volumes

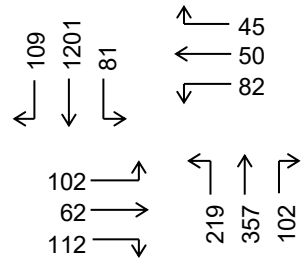
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 1: Hancock Rd & Education Ave



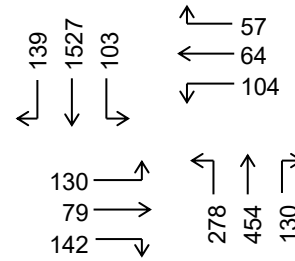
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



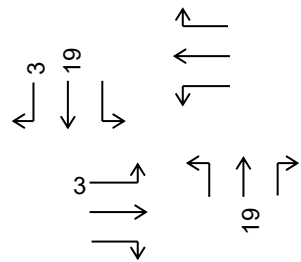
*SF applied = 1.00

2028 VOLUMES

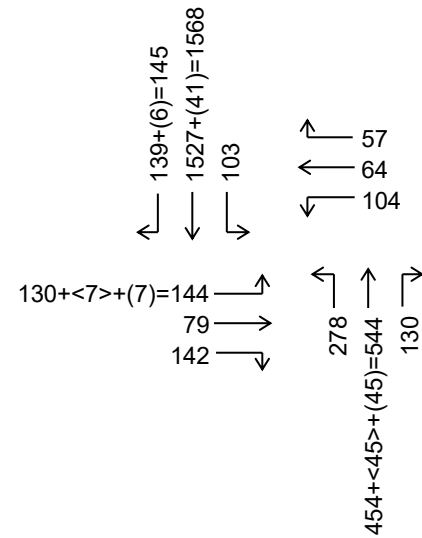


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



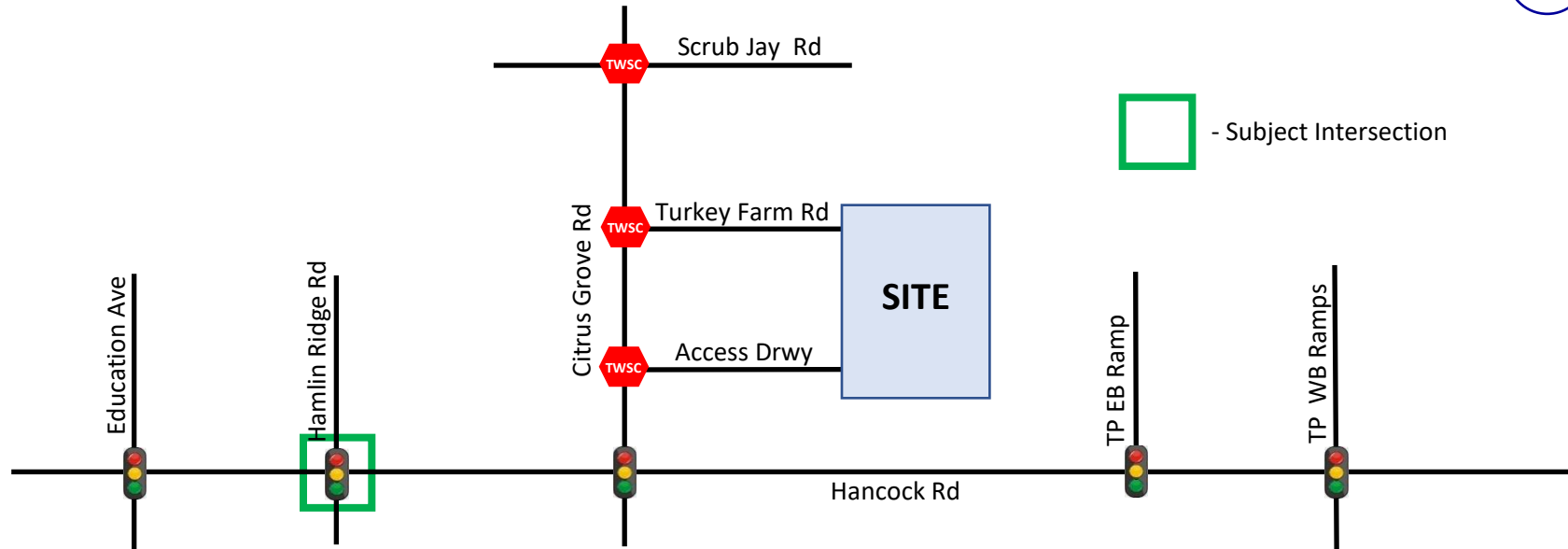
PROJECTED VOLUMES



Note: +/- errors due to rounding

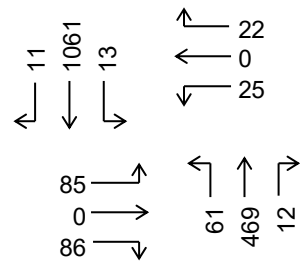
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 2: Hancock Rd & Hamlin Ridge Rd



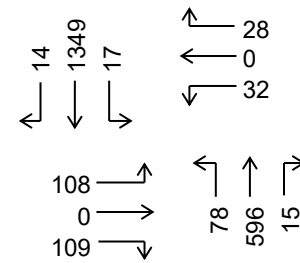
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



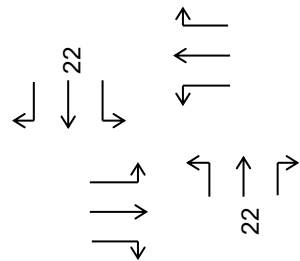
*SF applied = 1.00

2028 VOLUMES

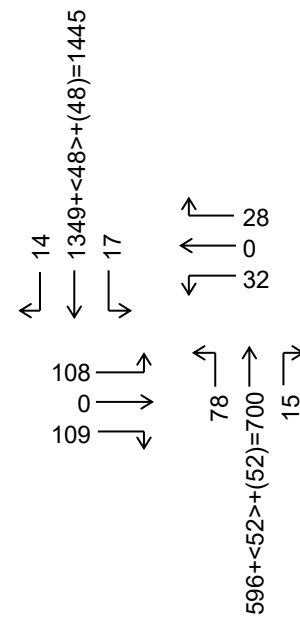


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



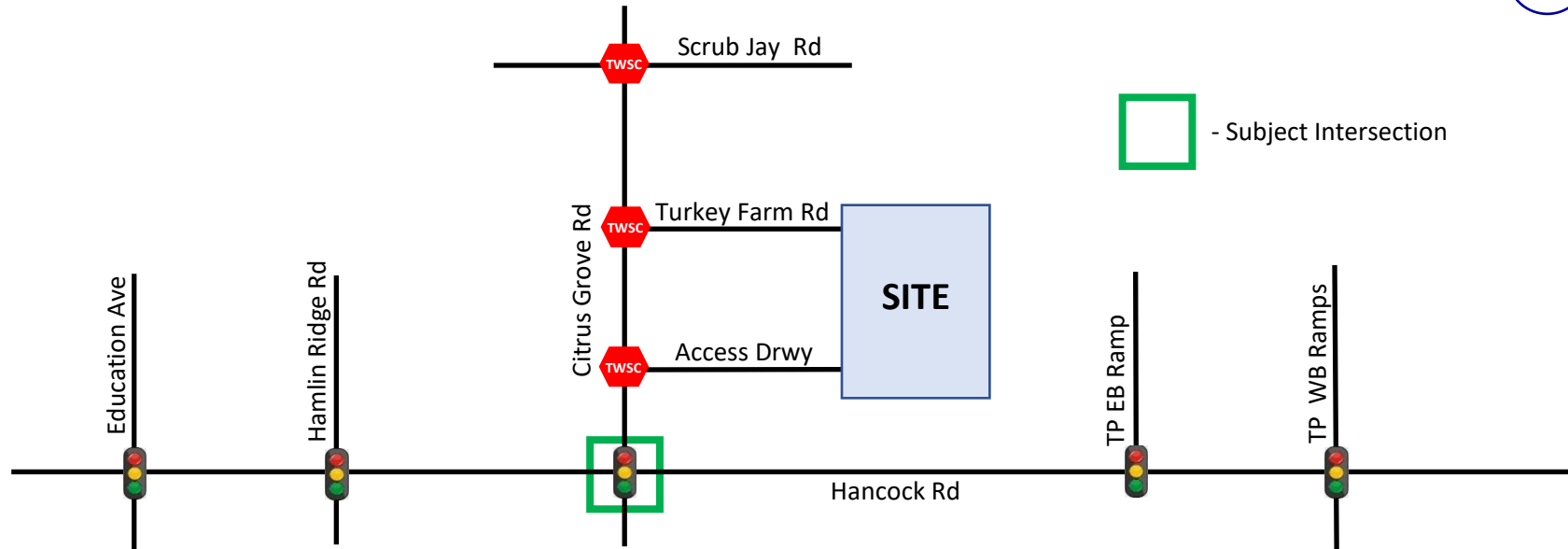
PROJECTED VOLUMES



Note: +/- errors due to rounding

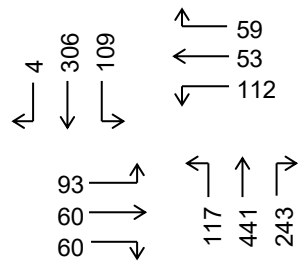
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 3: Hancock Rd & Citrus Cove Rd



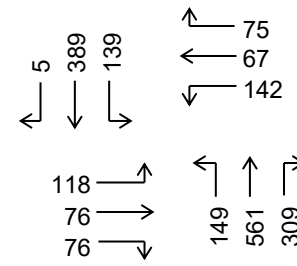
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



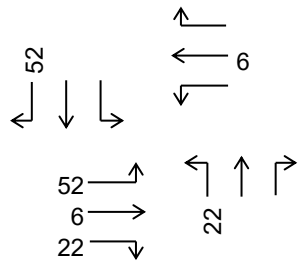
*SF applied = 1.00

2028 VOLUMES

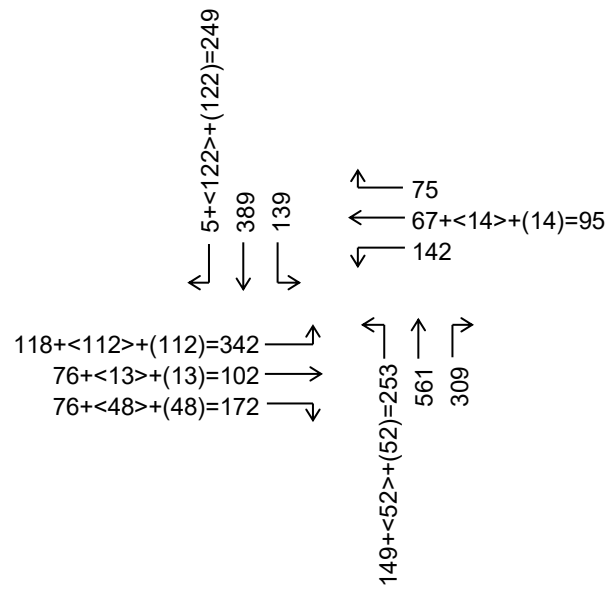


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



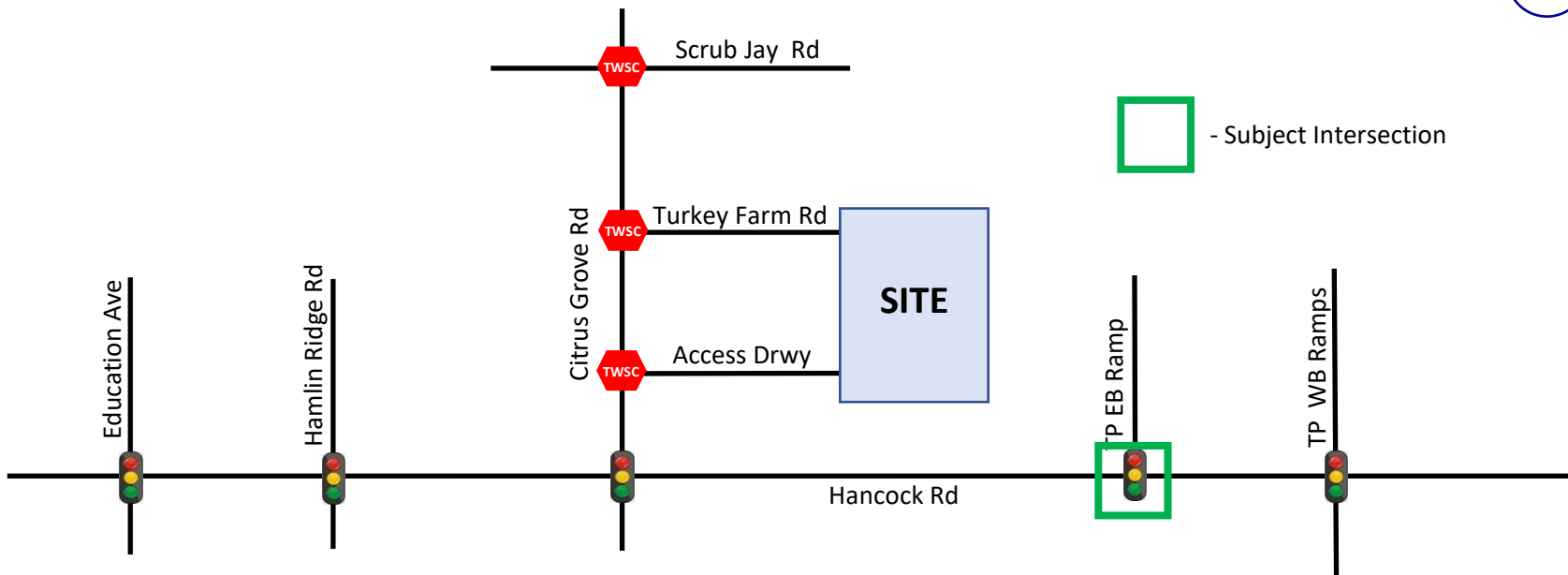
PROJECTED VOLUMES



Note: +/- errors due to rounding

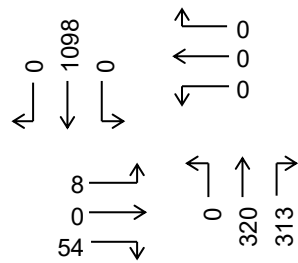
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 4: Hancock Rd & Florida Turnpike EB Ramp



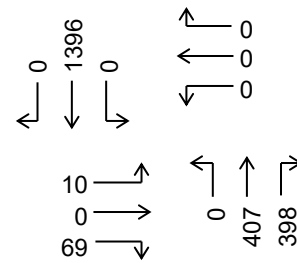
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



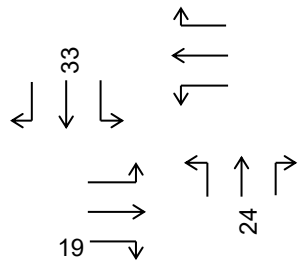
*SF applied = 1.00

2028 VOLUMES

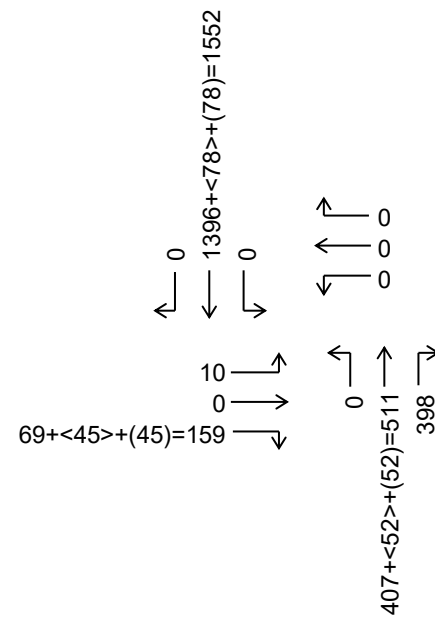


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



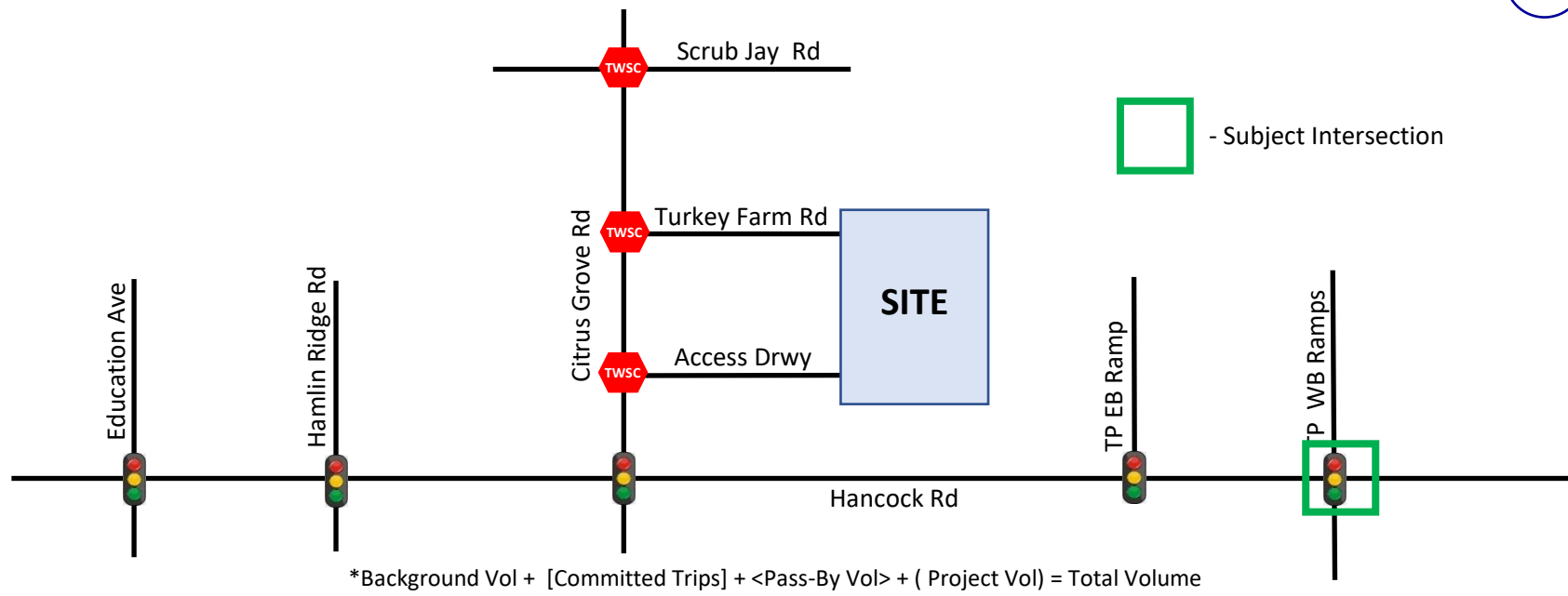
PROJECTED VOLUMES



Note: +/- errors due to rounding

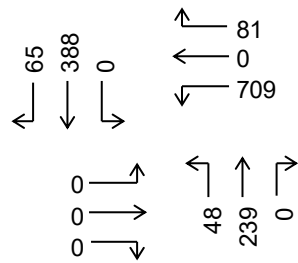
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 5: Hancock Rd & Florida Turnpike WB Ramp



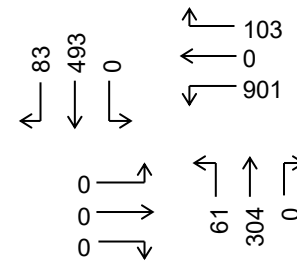
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



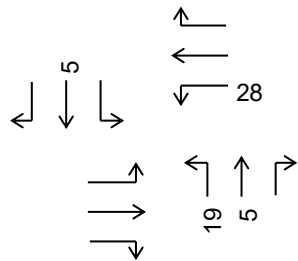
*SF applied = 1.00

2028 VOLUMES

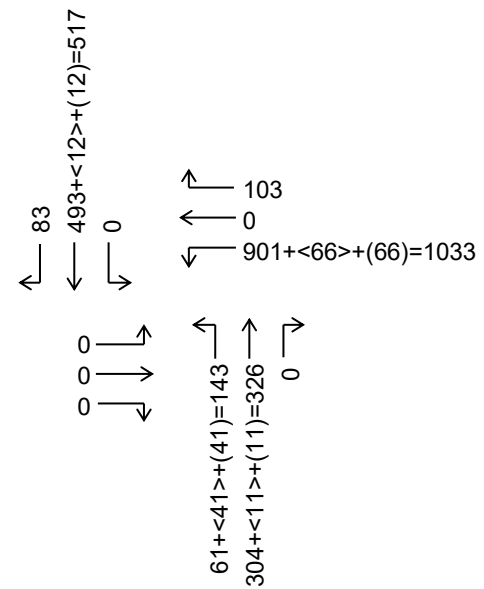


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



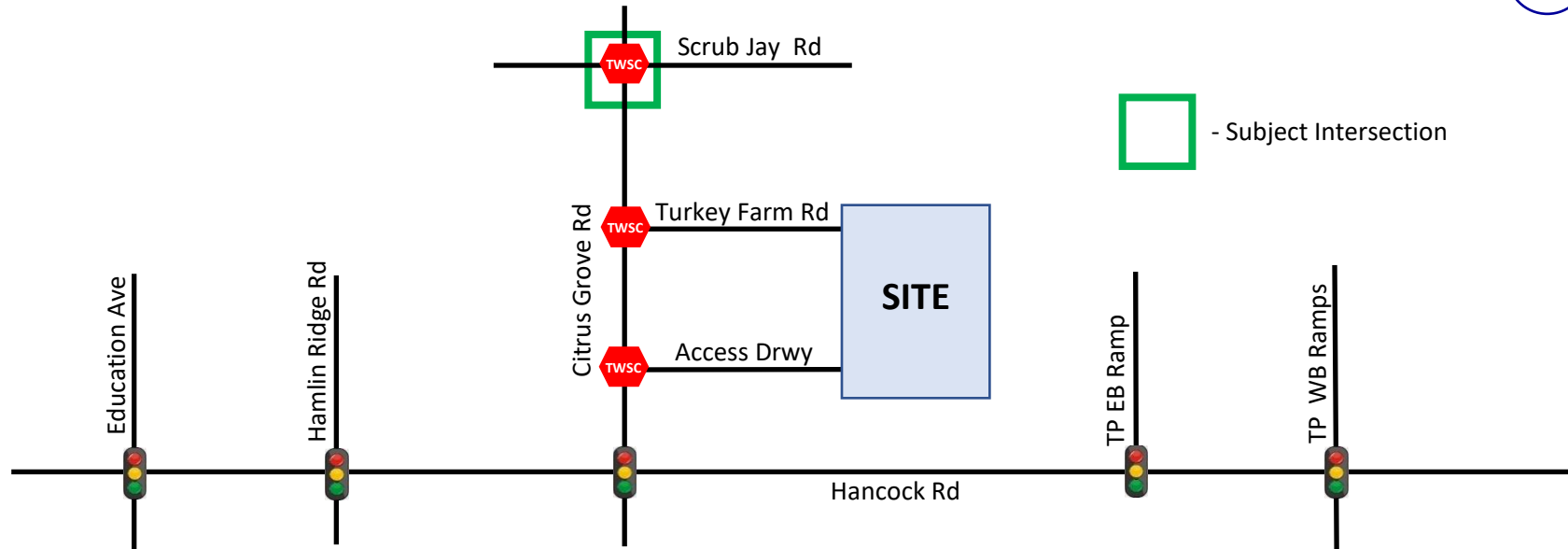
PROJECTED VOLUMES



Note: +/- errors due to rounding

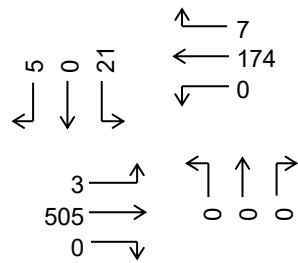
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 6: Citrus Grove Rd & Scrub Jay Ln



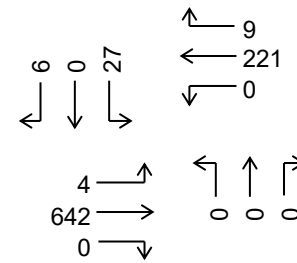
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



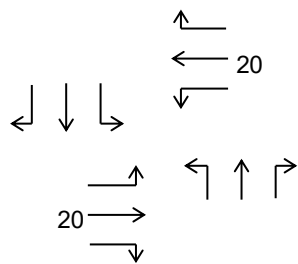
*SF applied = 1.00

2028 VOLUMES

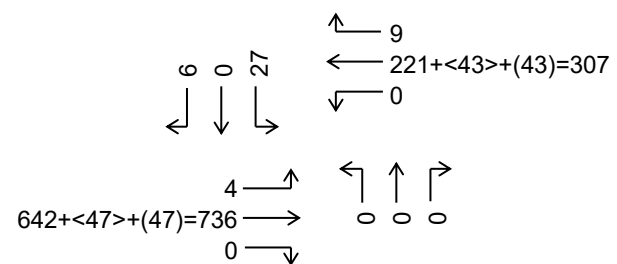


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



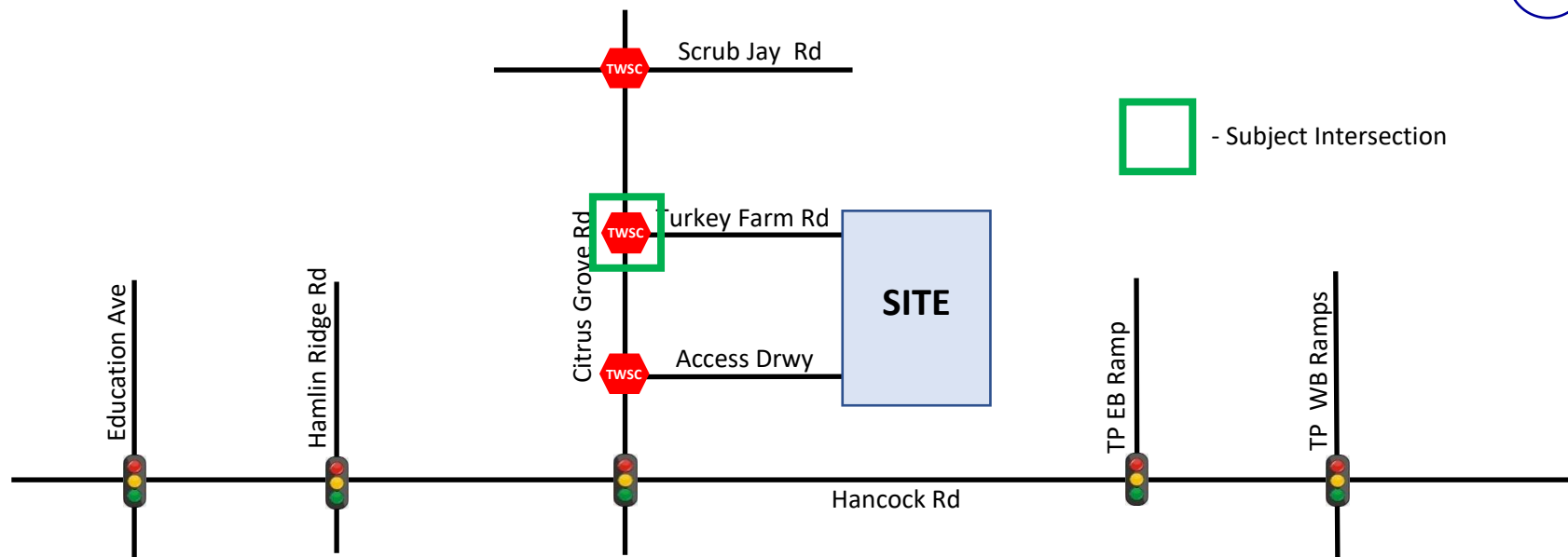
PROJECTED VOLUMES



Note: +/- errors due to rounding

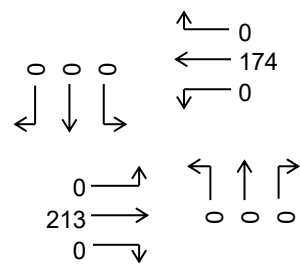
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 7: Citrus Grove Rd & Turkey Farm Rd



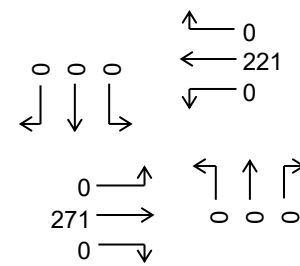
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



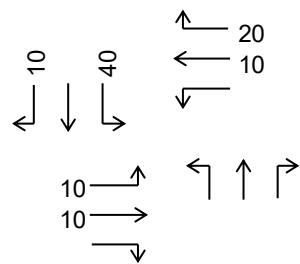
*SF applied = 1.00

2028 VOLUMES

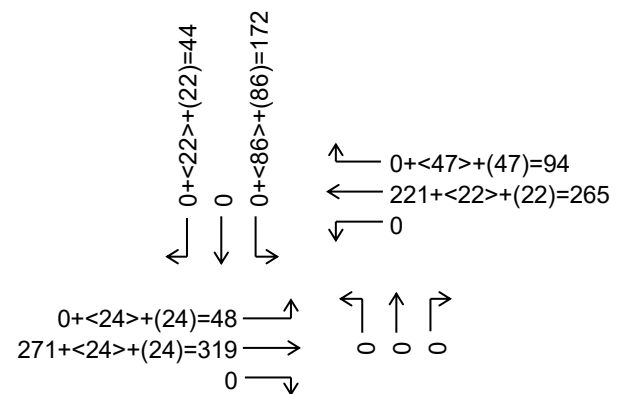


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



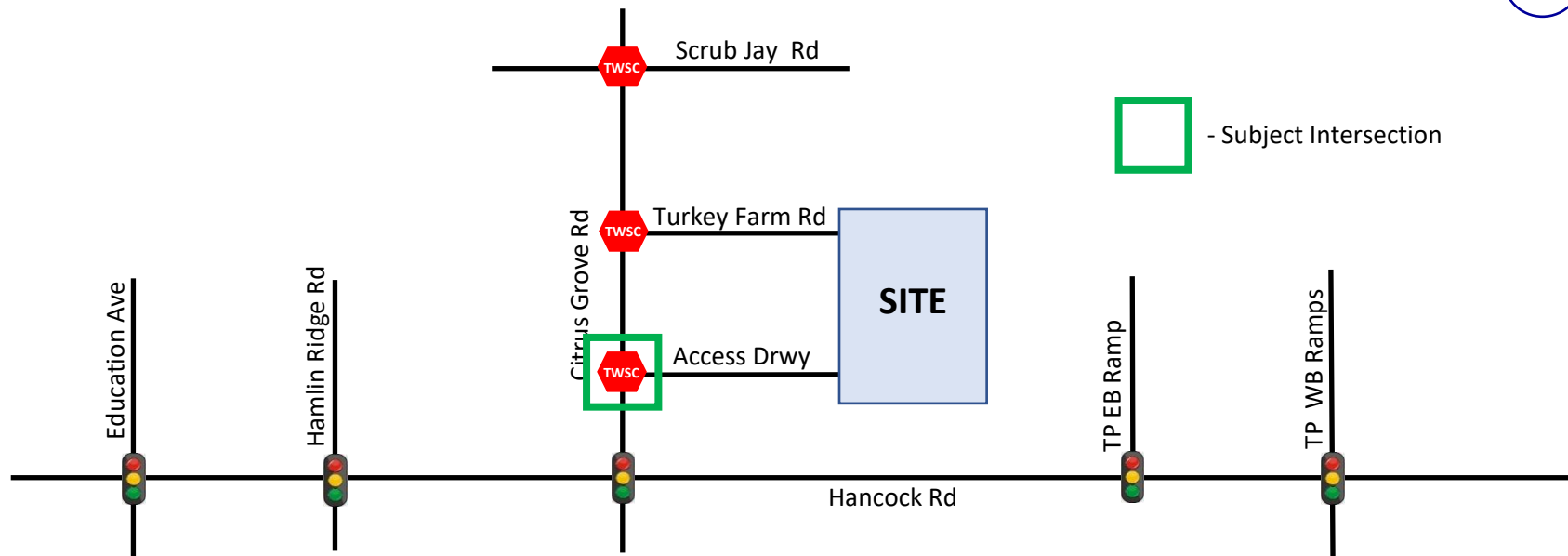
PROJECTED VOLUMES



Note: +/- errors due to rounding

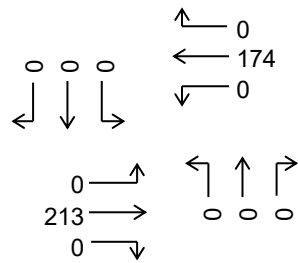
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 8: Citrus Grove Rd & Project Access



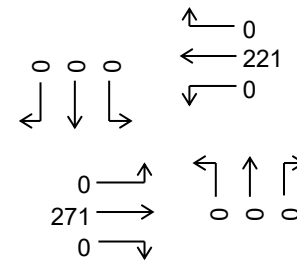
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



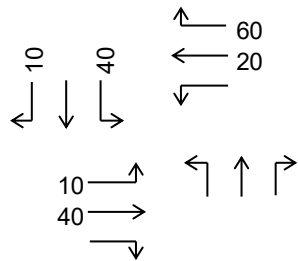
*SF applied = 1.00

2028 VOLUMES

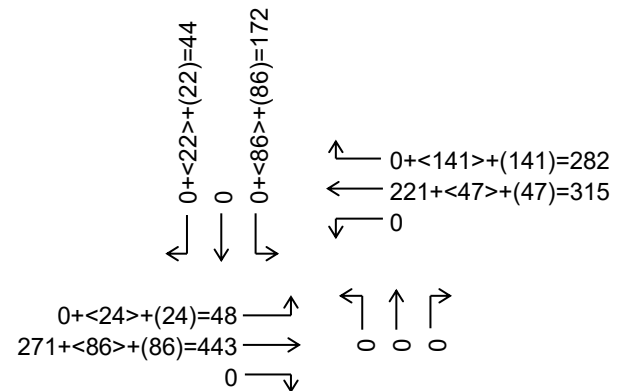


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



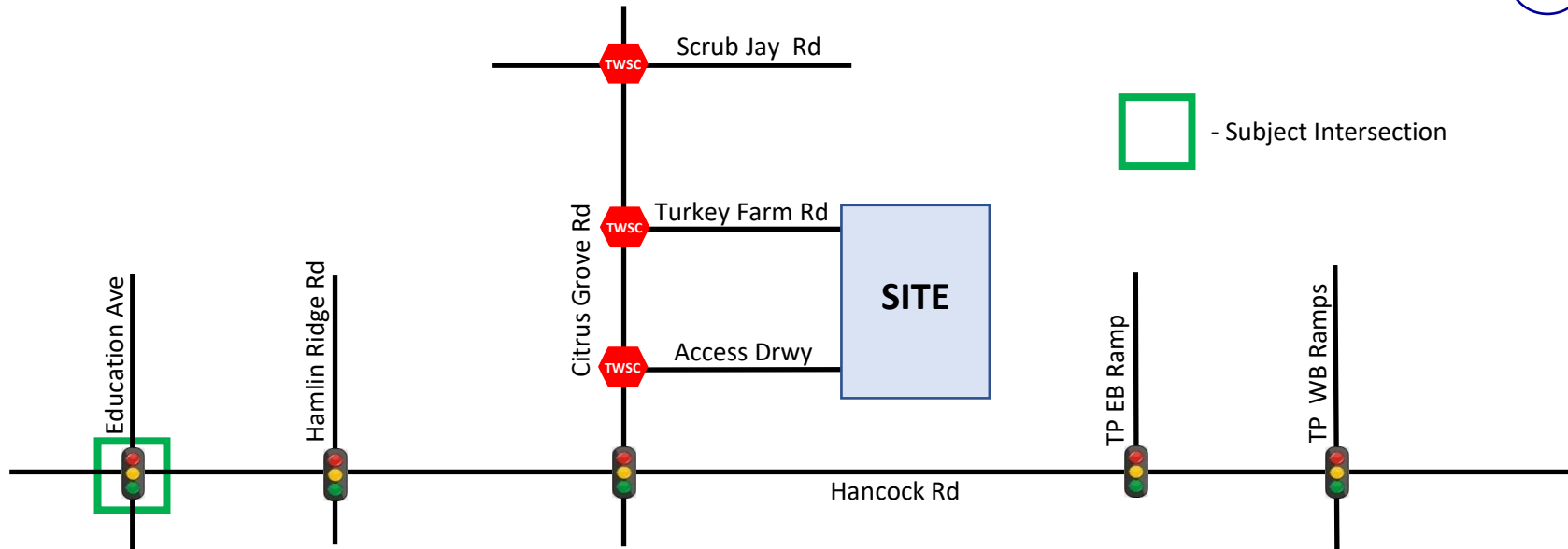
PROJECTED VOLUMES



Note: +/- errors due to rounding

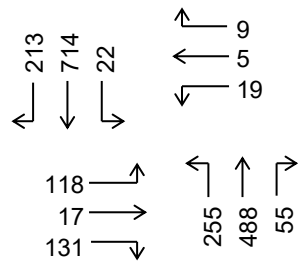
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 1: Hancock Rd & Education Ave



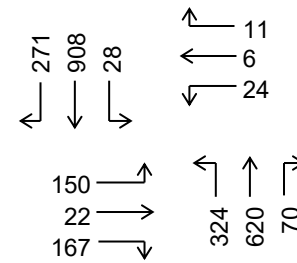
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



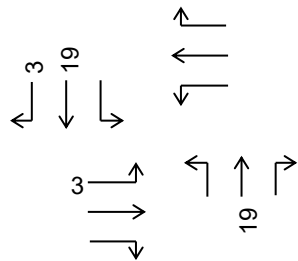
*SF applied = 1.00

2028 VOLUMES

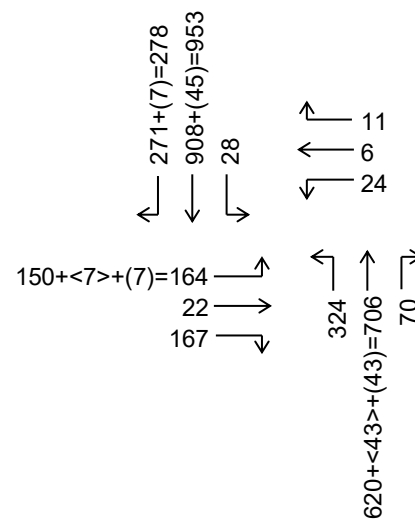


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



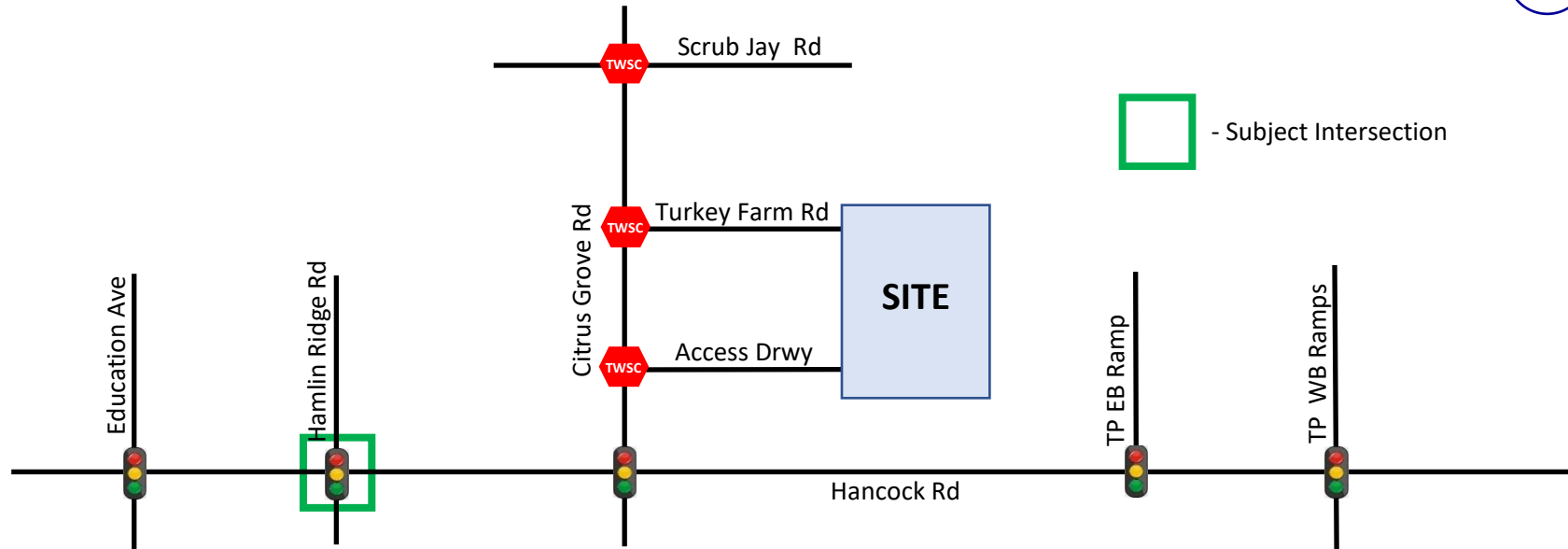
PROJECTED VOLUMES



Note: +/- errors due to rounding

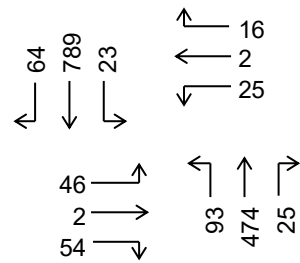
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 2: Hancock Rd & Hamlin Ridge Rd



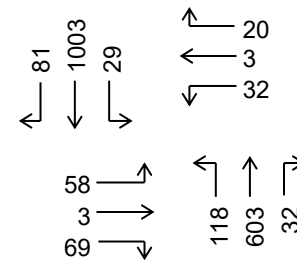
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



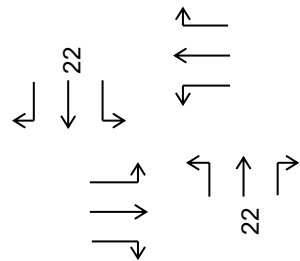
*SF applied = 1.00

2028 VOLUMES

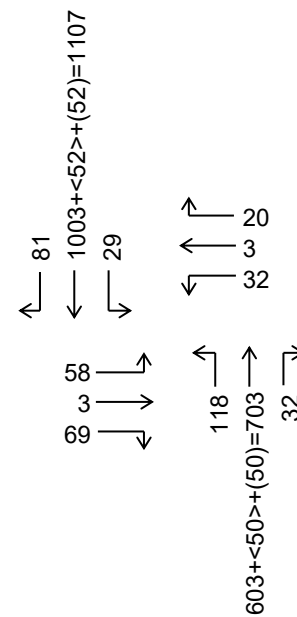


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



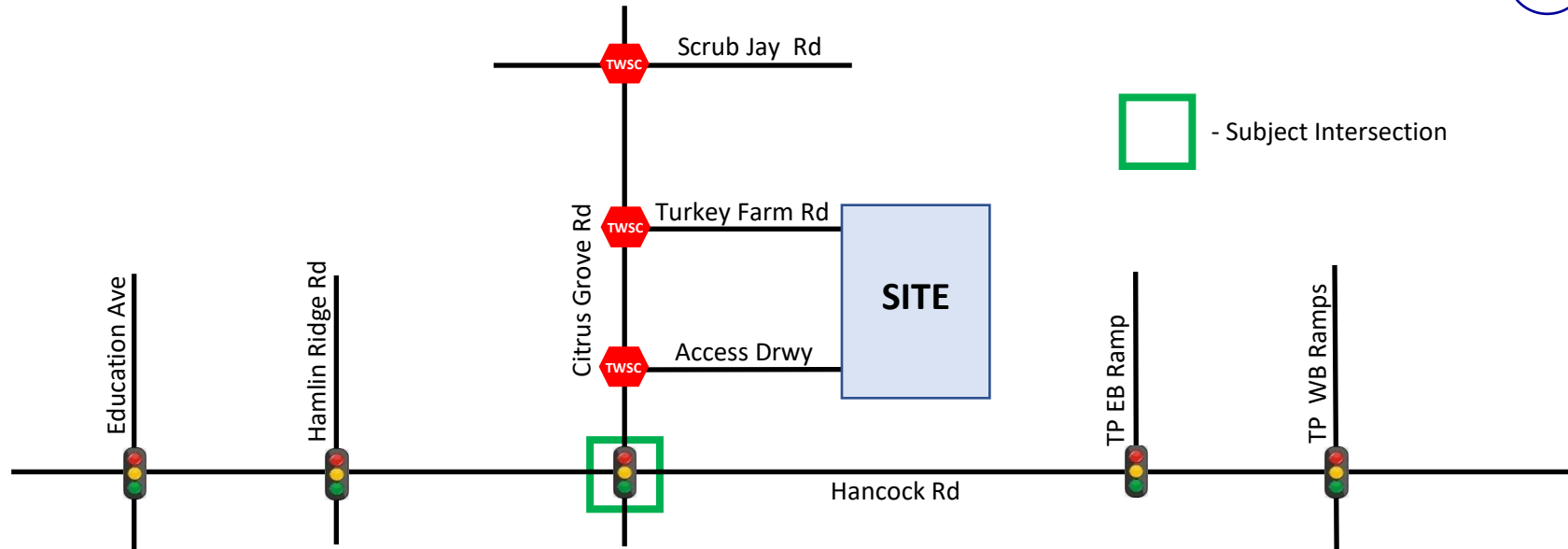
PROJECTED VOLUMES



Note: +/- errors due to rounding

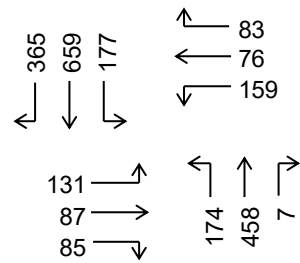
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 3: Hancock Rd & Citrus Cove Rd



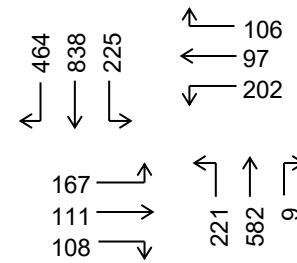
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



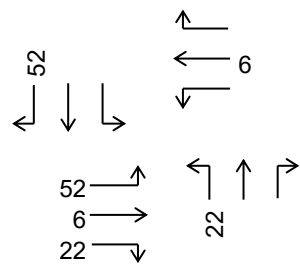
*SF applied = 1.00

2028 VOLUMES

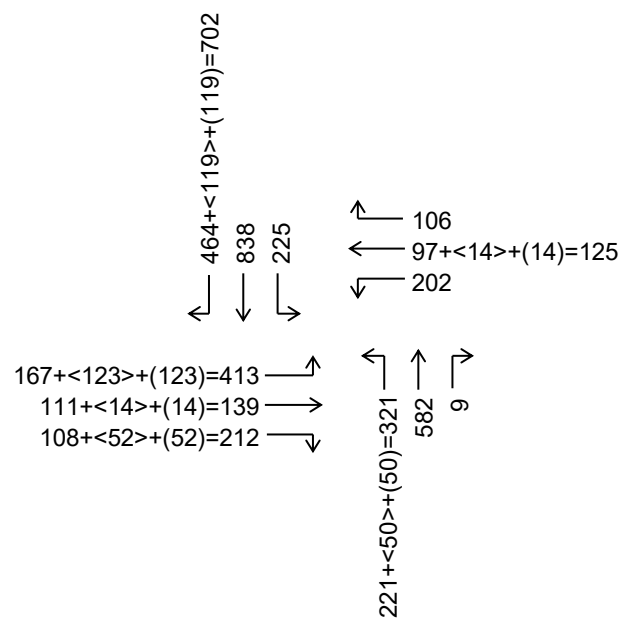


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



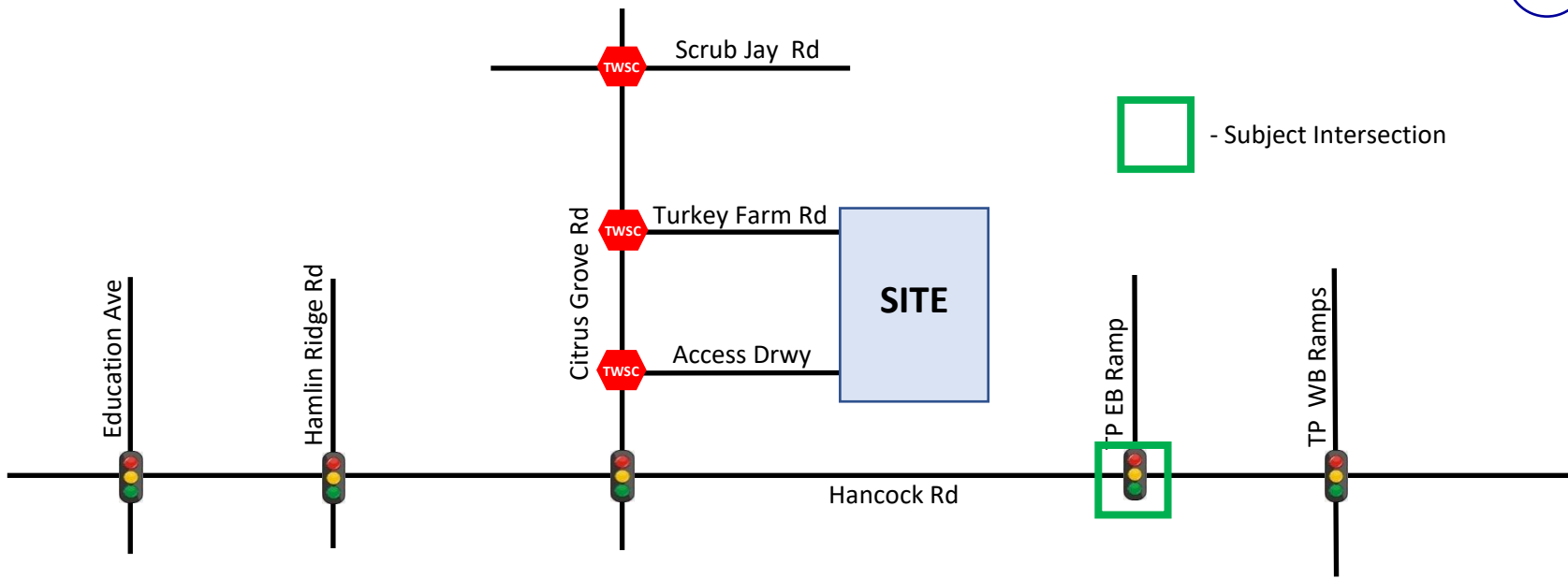
PROJECTED VOLUMES



Note: +/- errors due to rounding

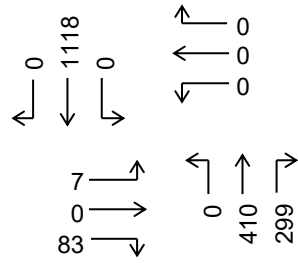
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 4: Hancock Rd & Florida Turnpike EB Ramp



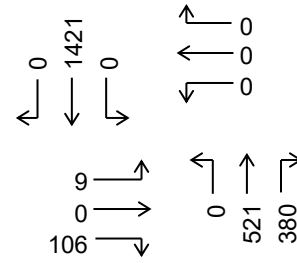
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



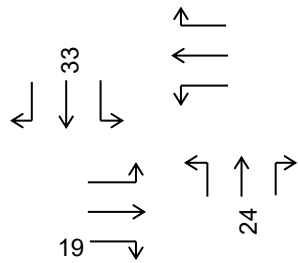
*SF applied = 1.00

2028 VOLUMES

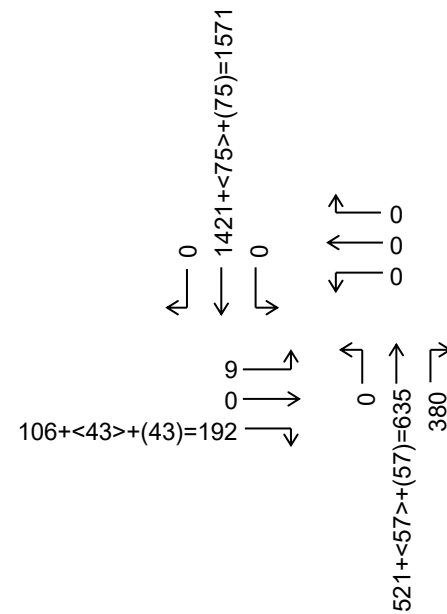


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



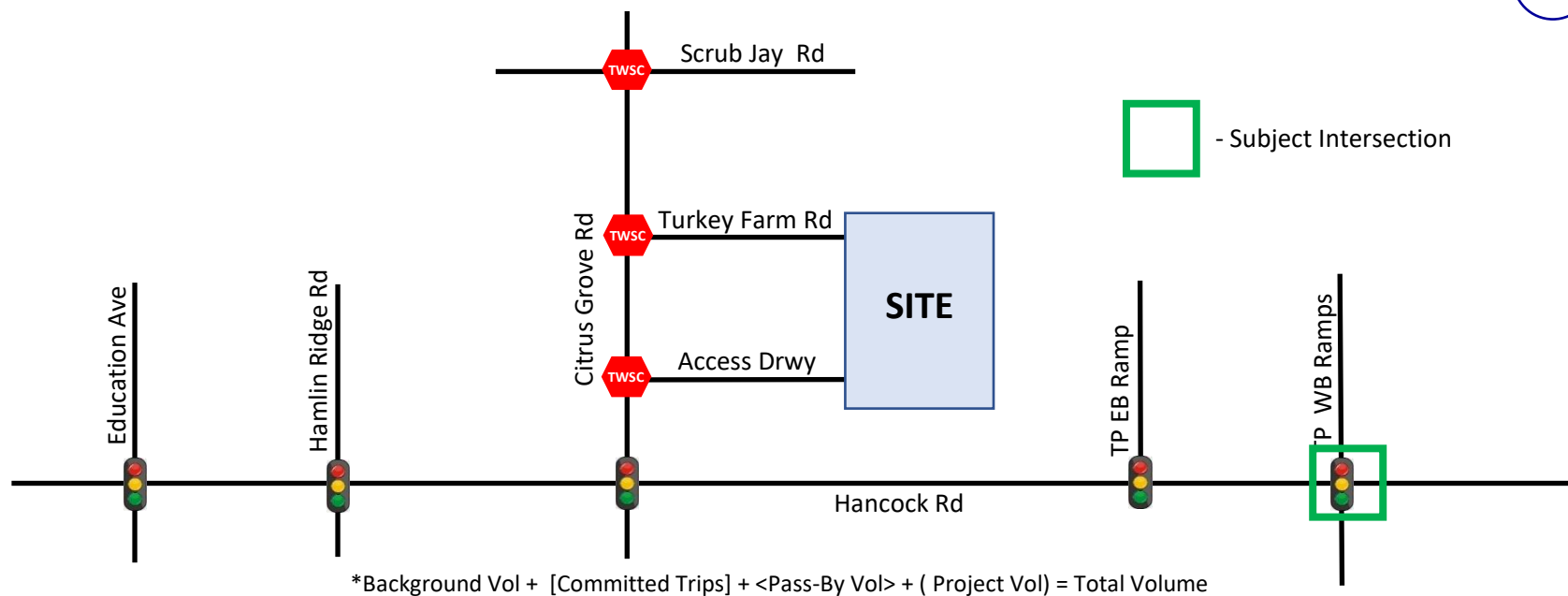
PROJECTED VOLUMES



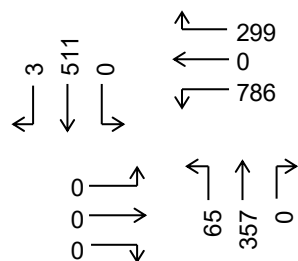
Note: +/- errors due to rounding

INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 5: Hancock Rd & Florida Turnpike WB Ramp

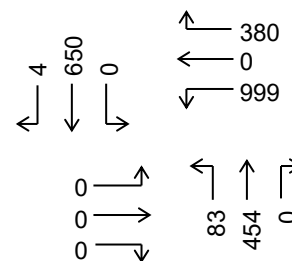


2026 VOLUMES



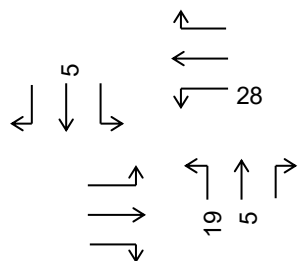
*SF applied = 1.00

2028 VOLUMES

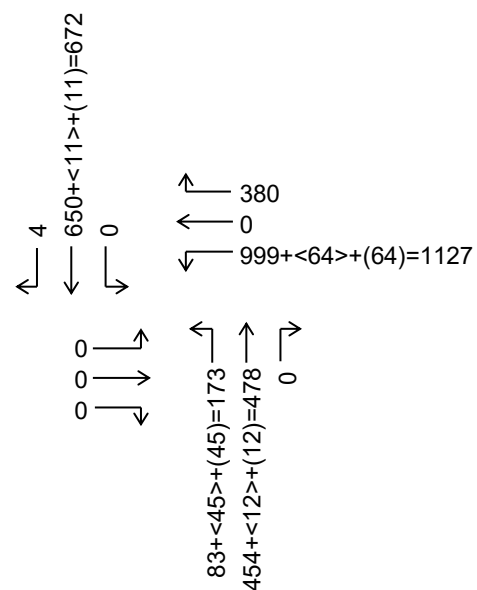


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



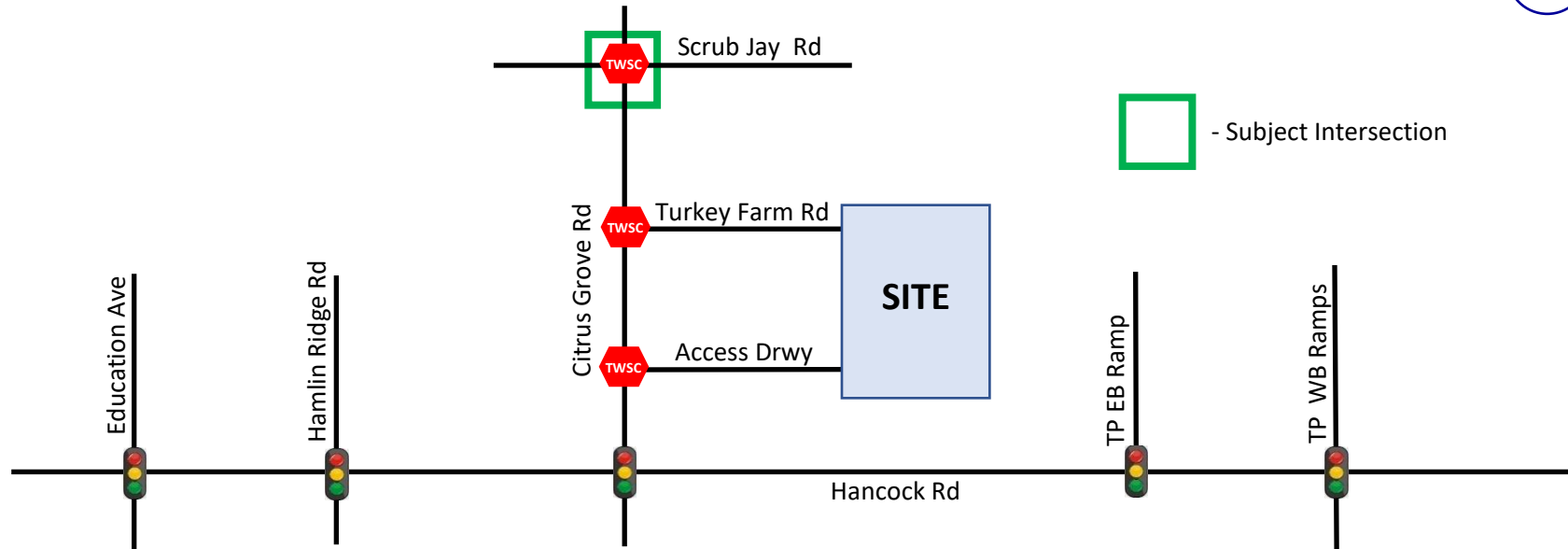
PROJECTED VOLUMES



Note: +/- errors due to rounding

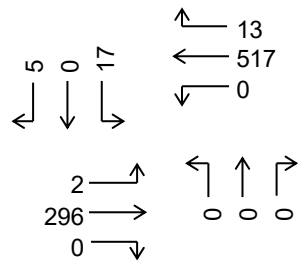
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 6: Citrus Grove Rd & Scrub Jay Ln



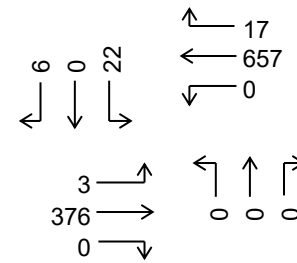
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



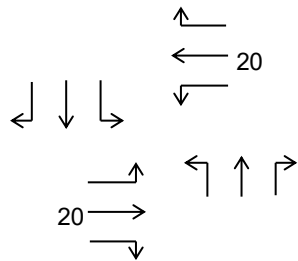
*SF applied = 1.00

2028 VOLUMES

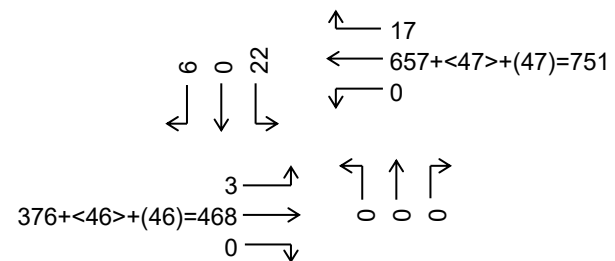


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



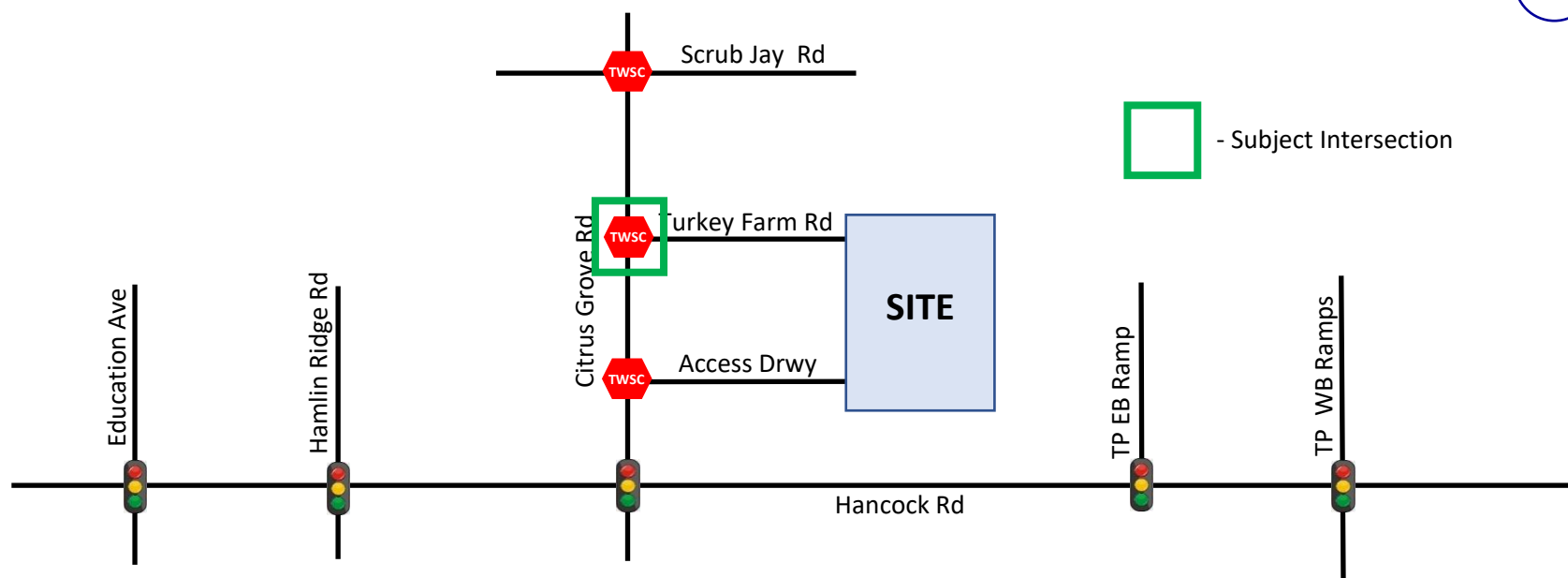
PROJECTED VOLUMES



Note: +/- errors due to rounding

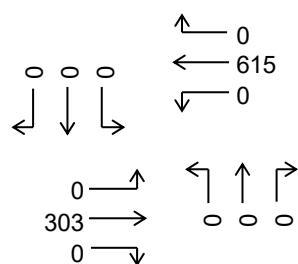
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 7: Citrus Grove Rd & Turkey Farm Rd



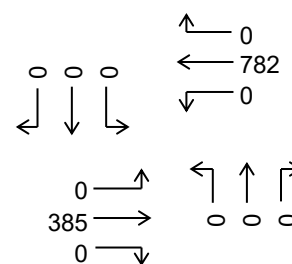
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



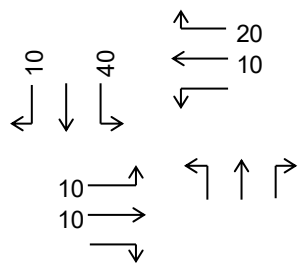
*SF applied = 1.00

2028 VOLUMES

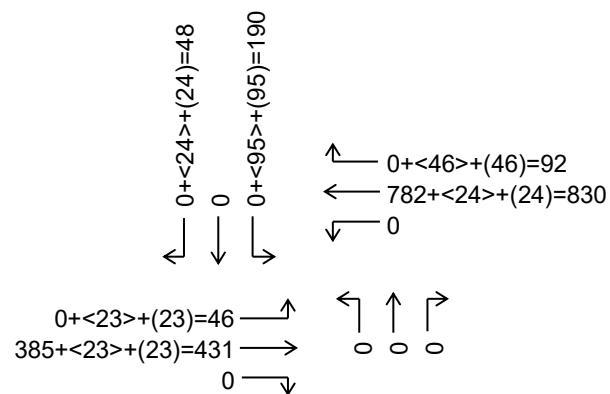


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



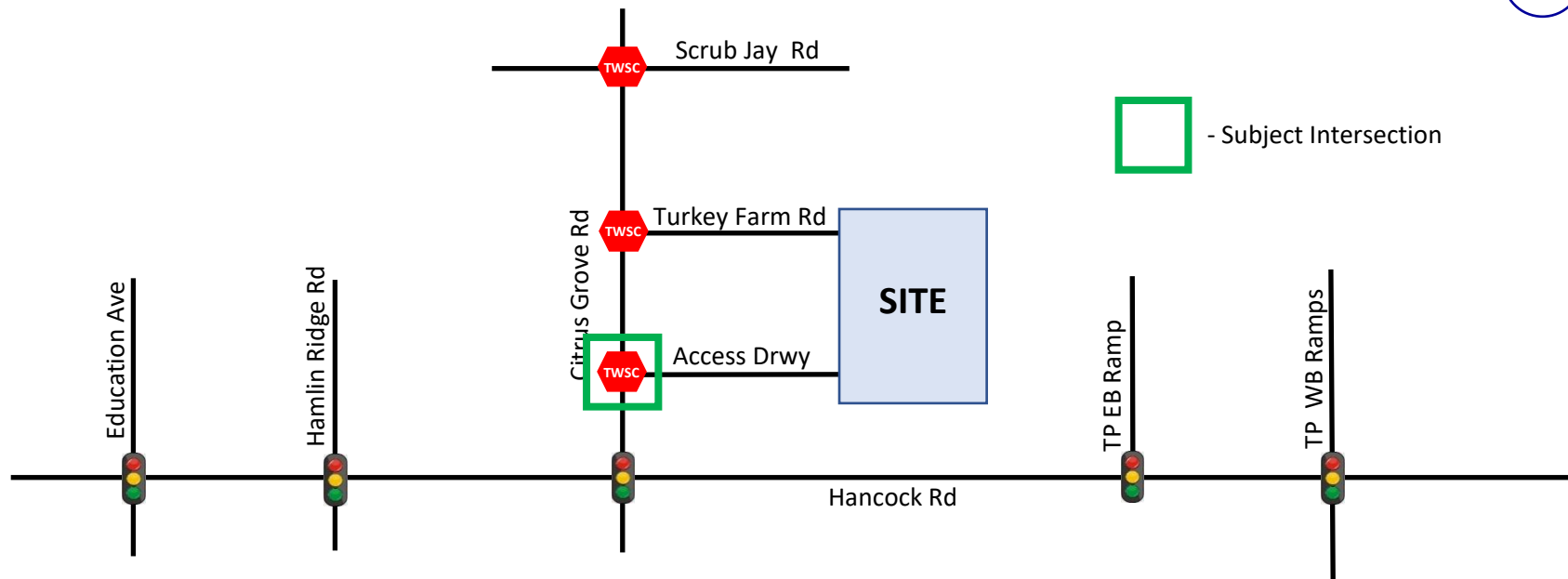
PROJECTED VOLUMES



Note: +/- errors due to rounding

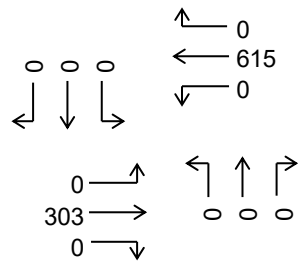
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 8: Citrus Grove Rd & Project Access



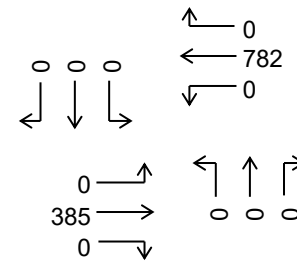
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



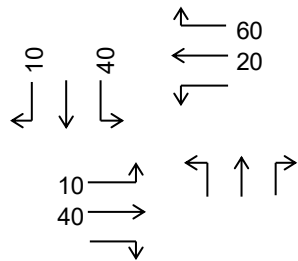
*SF applied = 1.00

2028 VOLUMES

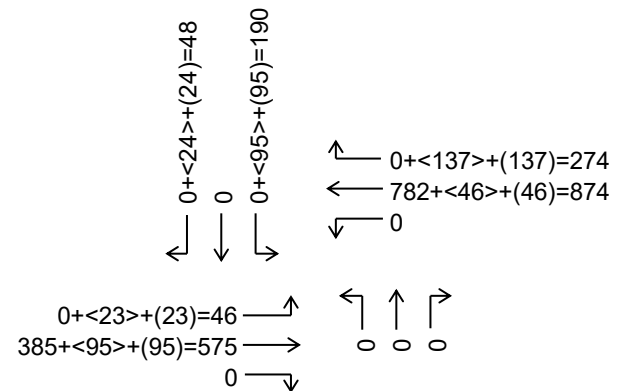


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 26, 2026 (Thursday)

CITY: Minneola

LATITUDE: 0

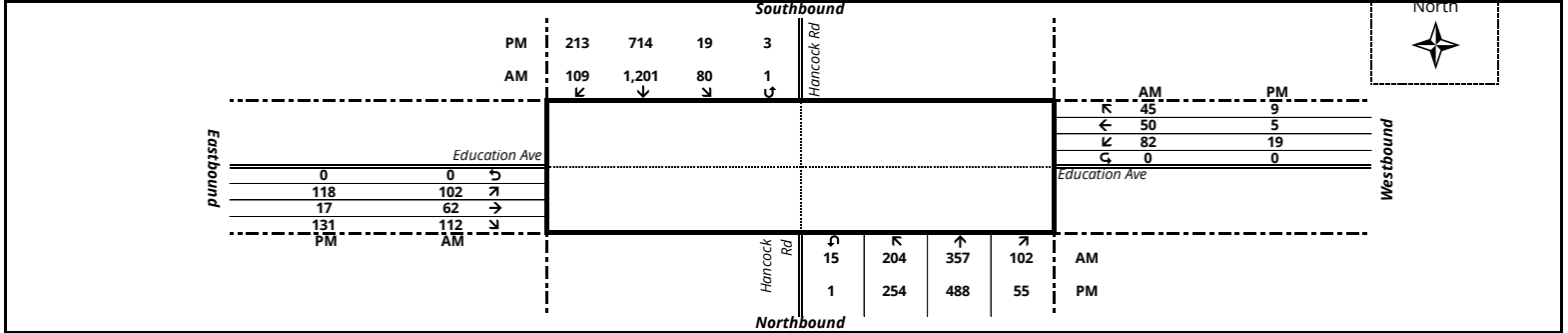
LOCATION: Hancock Rd & Education Ave

COUNTY: Lake County

LONGITUDE: 0

| TIME BEGIN | Hancock Rd | | | | | Hancock Rd | | | | | N/S TOTAL | Education Ave | | | | | Education Ave | | | | | E/W TOTAL | GRAND TOTAL | |
|--------------|------------|-----|-----|--------|-------|------------|-------|-----|--------|-------|-----------|---------------|-----|-----|--------|-------|---------------|----|----|--------|-------|-----------|-------------|--|
| | NORTHBOUND | | | | | SOUTHBOUND | | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | |
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | | |
| 07:00 AM | 17 | 73 | 69 | 0 | 159 | 44 | 279 | 18 | 0 | 341 | 500 | 15 | 64 | 11 | 0 | 90 | 45 | 45 | 36 | 0 | 126 | 216 | 716 | |
| 07:15 AM | 21 | 82 | 66 | 0 | 169 | 55 | 204 | 11 | 0 | 270 | 439 | 25 | 51 | 11 | 0 | 87 | 54 | 39 | 27 | 0 | 120 | 207 | 646 | |
| 07:30 AM | 34 | 87 | 17 | 6 | 144 | 11 | 275 | 25 | 0 | 311 | 455 | 28 | 5 | 13 | 0 | 46 | 27 | 11 | 16 | 0 | 54 | 100 | 555 | |
| 07:45 AM | 75 | 81 | 10 | 8 | 174 | 6 | 300 | 50 | 0 | 356 | 530 | 17 | 4 | 30 | 0 | 51 | 1 | 0 | 1 | 0 | 2 | 53 | 583 | |
| TOTAL | 147 | 323 | 162 | 14 | 646 | 116 | 1,058 | 104 | 0 | 1,278 | 1,924 | 85 | 124 | 65 | 0 | 274 | 127 | 95 | 80 | 0 | 302 | 576 | 2,500 | |
| 08:00 AM | 74 | 107 | 9 | 1 | 191 | 8 | 422 | 23 | 1 | 454 | 645 | 32 | 2 | 58 | 0 | 92 | 0 | 0 | 1 | 0 | 1 | 93 | 738 | |
| 08:15 AM | 48 | 97 | 8 | 2 | 155 | 0 | 357 | 28 | 0 | 385 | 540 | 25 | 1 | 53 | 0 | 79 | 1 | 0 | 2 | 0 | 3 | 82 | 622 | |
| 08:30 AM | 14 | 102 | 6 | 5 | 127 | 4 | 300 | 8 | 1 | 313 | 440 | 27 | 0 | 60 | 0 | 87 | 0 | 0 | 2 | 0 | 2 | 89 | 529 | |
| 08:45 AM | 47 | 69 | 8 | 4 | 128 | 6 | 311 | 16 | 0 | 333 | 461 | 29 | 8 | 31 | 1 | 69 | 2 | 1 | 3 | 0 | 6 | 75 | 536 | |
| TOTAL | 183 | 375 | 31 | 12 | 601 | 18 | 1,390 | 75 | 2 | 1,485 | 2,086 | 113 | 11 | 202 | 1 | 327 | 3 | 1 | 8 | 0 | 12 | 339 | 2,425 | |
| 04:00 PM | 26 | 112 | 3 | 6 | 147 | 4 | 138 | 22 | 2 | 166 | 313 | 28 | 4 | 35 | 0 | 67 | 8 | 3 | 3 | 0 | 14 | 81 | 394 | |
| 04:15 PM | 55 | 96 | 5 | 0 | 156 | 3 | 148 | 49 | 0 | 200 | 356 | 25 | 2 | 26 | 0 | 53 | 10 | 1 | 0 | 0 | 11 | 64 | 420 | |
| 04:30 PM | 39 | 114 | 6 | 2 | 161 | 4 | 168 | 30 | 2 | 204 | 365 | 23 | 1 | 36 | 0 | 60 | 10 | 2 | 5 | 0 | 17 | 77 | 442 | |
| 04:45 PM | 45 | 142 | 13 | 0 | 200 | 4 | 168 | 36 | 0 | 208 | 408 | 29 | 9 | 27 | 0 | 65 | 5 | 4 | 3 | 0 | 12 | 77 | 485 | |
| TOTAL | 165 | 464 | 27 | 8 | 664 | 15 | 622 | 137 | 4 | 778 | 1,442 | 105 | 16 | 124 | 0 | 245 | 33 | 10 | 11 | 0 | 54 | 299 | 1,741 | |
| 05:00 PM | 54 | 136 | 3 | 0 | 193 | 4 | 159 | 37 | 1 | 201 | 394 | 25 | 0 | 31 | 0 | 56 | 8 | 2 | 3 | 0 | 13 | 69 | 463 | |
| 05:15 PM | 65 | 129 | 10 | 0 | 204 | 3 | 179 | 49 | 2 | 233 | 437 | 29 | 5 | 29 | 0 | 63 | 6 | 2 | 3 | 0 | 11 | 74 | 511 | |
| 05:30 PM | 61 | 140 | 10 | 0 | 211 | 2 | 168 | 76 | 0 | 246 | 457 | 32 | 2 | 28 | 0 | 62 | 4 | 0 | 2 | 0 | 6 | 68 | 525 | |
| 05:45 PM | 74 | 83 | 32 | 1 | 190 | 10 | 208 | 51 | 0 | 269 | 459 | 32 | 10 | 43 | 0 | 85 | 1 | 1 | 1 | 0 | 3 | 88 | 547 | |
| TOTAL | 254 | 488 | 55 | 1 | 798 | 19 | 714 | 213 | 3 | 949 | 1,747 | 118 | 17 | 131 | 0 | 266 | 19 | 5 | 9 | 0 | 33 | 299 | 2,046 | |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|----|-----|----|-------|-----|---|-------|-------|-----|----|-----|---|-----|----|----|----|--------------------------------|-----|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.854 | | | |
| 07:15 AM to 08:15 AM | 204 | 357 | 102 | 15 | 678 | 80 | 1,201 | 109 | 1 | 1,391 | 2,069 | 102 | 62 | 112 | 0 | 276 | 82 | 50 | 45 | 0 | 177 | 453 | 2,522 |
| PM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.935 | | | |
| 05:00 PM to 06:00 PM | 254 | 488 | 55 | 1 | 798 | 19 | 714 | 213 | 3 | 949 | 1,747 | 118 | 17 | 131 | 0 | 266 | 19 | 5 | 9 | 0 | 33 | 299 | 2,046 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 26, 2026 (Thursday)

CITY: Minneola

LATITUDE: 0

LOCATION: Hancock Rd & Jorhagen Dr/Hamlin Ridge Rd

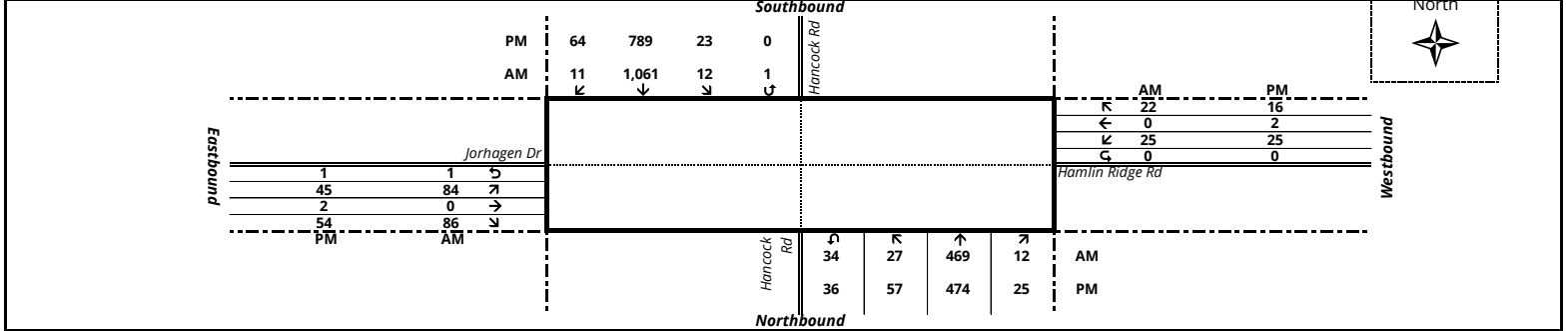
COUNTY: Lake County

LONGITUDE: 0

| TIME BEGIN | Hancock Rd | | | | | Hancock Rd | | | | | N/S TOTAL | Jorhagen Dr | | | | | Hamlin Ridge Rd | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|----|--------|-------|------------|-------|----|--------|-------|-----------|-------------|---|----|--------|-------|-----------------|---|----|--------|-------|-----------|-------------|
| | NORTHBOUND | | | | | SOUTHBOUND | | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | |
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 9 | 120 | 5 | 5 | 139 | 4 | 289 | 3 | 0 | 296 | 435 | 26 | 0 | 25 | 0 | 51 | 6 | 0 | 4 | 0 | 10 | 61 | 496 |
| 07:15 AM | 9 | 133 | 2 | 9 | 153 | 3 | 236 | 1 | 0 | 240 | 393 | 25 | 0 | 15 | 0 | 40 | 8 | 0 | 8 | 0 | 16 | 56 | 449 |
| 07:30 AM | 9 | 120 | 4 | 9 | 142 | 2 | 272 | 1 | 1 | 276 | 418 | 14 | 0 | 22 | 1 | 37 | 2 | 0 | 6 | 0 | 8 | 45 | 463 |
| 07:45 AM | 0 | 96 | 1 | 11 | 108 | 3 | 264 | 6 | 0 | 273 | 381 | 19 | 0 | 24 | 0 | 43 | 9 | 0 | 4 | 0 | 13 | 56 | 437 |
| TOTAL | 27 | 469 | 12 | 34 | 542 | 12 | 1,061 | 11 | 1 | 1,085 | 1,627 | 84 | 0 | 86 | 1 | 171 | 25 | 0 | 22 | 0 | 47 | 218 | 1,845 |
| 08:00 AM | 8 | 123 | 4 | 11 | 146 | 5 | 275 | 5 | 0 | 285 | 431 | 16 | 0 | 18 | 0 | 34 | 11 | 1 | 2 | 0 | 14 | 48 | 479 |
| 08:15 AM | 9 | 93 | 3 | 8 | 113 | 5 | 300 | 2 | 0 | 307 | 420 | 16 | 1 | 14 | 0 | 31 | 8 | 0 | 4 | 0 | 12 | 43 | 463 |
| 08:30 AM | 8 | 119 | 1 | 4 | 132 | 4 | 225 | 1 | 0 | 230 | 362 | 14 | 1 | 17 | 0 | 32 | 3 | 1 | 5 | 0 | 9 | 41 | 403 |
| 08:45 AM | 8 | 78 | 2 | 3 | 91 | 3 | 257 | 6 | 0 | 266 | 357 | 8 | 0 | 15 | 0 | 23 | 5 | 1 | 3 | 0 | 9 | 32 | 389 |
| TOTAL | 33 | 413 | 10 | 26 | 482 | 17 | 1,057 | 14 | 0 | 1,088 | 1,570 | 54 | 2 | 64 | 0 | 120 | 27 | 3 | 14 | 0 | 44 | 164 | 1,734 |
| 04:00 PM | 11 | 107 | 6 | 5 | 129 | 4 | 146 | 23 | 0 | 173 | 302 | 8 | 1 | 13 | 0 | 22 | 5 | 0 | 0 | 0 | 5 | 27 | 329 |
| 04:15 PM | 21 | 80 | 4 | 3 | 108 | 8 | 199 | 26 | 0 | 233 | 341 | 6 | 0 | 11 | 1 | 18 | 2 | 1 | 1 | 0 | 4 | 22 | 363 |
| 04:30 PM | 18 | 94 | 8 | 4 | 124 | 5 | 175 | 27 | 0 | 207 | 331 | 10 | 0 | 10 | 0 | 20 | 9 | 1 | 5 | 0 | 15 | 35 | 366 |
| 04:45 PM | 17 | 126 | 5 | 9 | 157 | 4 | 197 | 17 | 0 | 218 | 375 | 5 | 1 | 16 | 0 | 22 | 5 | 0 | 4 | 0 | 9 | 31 | 406 |
| TOTAL | 67 | 407 | 23 | 21 | 518 | 21 | 717 | 93 | 0 | 831 | 1,349 | 29 | 2 | 50 | 1 | 82 | 21 | 2 | 10 | 0 | 33 | 115 | 1,464 |
| 05:00 PM | 16 | 118 | 5 | 13 | 152 | 5 | 152 | 16 | 0 | 173 | 325 | 12 | 0 | 15 | 0 | 27 | 8 | 0 | 3 | 0 | 11 | 38 | 363 |
| 05:15 PM | 15 | 104 | 5 | 10 | 134 | 8 | 206 | 18 | 0 | 232 | 366 | 12 | 0 | 9 | 0 | 21 | 2 | 1 | 6 | 0 | 9 | 30 | 396 |
| 05:30 PM | 9 | 126 | 10 | 4 | 149 | 6 | 234 | 13 | 0 | 253 | 402 | 16 | 1 | 14 | 1 | 32 | 10 | 1 | 3 | 0 | 14 | 46 | 448 |
| 05:45 PM | 17 | 56 | 9 | 4 | 86 | 5 | 253 | 23 | 0 | 281 | 367 | 11 | 0 | 14 | 0 | 25 | 5 | 0 | 6 | 0 | 11 | 36 | 403 |
| TOTAL | 57 | 404 | 29 | 31 | 521 | 24 | 845 | 70 | 0 | 939 | 1,460 | 51 | 1 | 52 | 1 | 105 | 25 | 2 | 18 | 0 | 45 | 150 | 1,610 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|-----|----|----|-----|----|-------|----|---|-------|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|
| AM Peak
07:00 AM to 08:00 AM | 27 | 469 | 12 | 34 | 542 | 12 | 1,061 | 11 | 1 | 1,085 | 1,627 | 84 | 0 | 86 | 1 | 171 | 25 | 0 | 22 | 0 | 47 | 218 | 1,845 | Peak Hour Factor: 0.930 |
|--|----|-----|----|----|-----|----|-------|----|---|-------|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|-----|----|----|-----|----|-----|----|---|-----|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|
| PM Peak
04:45 PM to 05:45 PM | 57 | 474 | 25 | 36 | 592 | 23 | 789 | 64 | 0 | 876 | 1,468 | 45 | 2 | 54 | 1 | 102 | 25 | 2 | 16 | 0 | 43 | 145 | 1,613 | Peak Hour Factor: 0.900 |
|--|----|-----|----|----|-----|----|-----|----|---|-----|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: Hancock Road and Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0 _____

Hancock Road

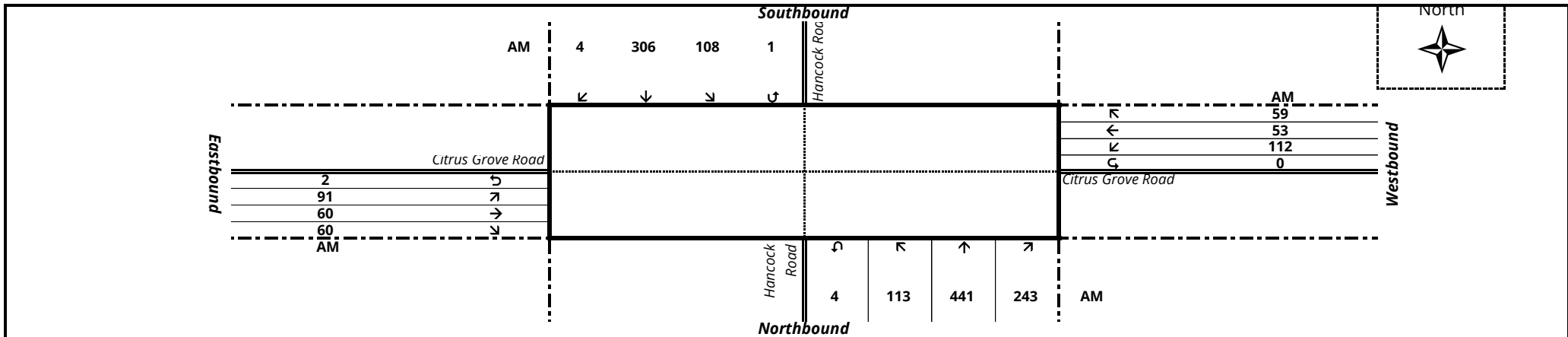
Hancock Road

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-----|---|--------|-------|-----------|-----------|----|----|--------|-------|-----------|----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 25 | 83 | 61 | 0 | 169 | 27 | 75 | 3 | 0 | 105 | 274 | 24 | 14 | 17 | 1 | 56 | 27 | 11 | 10 | 0 | 48 | 104 | 378 |
| 07:15 AM | 21 | 67 | 60 | 1 | 149 | 27 | 62 | 1 | 0 | 90 | 239 | 18 | 14 | 22 | 0 | 54 | 31 | 10 | 7 | 0 | 48 | 102 | 341 |
| 07:30 AM | 28 | 67 | 48 | 0 | 143 | 22 | 81 | 3 | 1 | 107 | 250 | 23 | 15 | 7 | 1 | 46 | 31 | 10 | 12 | 0 | 53 | 99 | 349 |
| 07:45 AM | 20 | 80 | 58 | 1 | 159 | 20 | 57 | 1 | 2 | 80 | 239 | 17 | 16 | 11 | 1 | 45 | 30 | 10 | 11 | 0 | 51 | 96 | 335 |
| TOTAL | 94 | 297 | 227 | 2 | 620 | 96 | 275 | 8 | 3 | 382 | 1,002 | 82 | 59 | 57 | 3 | 201 | 119 | 41 | 40 | 0 | 200 | 401 | 1,403 |
| 08:00 AM | 23 | 83 | 51 | 1 | 158 | 22 | 74 | 1 | 0 | 97 | 255 | 24 | 16 | 16 | 0 | 56 | 35 | 11 | 10 | 0 | 56 | 112 | 367 |
| 08:15 AM | 36 | 115 | 60 | 2 | 213 | 25 | 83 | 1 | 0 | 109 | 322 | 24 | 12 | 12 | 1 | 49 | 31 | 18 | 14 | 0 | 63 | 112 | 434 |
| 08:30 AM | 27 | 102 | 60 | 1 | 190 | 26 | 79 | 1 | 0 | 106 | 296 | 24 | 16 | 17 | 1 | 58 | 30 | 17 | 16 | 0 | 63 | 121 | 417 |
| 08:45 AM | 27 | 141 | 72 | 0 | 240 | 35 | 70 | 1 | 1 | 107 | 347 | 19 | 16 | 15 | 0 | 50 | 16 | 7 | 19 | 0 | 42 | 92 | 439 |
| TOTAL | 113 | 441 | 243 | 4 | 801 | 108 | 306 | 4 | 1 | 419 | 1,220 | 91 | 60 | 60 | 2 | 213 | 112 | 53 | 59 | 0 | 224 | 437 | 1,657 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-----|-----|-----|---|-----|-----|-----|---|---|-----|-------|----|----|----|---|-----|-----|----|----|--------------------------------|-----|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.944 | | | |
| 08:00 AM to
09:00 AM | 113 | 441 | 243 | 4 | 801 | 108 | 306 | 4 | 1 | 419 | 1,220 | 91 | 60 | 60 | 2 | 213 | 112 | 53 | 59 | 0 | 224 | 437 | 1,657 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: Hancock Road and Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Hancock Road

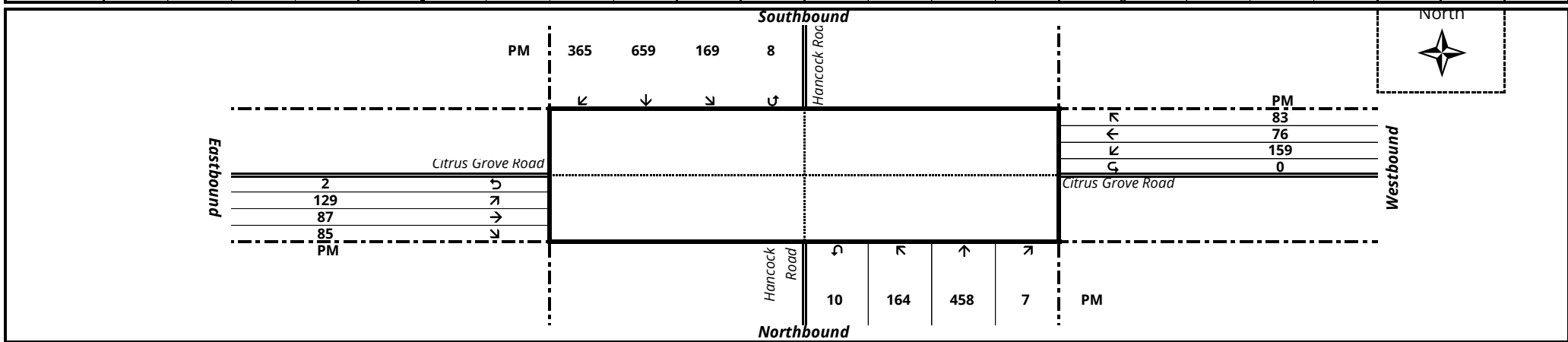
Hancock Road

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|----|--------|-------|------------|-----|-----|--------|-------|-----------|-----------|----|----|--------|-------|-----------|----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 41 | 112 | 4 | 5 | 162 | 37 | 124 | 92 | 0 | 253 | 415 | 34 | 19 | 24 | 2 | 79 | 39 | 16 | 14 | 0 | 69 | 148 | 563 |
| 04:15 PM | 41 | 94 | 2 | 4 | 141 | 31 | 101 | 91 | 2 | 225 | 366 | 25 | 19 | 30 | 0 | 74 | 44 | 15 | 10 | 0 | 69 | 143 | 509 |
| 04:30 PM | 32 | 122 | 5 | 2 | 161 | 42 | 101 | 72 | 0 | 215 | 376 | 32 | 21 | 11 | 1 | 65 | 44 | 14 | 18 | 0 | 76 | 141 | 517 |
| 04:45 PM | 30 | 85 | 1 | 4 | 120 | 29 | 120 | 88 | 1 | 238 | 358 | 24 | 23 | 16 | 2 | 65 | 42 | 15 | 16 | 0 | 73 | 138 | 496 |
| TOTAL | 144 | 413 | 12 | 15 | 584 | 139 | 446 | 343 | 3 | 931 | 1,515 | 115 | 82 | 81 | 5 | 283 | 169 | 60 | 58 | 0 | 287 | 570 | 2,085 |
| 05:00 PM | 34 | 111 | 2 | 2 | 149 | 35 | 125 | 77 | 1 | 238 | 387 | 35 | 23 | 23 | 0 | 81 | 50 | 16 | 15 | 0 | 81 | 162 | 549 |
| 05:15 PM | 38 | 124 | 2 | 3 | 167 | 54 | 172 | 91 | 3 | 320 | 487 | 34 | 18 | 17 | 1 | 70 | 44 | 25 | 19 | 0 | 88 | 158 | 645 |
| 05:30 PM | 39 | 119 | 1 | 1 | 160 | 40 | 152 | 90 | 1 | 283 | 443 | 34 | 23 | 24 | 1 | 82 | 43 | 24 | 23 | 0 | 90 | 172 | 615 |
| 05:45 PM | 53 | 104 | 2 | 4 | 163 | 40 | 210 | 107 | 3 | 360 | 523 | 26 | 23 | 21 | 0 | 70 | 22 | 11 | 26 | 0 | 59 | 129 | 652 |
| TOTAL | 164 | 458 | 7 | 10 | 639 | 169 | 659 | 365 | 8 | 1,201 | 1,840 | 129 | 87 | 85 | 2 | 303 | 159 | 76 | 83 | 0 | 318 | 621 | 2,461 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|---|----|-----|-----|-----|-----|---|-------|-------|-----|----|----|---|-----|-----|----|----|---|--------------------------------|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.944 | | |
| 05:00 PM to 06:00 PM | 164 | 458 | 7 | 10 | 639 | 169 | 659 | 365 | 8 | 1,201 | 1,840 | 129 | 87 | 85 | 2 | 303 | 159 | 76 | 83 | 0 | 318 | 621 | 2,461 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: N Hancock Road and Florida Tpke EB Ramps

COUNTY: Lake County

LONGITUDE: 0 _____

N Hancock Road

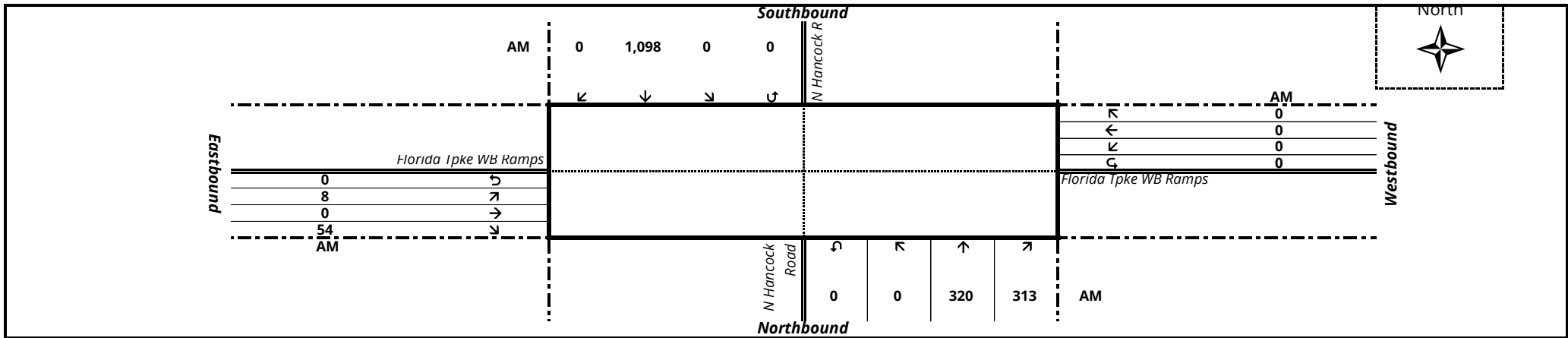
N Hancock Road

Florida Tpke WB Ramps

Florida Tpke WB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|---|--------|-------|-----------|-----------|---|----|--------|-------|-----------|---|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 0 | 55 | 59 | 0 | 114 | 0 | 278 | 0 | 0 | 278 | 392 | 3 | 0 | 19 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 414 |
| 07:15 AM | 0 | 70 | 68 | 0 | 138 | 0 | 238 | 0 | 0 | 238 | 376 | 1 | 0 | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 390 |
| 07:30 AM | 0 | 89 | 95 | 0 | 184 | 0 | 288 | 0 | 0 | 288 | 472 | 1 | 0 | 17 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 490 |
| 07:45 AM | 0 | 85 | 52 | 0 | 137 | 0 | 254 | 0 | 0 | 254 | 391 | 5 | 0 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 407 |
| TOTAL | 0 | 299 | 274 | 0 | 573 | 0 | 1,058 | 0 | 0 | 1,058 | 1,631 | 10 | 0 | 60 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 70 | 1,701 |
| 08:00 AM | 0 | 65 | 77 | 0 | 142 | 0 | 270 | 0 | 0 | 270 | 412 | 1 | 0 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 425 |
| 08:15 AM | 0 | 81 | 89 | 0 | 170 | 0 | 286 | 0 | 0 | 286 | 456 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 471 |
| 08:30 AM | 0 | 54 | 62 | 0 | 116 | 0 | 171 | 0 | 0 | 171 | 287 | 1 | 0 | 15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 303 |
| 08:45 AM | 0 | 62 | 48 | 0 | 110 | 0 | 170 | 0 | 0 | 170 | 280 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 300 |
| TOTAL | 0 | 262 | 276 | 0 | 538 | 0 | 897 | 0 | 0 | 897 | 1,435 | 4 | 0 | 60 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 64 | 1,499 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|---|-----|---|-------|---|---|-------|-------|---|---|----|---|----|---|---|---|---|--------------------------------|----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.915 | | |
| 07:30 AM to 08:30 AM | 0 | 320 | 313 | 0 | 633 | 0 | 1,098 | 0 | 0 | 1,098 | 1,731 | 8 | 0 | 54 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 62 | 1,793 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: N Hancock Road and Florida Tpke EB Ramps

COUNTY: Lake County

LONGITUDE: 0

N Hancock Road

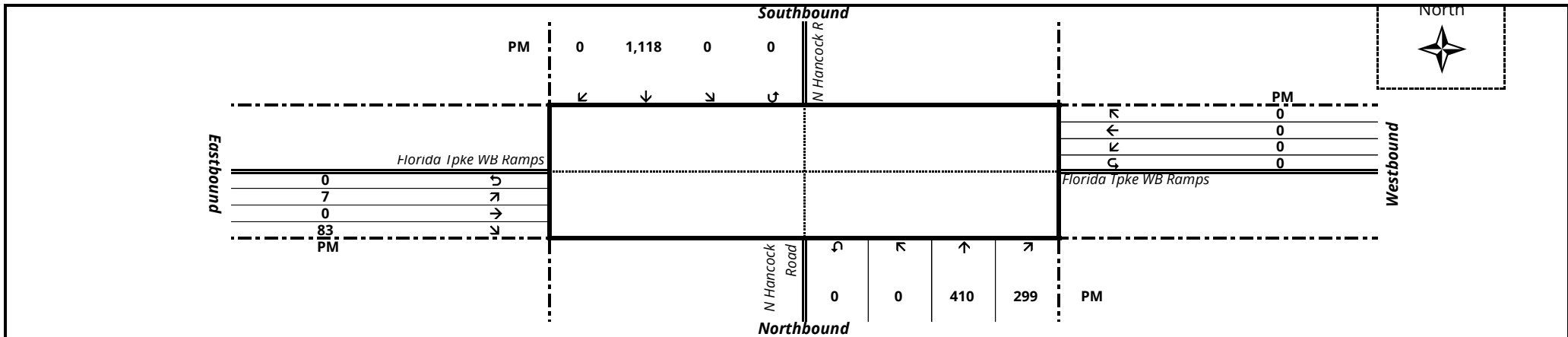
N Hancock Road

Florida Tpke WB Ramps

Florida Tpke WB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|---|--------|-------|-----------|-----------|---|----|--------|-------|-----------|---|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 0 | 98 | 66 | 0 | 164 | 0 | 229 | 0 | 0 | 229 | 393 | 3 | 0 | 22 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 418 |
| 04:15 PM | 0 | 94 | 88 | 0 | 182 | 0 | 214 | 0 | 0 | 214 | 396 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 411 |
| 04:30 PM | 0 | 105 | 67 | 0 | 172 | 0 | 200 | 0 | 0 | 200 | 372 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 392 |
| 04:45 PM | 0 | 65 | 82 | 0 | 147 | 0 | 218 | 0 | 0 | 218 | 365 | 5 | 0 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 382 |
| TOTAL | 0 | 362 | 303 | 0 | 665 | 0 | 861 | 0 | 0 | 861 | 1,526 | 10 | 0 | 67 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 77 | 1,603 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 112 | 76 | 0 | 188 | 0 | 222 | 0 | 0 | 222 | 410 | 2 | 0 | 16 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 428 |
| 05:15 PM | 0 | 96 | 90 | 0 | 186 | 0 | 307 | 0 | 0 | 307 | 493 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 513 |
| 05:30 PM | 0 | 108 | 82 | 0 | 190 | 0 | 270 | 0 | 0 | 270 | 460 | 2 | 0 | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 23 | 483 |
| 05:45 PM | 0 | 94 | 51 | 0 | 145 | 0 | 319 | 0 | 0 | 319 | 464 | 2 | 0 | 27 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 29 | 493 |
| TOTAL | 0 | 410 | 299 | 0 | 709 | 0 | 1,118 | 0 | 0 | 1,118 | 1,827 | 7 | 0 | 83 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 1,917 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|---|-----|---|-------|---|---|-------|-------|---|---|----|---|----|---|---|---|---|--------------------------------|----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.934 | | |
| 05:00 PM to 06:00 PM | 0 | 410 | 299 | 0 | 709 | 0 | 1,118 | 0 | 0 | 1,118 | 1,827 | 7 | 0 | 83 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 1,917 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: N Hancock Road and Florida Tpke WB Ramps

COUNTY: Lake County

LONGITUDE: 0 _____

N Hancock Road

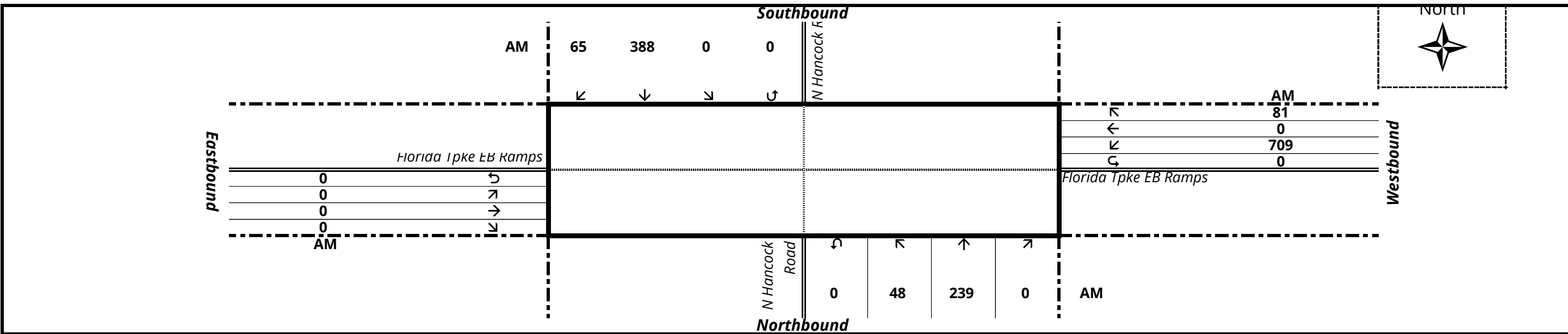
N Hancock Road

Florida Tpke EB Ramps

Florida Tpke EB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|------------|----------|----------|------------|------------|------------|-----------|----------|------------|------------|-----------|----------|----------|----------|----------|------------|----------|-----------|----------|------------|------------|--------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 11 | 37 | 0 | 0 | 48 | 0 | 81 | 21 | 0 | 102 | 150 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 18 | 0 | 215 | 215 | 365 |
| 07:15 AM | 9 | 56 | 0 | 0 | 65 | 0 | 101 | 13 | 0 | 114 | 179 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 14 | 0 | 151 | 151 | 330 |
| 07:30 AM | 16 | 61 | 0 | 0 | 77 | 0 | 83 | 17 | 0 | 100 | 177 | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 28 | 0 | 232 | 232 | 409 |
| 07:45 AM | 10 | 68 | 0 | 0 | 78 | 0 | 104 | 14 | 0 | 118 | 196 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 17 | 0 | 167 | 167 | 363 |
| TOTAL | 46 | 222 | 0 | 0 | 268 | 0 | 369 | 65 | 0 | 434 | 702 | 0 | 0 | 0 | 0 | 0 | 688 | 0 | 77 | 0 | 765 | 765 | 1,467 |
| 08:00 AM | 10 | 48 | 0 | 0 | 58 | 0 | 96 | 17 | 0 | 113 | 171 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 17 | 0 | 191 | 191 | 362 |
| 08:15 AM | 12 | 62 | 0 | 0 | 74 | 0 | 105 | 17 | 0 | 122 | 196 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 19 | 0 | 200 | 200 | 396 |
| 08:30 AM | 4 | 48 | 0 | 0 | 52 | 0 | 97 | 8 | 0 | 105 | 157 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 6 | 0 | 80 | 80 | 237 |
| 08:45 AM | 8 | 50 | 0 | 0 | 58 | 0 | 70 | 9 | 0 | 79 | 137 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 12 | 0 | 111 | 111 | 248 |
| TOTAL | 34 | 208 | 0 | 0 | 242 | 0 | 368 | 51 | 0 | 419 | 661 | 0 | 0 | 0 | 0 | 0 | 528 | 0 | 54 | 0 | 582 | 582 | 1,243 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|-----------|------------|----------|----------|------------|----------|------------|-----------|----------|------------|------------|----------|----------|----------|----------|----------|------------|----------|-----------|----------|--------------------------------|------------|--------------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.935 | | |
| 07:30 AM to
08:30 AM | 48 | 239 | 0 | 0 | 287 | 0 | 388 | 65 | 0 | 453 | 740 | 0 | 0 | 0 | 0 | 0 | 709 | 0 | 81 | 0 | 790 | 790 | 1,530 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: N Hancock Road and Florida Tpke WB Ramps

COUNTY: Lake County

LONGITUDE: 0

N Hancock Road

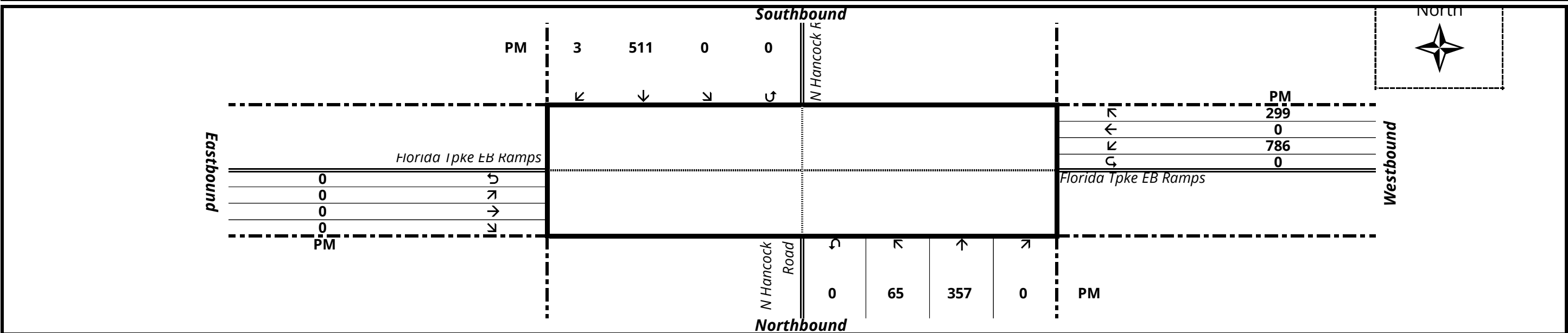
N Hancock Road

Florida Tpke EB Ramps

Florida Tpke EB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|------------|----------|----------|------------|------------|------------|----------|----------|------------|------------|-----------|----------|----------|----------|----------|------------|----------|------------|----------|--------------|--------------|--------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 23 | 80 | 0 | 0 | 103 | 0 | 95 | 3 | 0 | 98 | 201 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 58 | 0 | 221 | 221 | 422 |
| 04:15 PM | 13 | 76 | 0 | 0 | 89 | 0 | 94 | 1 | 0 | 95 | 184 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 69 | 0 | 241 | 241 | 425 |
| 04:30 PM | 22 | 89 | 0 | 0 | 111 | 0 | 93 | 0 | 0 | 93 | 204 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 77 | 0 | 214 | 214 | 418 |
| 04:45 PM | 8 | 56 | 0 | 0 | 64 | 0 | 95 | 3 | 0 | 98 | 162 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 54 | 0 | 214 | 214 | 376 |
| TOTAL | 66 | 301 | 0 | 0 | 367 | 0 | 377 | 7 | 0 | 384 | 751 | 0 | 0 | 0 | 0 | 0 | 632 | 0 | 258 | 0 | 890 | 890 | 1,641 |
| 05:00 PM | 16 | 95 | 0 | 0 | 111 | 0 | 117 | 2 | 0 | 119 | 230 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 83 | 0 | 245 | 245 | 475 |
| 05:15 PM | 19 | 89 | 0 | 0 | 108 | 0 | 148 | 0 | 0 | 148 | 256 | 0 | 0 | 0 | 0 | 0 | 199 | 0 | 83 | 0 | 282 | 282 | 538 |
| 05:30 PM | 19 | 88 | 0 | 0 | 107 | 0 | 122 | 1 | 0 | 123 | 230 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 64 | 0 | 267 | 267 | 497 |
| 05:45 PM | 11 | 85 | 0 | 0 | 96 | 0 | 124 | 0 | 0 | 124 | 220 | 0 | 0 | 0 | 0 | 0 | 222 | 0 | 69 | 0 | 291 | 291 | 511 |
| TOTAL | 65 | 357 | 0 | 0 | 422 | 0 | 511 | 3 | 0 | 514 | 936 | 0 | 0 | 0 | 0 | 0 | 786 | 0 | 299 | 0 | 1,085 | 1,085 | 2,021 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----------|------------|----------|----------|------------|----------|------------|----------|----------|------------|------------|----------|----------|----------|----------|----------|------------|----------|------------|--------------------------------|--------------|--------------|--------------|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.939 | | | |
| 05:00 PM to 06:00 PM | 65 | 357 | 0 | 0 | 422 | 0 | 511 | 3 | 0 | 514 | 936 | 0 | 0 | 0 | 0 | 0 | 786 | 0 | 299 | 0 | 1,085 | 1,085 | 2,021 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0

LOCATION: Scrub Jay Lane & Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Scrub Jay Lane

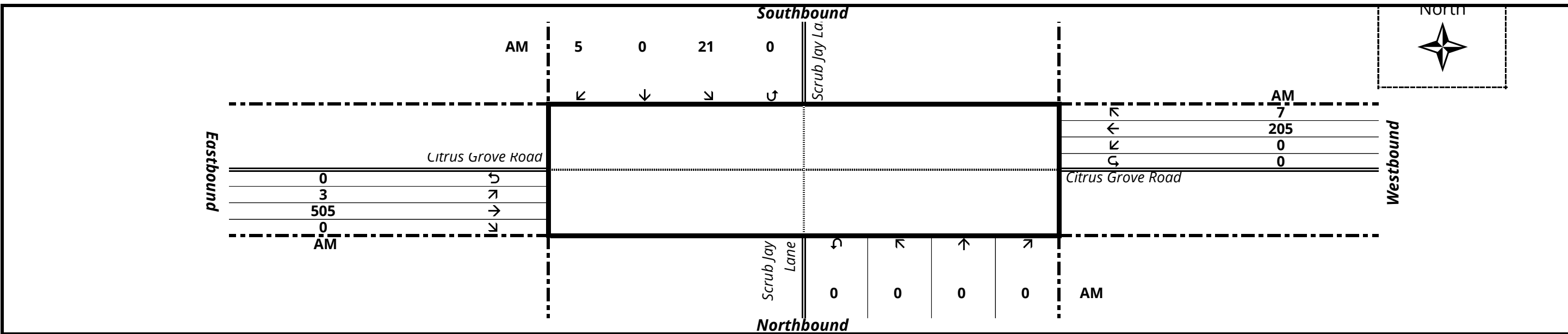
Scrub Jay Lane

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|---|---|--------|-------|------------|---|---|--------|-------|-----------|-----------|-----|---|--------|-------|-----------|-----|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 127 | 0 | 0 | 127 | 0 | 33 | 1 | 0 | 34 | 161 | 165 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 | 7 | 0 | 144 | 0 | 0 | 144 | 0 | 47 | 1 | 0 | 48 | 192 | 199 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 120 | 0 | 0 | 120 | 0 | 58 | 2 | 0 | 60 | 180 | 186 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 | 7 | 0 | 135 | 0 | 0 | 135 | 0 | 47 | 0 | 0 | 47 | 182 | 189 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 4 | 0 | 24 | 24 | 0 | 526 | 0 | 0 | 526 | 0 | 185 | 4 | 0 | 189 | 715 | 739 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 6 | 3 | 106 | 0 | 0 | 109 | 0 | 53 | 4 | 0 | 57 | 166 | 172 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 5 | 1 | 112 | 0 | 0 | 113 | 0 | 48 | 0 | 0 | 48 | 161 | 166 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 106 | 0 | 0 | 106 | 0 | 52 | 1 | 0 | 53 | 159 | 162 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 1 | 103 | 0 | 0 | 104 | 0 | 43 | 1 | 0 | 44 | 148 | 151 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 17 | 17 | 5 | 427 | 0 | 0 | 432 | 0 | 196 | 6 | 0 | 202 | 634 | 651 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|---|----|---|---|---|----|----|---|-----|---|---|-----|---|-----|---|-------------------------|-----|-----|-----|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.937 | | | |
| 07:15 AM to
08:15 AM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 0 | 26 | 26 | 3 | 505 | 0 | 0 | 508 | 0 | 205 | 7 | 0 | 212 | 720 | 746 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: Scrub Jay Lane & Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Scrub Jay Lane

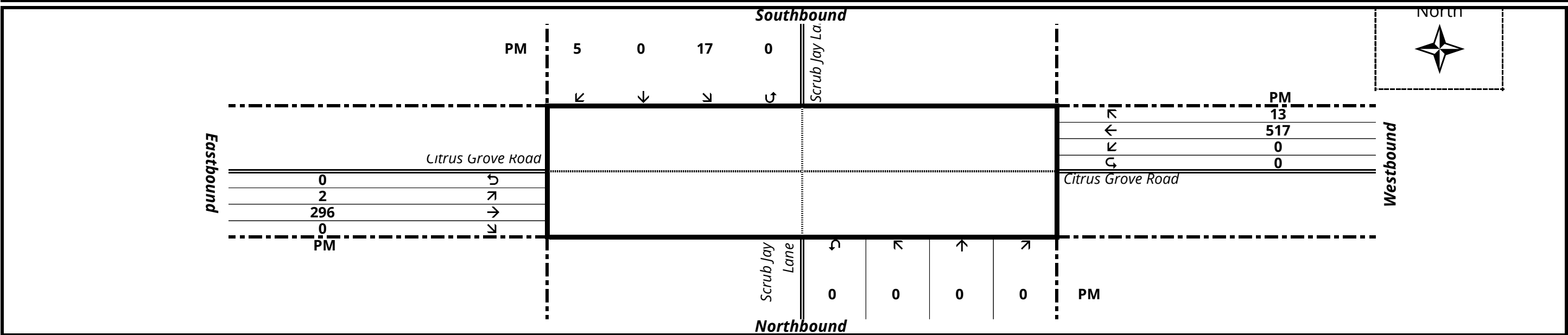
Scrub Jay Lane

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|---|---|--------|-------|------------|---|---|--------|-------|-----------|-----------|-----|---|--------|-------|-----------|-----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | 1 | 49 | 0 | 0 | 50 | 0 | 97 | 2 | 0 | 99 | 149 | 154 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 53 | 0 | 0 | 53 | 0 | 120 | 2 | 0 | 122 | 175 | 179 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 49 | 0 | 0 | 49 | 0 | 91 | 3 | 0 | 94 | 143 | 145 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 0 | 50 | 0 | 0 | 50 | 0 | 96 | 4 | 0 | 100 | 150 | 153 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 14 | 14 | 1 | 201 | 0 | 0 | 202 | 0 | 404 | 11 | 0 | 415 | 617 | 631 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 6 | 1 | 50 | 0 | 0 | 51 | 0 | 112 | 3 | 0 | 115 | 166 | 172 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 5 | 1 | 74 | 0 | 0 | 75 | 0 | 98 | 1 | 0 | 99 | 174 | 179 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 71 | 0 | 0 | 71 | 0 | 115 | 3 | 0 | 118 | 189 | 193 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 51 | 0 | 0 | 51 | 0 | 96 | 2 | 0 | 98 | 149 | 153 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 0 | 19 | 19 | 2 | 246 | 0 | 0 | 248 | 0 | 421 | 9 | 0 | 430 | 678 | 697 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|---|----|---|---|---|----|----|---|-----|---|---|-----|---|-----|----|--------------------------------|-----|-----|-----|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 1.101 | | | |
| 04:45 PM to
05:45 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 0 | 22 | 22 | 2 | 296 | 0 | 0 | 298 | 0 | 517 | 13 | 0 | 530 | 828 | 850 |



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1100 LAKE COUNTYWIDE

MOCF: 0.95

| WEEK | DATES | SF | PSCF |
|------|-------------------------|------|------|
| 1 | 01/01/2024 - 01/06/2024 | 1.02 | 1.07 |
| 2 | 01/07/2024 - 01/13/2024 | 1.04 | 1.09 |
| 3 | 01/14/2024 - 01/20/2024 | 1.05 | 1.11 |
| 4 | 01/21/2024 - 01/27/2024 | 1.03 | 1.08 |
| 5 | 01/28/2024 - 02/03/2024 | 1.01 | 1.06 |
| 6 | 02/04/2024 - 02/10/2024 | 0.99 | 1.04 |
| * 7 | 02/11/2024 - 02/17/2024 | 0.97 | 1.02 |
| * 8 | 02/18/2024 - 02/24/2024 | 0.96 | 1.01 |
| * 9 | 02/25/2024 - 03/02/2024 | 0.96 | 1.01 |
| *10 | 03/03/2024 - 03/09/2024 | 0.95 | 1.00 |
| *11 | 03/10/2024 - 03/16/2024 | 0.94 | 0.99 |
| *12 | 03/17/2024 - 03/23/2024 | 0.94 | 0.99 |
| *13 | 03/24/2024 - 03/30/2024 | 0.94 | 0.99 |
| *14 | 03/31/2024 - 04/06/2024 | 0.94 | 0.99 |
| *15 | 04/07/2024 - 04/13/2024 | 0.94 | 0.99 |
| *16 | 04/14/2024 - 04/20/2024 | 0.94 | 0.99 |
| *17 | 04/21/2024 - 04/27/2024 | 0.95 | 1.00 |
| *18 | 04/28/2024 - 05/04/2024 | 0.96 | 1.01 |
| *19 | 05/05/2024 - 05/11/2024 | 0.98 | 1.03 |
| 20 | 05/12/2024 - 05/18/2024 | 0.99 | 1.04 |
| 21 | 05/19/2024 - 05/25/2024 | 1.00 | 1.05 |
| 22 | 05/26/2024 - 06/01/2024 | 1.01 | 1.06 |
| 23 | 06/02/2024 - 06/08/2024 | 1.02 | 1.07 |
| 24 | 06/09/2024 - 06/15/2024 | 1.03 | 1.08 |
| 25 | 06/16/2024 - 06/22/2024 | 1.04 | 1.09 |
| 26 | 06/23/2024 - 06/29/2024 | 1.05 | 1.11 |
| 27 | 06/30/2024 - 07/06/2024 | 1.06 | 1.12 |
| 28 | 07/07/2024 - 07/13/2024 | 1.06 | 1.12 |
| 29 | 07/14/2024 - 07/20/2024 | 1.07 | 1.13 |
| 30 | 07/21/2024 - 07/27/2024 | 1.06 | 1.12 |
| 31 | 07/28/2024 - 08/03/2024 | 1.05 | 1.11 |
| 32 | 08/04/2024 - 08/10/2024 | 1.04 | 1.09 |
| 33 | 08/11/2024 - 08/17/2024 | 1.03 | 1.08 |
| 34 | 08/18/2024 - 08/24/2024 | 1.03 | 1.08 |
| 35 | 08/25/2024 - 08/31/2024 | 1.03 | 1.08 |
| 36 | 09/01/2024 - 09/07/2024 | 1.03 | 1.08 |
| 37 | 09/08/2024 - 09/14/2024 | 1.04 | 1.09 |
| 38 | 09/15/2024 - 09/21/2024 | 1.04 | 1.09 |
| 39 | 09/22/2024 - 09/28/2024 | 1.02 | 1.07 |
| 40 | 09/29/2024 - 10/05/2024 | 1.01 | 1.06 |
| 41 | 10/06/2024 - 10/12/2024 | 0.99 | 1.04 |
| 42 | 10/13/2024 - 10/19/2024 | 0.97 | 1.02 |
| 43 | 10/20/2024 - 10/26/2024 | 0.98 | 1.03 |
| 44 | 10/27/2024 - 11/02/2024 | 0.99 | 1.04 |
| 45 | 11/03/2024 - 11/09/2024 | 0.99 | 1.04 |
| 46 | 11/10/2024 - 11/16/2024 | 1.00 | 1.05 |
| 47 | 11/17/2024 - 11/23/2024 | 1.00 | 1.05 |
| 48 | 11/24/2024 - 11/30/2024 | 1.01 | 1.06 |
| 49 | 12/01/2024 - 12/07/2024 | 1.01 | 1.06 |
| 50 | 12/08/2024 - 12/14/2024 | 1.02 | 1.07 |
| 51 | 12/15/2024 - 12/21/2024 | 1.02 | 1.07 |
| 52 | 12/22/2024 - 12/28/2024 | 1.04 | 1.09 |
| 53 | 12/29/2024 - 12/31/2024 | 1.05 | 1.11 |

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

5_1100_PKSEASON.TXT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1147 LAKE TPK-SEE 9701

| WEEK | DATES | SF | MOCF: 0.97
PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2024 - 01/06/2024 | 0.95 | 0.98 |
| 2 | 01/07/2024 - 01/13/2024 | 1.02 | 1.05 |
| 3 | 01/14/2024 - 01/20/2024 | 1.08 | 1.11 |
| 4 | 01/21/2024 - 01/27/2024 | 1.07 | 1.10 |
| 5 | 01/28/2024 - 02/03/2024 | 1.05 | 1.08 |
| 6 | 02/04/2024 - 02/10/2024 | 1.04 | 1.07 |
| 7 | 02/11/2024 - 02/17/2024 | 1.02 | 1.05 |
| 8 | 02/18/2024 - 02/24/2024 | 1.00 | 1.03 |
| 9 | 02/25/2024 - 03/02/2024 | 0.97 | 1.00 |
| 10 | 03/03/2024 - 03/09/2024 | 0.95 | 0.98 |
| 11 | 03/10/2024 - 03/16/2024 | 0.92 | 0.95 |
| 12 | 03/17/2024 - 03/23/2024 | 0.94 | 0.97 |
| 13 | 03/24/2024 - 03/30/2024 | 0.96 | 0.99 |
| 14 | 03/31/2024 - 04/06/2024 | 0.97 | 1.00 |
| 15 | 04/07/2024 - 04/13/2024 | 0.99 | 1.02 |
| 16 | 04/14/2024 - 04/20/2024 | 1.01 | 1.04 |
| 17 | 04/21/2024 - 04/27/2024 | 1.00 | 1.03 |
| *18 | 04/28/2024 - 05/04/2024 | 1.00 | 1.03 |
| *19 | 05/05/2024 - 05/11/2024 | 0.99 | 1.02 |
| *20 | 05/12/2024 - 05/18/2024 | 0.98 | 1.01 |
| *21 | 05/19/2024 - 05/25/2024 | 0.97 | 1.00 |
| *22 | 05/26/2024 - 06/01/2024 | 0.97 | 1.00 |
| *23 | 06/02/2024 - 06/08/2024 | 0.96 | 0.99 |
| *24 | 06/09/2024 - 06/15/2024 | 0.95 | 0.98 |
| *25 | 06/16/2024 - 06/22/2024 | 0.95 | 0.98 |
| *26 | 06/23/2024 - 06/29/2024 | 0.96 | 0.99 |
| *27 | 06/30/2024 - 07/06/2024 | 0.96 | 0.99 |
| *28 | 07/07/2024 - 07/13/2024 | 0.97 | 1.00 |
| *29 | 07/14/2024 - 07/20/2024 | 0.97 | 1.00 |
| *30 | 07/21/2024 - 07/27/2024 | 1.00 | 1.03 |
| 31 | 07/28/2024 - 08/03/2024 | 1.02 | 1.05 |
| 32 | 08/04/2024 - 08/10/2024 | 1.05 | 1.08 |
| 33 | 08/11/2024 - 08/17/2024 | 1.07 | 1.10 |
| 34 | 08/18/2024 - 08/24/2024 | 1.07 | 1.10 |
| 35 | 08/25/2024 - 08/31/2024 | 1.08 | 1.11 |
| 36 | 09/01/2024 - 09/07/2024 | 1.08 | 1.11 |
| 37 | 09/08/2024 - 09/14/2024 | 1.09 | 1.12 |
| 38 | 09/15/2024 - 09/21/2024 | 1.09 | 1.12 |
| 39 | 09/22/2024 - 09/28/2024 | 1.08 | 1.11 |
| 40 | 09/29/2024 - 10/05/2024 | 1.07 | 1.10 |
| 41 | 10/06/2024 - 10/12/2024 | 1.05 | 1.08 |
| 42 | 10/13/2024 - 10/19/2024 | 1.04 | 1.07 |
| 43 | 10/20/2024 - 10/26/2024 | 1.02 | 1.05 |
| 44 | 10/27/2024 - 11/02/2024 | 1.00 | 1.03 |
| 45 | 11/03/2024 - 11/09/2024 | 0.98 | 1.01 |
| 46 | 11/10/2024 - 11/16/2024 | 0.96 | 0.99 |
| 47 | 11/17/2024 - 11/23/2024 | 0.96 | 0.99 |
| 48 | 11/24/2024 - 11/30/2024 | 0.96 | 0.99 |
| 49 | 12/01/2024 - 12/07/2024 | 0.95 | 0.98 |
| 50 | 12/08/2024 - 12/14/2024 | 0.95 | 0.98 |
| 51 | 12/15/2024 - 12/21/2024 | 0.95 | 0.98 |
| 52 | 12/22/2024 - 12/28/2024 | 1.02 | 1.05 |
| 53 | 12/29/2024 - 12/31/2024 | 1.08 | 1.11 |

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

5_1147_PKSEASON.TXT

Appendix E: Existing Intersection Analysis Output

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 62 | 112 | 82 | 50 | 45 | 219 | 357 | 102 | 81 | 1201 | 109 |
| Future Volume (veh/h) | 102 | 62 | 112 | 82 | 50 | 45 | 219 | 357 | 102 | 81 | 1201 | 109 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 111 | 67 | 122 | 89 | 54 | 49 | 238 | 388 | 111 | 88 | 1305 | 118 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 247 | 76 | 138 | 169 | 104 | 95 | 291 | 2091 | 1021 | 595 | 1949 | 976 |
| Arrive On Green | 0.07 | 0.13 | 0.13 | 0.06 | 0.12 | 0.12 | 0.07 | 0.59 | 0.59 | 0.03 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1781 | 594 | 1082 | 1781 | 903 | 820 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 111 | 0 | 189 | 89 | 0 | 103 | 238 | 388 | 111 | 88 | 1305 | 118 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1676 | 1781 | 0 | 1723 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 7.8 | 0.0 | 16.0 | 6.3 | 0.0 | 8.1 | 8.3 | 7.3 | 3.9 | 3.1 | 37.9 | 4.5 |
| Cycle Q Clear(g_c), s | 7.8 | 0.0 | 16.0 | 6.3 | 0.0 | 8.1 | 8.3 | 7.3 | 3.9 | 3.1 | 37.9 | 4.5 |
| Prop In Lane | 1.00 | | 0.65 | 1.00 | | 0.48 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 247 | 0 | 213 | 169 | 0 | 199 | 291 | 2091 | 1021 | 595 | 1949 | 976 |
| V/C Ratio(X) | 0.45 | 0.00 | 0.89 | 0.53 | 0.00 | 0.52 | 0.82 | 0.19 | 0.11 | 0.15 | 0.67 | 0.12 |
| Avail Cap(c_a), veh/h | 274 | 0 | 255 | 193 | 0 | 239 | 417 | 2091 | 1021 | 595 | 1949 | 976 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.6 | 0.0 | 62.0 | 52.9 | 0.0 | 60.1 | 24.3 | 13.7 | 9.8 | 13.2 | 23.3 | 11.5 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 26.0 | 2.5 | 0.0 | 2.1 | 8.3 | 0.2 | 0.2 | 0.1 | 1.8 | 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(50%),veh/ln | 3.6 | 0.0 | 8.4 | 3.0 | 0.0 | 3.7 | 5.3 | 3.0 | 1.4 | 1.3 | 16.2 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 52.9 | 0.0 | 88.0 | 55.5 | 0.0 | 62.2 | 32.6 | 13.9 | 10.0 | 13.3 | 25.1 | 11.8 |
| LnGrp LOS | D | A | F | E | A | E | C | B | B | B | C | B |
| Approach Vol, veh/h | | 300 | | | 192 | | | 737 | | | 1511 | |
| Approach Delay, s/veh | | 75.0 | | | 59.1 | | | 19.4 | | | 23.4 | |
| Approach LOS | | E | | | E | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 92.0 | 15.1 | 25.4 | 17.8 | 86.2 | 16.8 | 23.7 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 85.0 | 10.0 | 22.0 | 21.0 | 69.0 | 12.0 | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 9.3 | 8.3 | 18.0 | 10.3 | 39.9 | 9.8 | 10.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | 0.0 | 0.3 | 0.5 | 12.6 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 30.5 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary

2: Hancock Rd & Hamlin Ridge Rd

03/23/2026



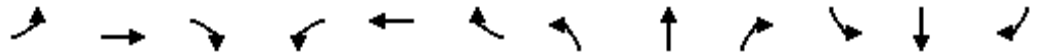
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | ↕ | ↕ | | ↕ | ↕↕ | ↕ | ↕ | ↕↕ | ↕ |
| Traffic Volume (veh/h) | 85 | 0 | 86 | 25 | 0 | 22 | 61 | 469 | 12 | 13 | 1061 | 11 |
| Future Volume (veh/h) | 85 | 0 | 86 | 25 | 0 | 22 | 61 | 469 | 12 | 13 | 1061 | 11 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 92 | 0 | 93 | 27 | 0 | 24 | 66 | 510 | 13 | 14 | 1153 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 146 | 8 | 108 | 218 | 0 | 232 | 349 | 2309 | 1030 | 612 | 2227 | 993 |
| Arrive On Green | 0.15 | 0.00 | 0.15 | 0.15 | 0.00 | 0.15 | 0.04 | 0.65 | 0.65 | 0.02 | 0.63 | 0.63 |
| Sat Flow, veh/h | 670 | 57 | 735 | 1303 | 0 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 185 | 0 | 0 | 27 | 0 | 24 | 66 | 510 | 13 | 14 | 1153 | 12 |
| Grp Sat Flow(s),veh/h/ln | 1463 | 0 | 0 | 1303 | 0 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.4 | 6.6 | 0.3 | 0.3 | 20.0 | 0.3 |
| Cycle Q Clear(g_c), s | 13.8 | 0.0 | 0.0 | 2.6 | 0.0 | 1.5 | 1.4 | 6.6 | 0.3 | 0.3 | 20.0 | 0.3 |
| Prop In Lane | 0.50 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 263 | 0 | 0 | 218 | 0 | 232 | 349 | 2309 | 1030 | 612 | 2227 | 993 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.19 | 0.22 | 0.01 | 0.02 | 0.52 | 0.01 |
| Avail Cap(c_a), veh/h | 350 | 0 | 0 | 295 | 0 | 326 | 376 | 2309 | 1030 | 664 | 2227 | 993 |
| 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 | 46.7 | 0.0 | 0.0 | 41.8 | 0.0 | 41.3 | 8.6 | 8.0 | 6.9 | 7.3 | 11.5 | 7.9 |
| Incr Delay (d2), s/veh | 4.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 0.3 | 0.2 | 0.0 | 0.0 | 0.9 | 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(50%),veh/ln | 5.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.5 | 2.5 | 0.1 | 0.1 | 7.7 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.8 | 0.0 | 0.0 | 42.1 | 0.0 | 41.5 | 8.8 | 8.2 | 6.9 | 7.3 | 12.4 | 7.9 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | B | A |
| Approach Vol, veh/h | | 185 | | | 51 | | | 589 | | | 1179 | |
| Approach Delay, s/veh | | 50.8 | | | 41.8 | | | 8.3 | | | 12.3 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.8 | 79.6 | | 23.4 | 11.4 | 77.0 | | 23.4 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 8.6 | | 15.8 | 3.4 | 22.0 | | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 0.5 | 0.0 | 11.7 | | 0.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.4 |
| HCM 6th LOS | B |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 93 | 60 | 60 | 112 | 53 | 59 | 117 | 441 | 243 | 109 | 306 | 4 |
| Future Volume (veh/h) | 93 | 60 | 60 | 112 | 53 | 59 | 117 | 441 | 243 | 109 | 306 | 4 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 101 | 65 | 65 | 122 | 58 | 64 | 127 | 479 | 264 | 118 | 333 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 223 | 438 | 318 | 237 | 452 | 316 | 443 | 956 | 535 | 351 | 931 | 518 |
| Arrive On Green | 0.06 | 0.12 | 0.12 | 0.07 | 0.13 | 0.13 | 0.08 | 0.27 | 0.27 | 0.07 | 0.26 | 0.26 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 101 | 65 | 65 | 122 | 58 | 64 | 127 | 479 | 264 | 118 | 333 | 4 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.8 | 1.1 | 2.2 | 2.2 | 0.9 | 2.2 | 3.3 | 7.4 | 8.6 | 3.1 | 4.9 | 0.1 |
| Cycle Q Clear(g_c), s | 1.8 | 1.1 | 2.2 | 2.2 | 0.9 | 2.2 | 3.3 | 7.4 | 8.6 | 3.1 | 4.9 | 0.1 |
| 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 | 223 | 438 | 318 | 237 | 452 | 316 | 443 | 956 | 535 | 351 | 931 | 518 |
| V/C Ratio(X) | 0.45 | 0.15 | 0.20 | 0.52 | 0.13 | 0.20 | 0.29 | 0.50 | 0.49 | 0.34 | 0.36 | 0.01 |
| Avail Cap(c_a), veh/h | 1838 | 1397 | 746 | 932 | 466 | 322 | 1085 | 2953 | 1426 | 848 | 2657 | 1288 |
| 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 | 29.2 | 25.4 | 21.6 | 29.2 | 25.1 | 21.7 | 15.4 | 20.0 | 17.1 | 15.8 | 19.5 | 14.7 |
| Incr Delay (d2), s/veh | 1.4 | 0.2 | 0.3 | 1.7 | 0.1 | 0.3 | 0.4 | 0.4 | 0.7 | 0.6 | 0.2 | 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(50%),veh/ln | 0.8 | 0.4 | 0.8 | 0.9 | 0.4 | 0.8 | 1.3 | 2.9 | 3.0 | 1.2 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.7 | 25.6 | 21.9 | 30.9 | 25.3 | 22.0 | 15.8 | 20.4 | 17.8 | 16.4 | 19.7 | 14.7 |
| LnGrp LOS | C | C | C | C | C | C | B | C | B | B | B | B |
| Approach Vol, veh/h | | 231 | | | 244 | | | 870 | | | 455 | |
| Approach Delay, s/veh | | 26.8 | | | 27.2 | | | 19.0 | | | 18.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.2 | 25.2 | 11.9 | 15.5 | 12.6 | 24.8 | 11.7 | 15.7 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 10.6 | 4.2 | 4.2 | 5.3 | 6.9 | 3.8 | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.3 | 4.7 | 0.3 | 0.5 | 0.3 | 2.4 | 0.3 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.0 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 54 | 0 | 320 | 1098 | 0 |
| Future Volume (veh/h) | 8 | 54 | 0 | 320 | 1098 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 9 | 59 | 0 | 348 | 1193 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 118 | 105 | 0 | 2069 | 2069 | 0 |
| Arrive On Green | 0.07 | 0.07 | 0.00 | 0.58 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 9 | 59 | 0 | 348 | 1193 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.2 | 1.4 | 0.0 | 1.8 | 8.4 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 1.4 | 0.0 | 1.8 | 8.4 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 118 | 105 | 0 | 2069 | 2069 | 0 |
| V/C Ratio(X) | 0.08 | 0.56 | 0.00 | 0.17 | 0.58 | 0.00 |
| Avail Cap(c_a), veh/h | 1162 | 1034 | 0 | 7135 | 7135 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.5 | 18.0 | 0.0 | 3.9 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 4.6 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.6 | 0.0 | 0.3 | 1.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.7 | 22.7 | 0.0 | 3.9 | 5.5 | 0.0 |
| LnGrp LOS | B | C | A | A | A | A |
| Approach Vol, veh/h | 68 | | | 348 | 1193 | |
| Approach Delay, s/veh | 22.0 | | | 3.9 | 5.5 | |
| Approach LOS | C | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 30.2 | | 9.6 | | 30.2 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 3.8 | | 3.4 | | 10.4 |
| Green Ext Time (p_c), s | | 2.6 | | 0.2 | | 12.8 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 5.8 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↔↔ | | ↗ | ↖ | ↕↕ | | | ↕↕ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 709 | 0 | 81 | 48 | 239 | 0 | 0 | 388 | 65 |
| Future Volume (veh/h) | 0 | 0 | 0 | 709 | 0 | 81 | 48 | 239 | 0 | 0 | 388 | 65 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 771 | 0 | 0 | 52 | 260 | 0 | 0 | 422 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1059 | 0 | | 338 | 1435 | 0 | 0 | 736 | |
| Arrive On Green | | | | 0.31 | 0.00 | 0.00 | 0.05 | 0.40 | 0.00 | 0.00 | 0.21 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 771 | 0 | 0 | 52 | 260 | 0 | 0 | 422 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 9.6 | 0.0 | 0.0 | 1.0 | 2.3 | 0.0 | 0.0 | 5.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 9.6 | 0.0 | 0.0 | 1.0 | 2.3 | 0.0 | 0.0 | 5.2 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1059 | 0 | | 338 | 1435 | 0 | 0 | 736 | |
| V/C Ratio(X) | | | | 0.73 | 0.00 | | 0.15 | 0.18 | 0.00 | 0.00 | 0.57 | |
| Avail Cap(c_a), veh/h | | | | 4004 | 0 | | 688 | 3676 | 0 | 0 | 2279 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 15.0 | 0.0 | 0.0 | 12.7 | 9.3 | 0.0 | 0.0 | 17.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.7 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 3.3 | 0.0 | 0.0 | 0.4 | 0.7 | 0.0 | 0.0 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 15.9 | 0.0 | 0.0 | 13.0 | 9.3 | 0.0 | 0.0 | 18.0 | 0.0 |
| LnGrp LOS | | | | B | A | | B | A | A | A | B | |
| Approach Vol, veh/h | | | | | 771 | | | 312 | | | 422 | |
| Approach Delay, s/veh | | | | | 15.9 | | | 9.9 | | | 18.0 | |
| Approach LOS | | | | | B | | | A | | | B | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.5 | | | 9.5 | 17.0 | | 21.8 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 4.3 | | | 3.0 | 7.2 | | 11.6 | | | | |
| Green Ext Time (p_c), s | | 1.8 | | | 0.0 | 2.8 | | 3.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.3 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 505 | 174 | 7 | 21 | 5 |
| Future Vol, veh/h | 3 | 505 | 174 | 7 | 21 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 549 | 189 | 8 | 23 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 197 | 0 | 0 | 748 | 193 |
| Stage 1 | - | - | - | 193 | - |
| Stage 2 | - | - | - | 555 | - |
| Critical Hdwy | 4.12 | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1376 | - | - | 380 | 849 |
| Stage 1 | - | - | - | 840 | - |
| Stage 2 | - | - | - | 575 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1376 | - | - | 379 | 849 |
| Mov Cap-2 Maneuver | - | - | - | 379 | - |
| Stage 1 | - | - | - | 837 | - |
| Stage 2 | - | - | - | 575 | - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1376 | - | - | - | 424 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.067 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 14.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

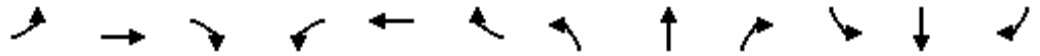
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 17 | 131 | 19 | 5 | 9 | 255 | 488 | 55 | 22 | 714 | 213 |
| Future Volume (veh/h) | 118 | 17 | 131 | 19 | 5 | 9 | 255 | 488 | 55 | 22 | 714 | 213 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 128 | 18 | 142 | 21 | 5 | 10 | 277 | 530 | 60 | 24 | 776 | 232 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 260 | 21 | 165 | 109 | 30 | 60 | 455 | 2279 | 1048 | 569 | 2073 | 1053 |
| Arrive On Green | 0.08 | 0.12 | 0.12 | 0.02 | 0.05 | 0.05 | 0.08 | 0.64 | 0.64 | 0.02 | 0.58 | 0.58 |
| Sat Flow, veh/h | 1781 | 181 | 1431 | 1781 | 557 | 1113 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 128 | 0 | 160 | 21 | 0 | 15 | 277 | 530 | 60 | 24 | 776 | 232 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1613 | 1781 | 0 | 1670 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 9.1 | 0.0 | 13.5 | 1.5 | 0.0 | 1.2 | 8.2 | 8.7 | 1.8 | 0.7 | 16.2 | 8.0 |
| Cycle Q Clear(g_c), s | 9.1 | 0.0 | 13.5 | 1.5 | 0.0 | 1.2 | 8.2 | 8.7 | 1.8 | 0.7 | 16.2 | 8.0 |
| Prop In Lane | 1.00 | | 0.89 | 1.00 | | 0.67 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 260 | 0 | 186 | 109 | 0 | 90 | 455 | 2279 | 1048 | 569 | 2073 | 1053 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.86 | 0.19 | 0.00 | 0.17 | 0.61 | 0.23 | 0.06 | 0.04 | 0.37 | 0.22 |
| Avail Cap(c_a), veh/h | 411 | 0 | 267 | 138 | 0 | 90 | 775 | 2279 | 1048 | 594 | 2073 | 1053 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.1 | 0.0 | 60.3 | 60.3 | 0.0 | 62.7 | 10.9 | 10.5 | 8.3 | 11.0 | 15.4 | 9.1 |
| Incr Delay (d2), s/veh | 1.4 | 0.0 | 17.4 | 0.8 | 0.0 | 0.9 | 1.3 | 0.2 | 0.1 | 0.0 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 0.0 | 6.4 | 0.7 | 0.0 | 0.5 | 3.3 | 3.5 | 0.7 | 0.3 | 6.7 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.5 | 0.0 | 77.7 | 61.2 | 0.0 | 63.5 | 12.2 | 10.7 | 8.4 | 11.0 | 15.9 | 9.6 |
| LnGrp LOS | E | A | E | E | A | E | B | B | A | B | B | A |
| Approach Vol, veh/h | | 288 | | | 36 | | | 867 | | | 1032 | |
| Approach Delay, s/veh | | 67.8 | | | 62.1 | | | 11.0 | | | 14.4 | |
| Approach LOS | | E | | | E | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 96.0 | 9.8 | 23.0 | 18.1 | 88.0 | 18.3 | 14.5 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 89.0 | 5.0 | 23.0 | 36.0 | 58.0 | 23.0 | 5.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 10.7 | 3.5 | 15.5 | 10.2 | 18.2 | 11.1 | 3.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.3 | 0.0 | 0.5 | 0.8 | 7.5 | 0.2 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 20.8 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

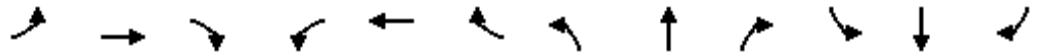
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↗ | ↗ | ↖ | ↗ | ↖ |
| Traffic Volume (veh/h) | 46 | 2 | 54 | 25 | 2 | 16 | 93 | 474 | 25 | 23 | 789 | 64 |
| Future Volume (veh/h) | 46 | 2 | 54 | 25 | 2 | 16 | 93 | 474 | 25 | 23 | 789 | 64 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 50 | 2 | 59 | 27 | 2 | 17 | 101 | 515 | 27 | 25 | 858 | 70 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 104 | 12 | 75 | 182 | 16 | 134 | 483 | 2429 | 1084 | 656 | 2357 | 1051 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.04 | 0.68 | 0.68 | 0.02 | 0.66 | 0.66 |
| Sat Flow, veh/h | 586 | 128 | 810 | 1341 | 170 | 1441 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 111 | 0 | 0 | 27 | 0 | 19 | 101 | 515 | 27 | 25 | 858 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1524 | 0 | 0 | 1341 | 0 | 1611 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.9 | 5.7 | 0.6 | 0.5 | 11.3 | 1.6 |
| Cycle Q Clear(g_c), s | 7.5 | 0.0 | 0.0 | 2.2 | 0.0 | 1.1 | 1.9 | 5.7 | 0.6 | 0.5 | 11.3 | 1.6 |
| Prop In Lane | 0.45 | | 0.53 | 1.00 | | 0.89 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 0 | 0 | 182 | 0 | 150 | 483 | 2429 | 1084 | 656 | 2357 | 1051 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.00 | 0.15 | 0.00 | 0.13 | 0.21 | 0.21 | 0.02 | 0.04 | 0.36 | 0.07 |
| Avail Cap(c_a), veh/h | 378 | 0 | 0 | 349 | 0 | 351 | 505 | 2429 | 1084 | 697 | 2357 | 1051 |
| 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 | 46.7 | 0.0 | 0.0 | 44.4 | 0.0 | 43.9 | 5.5 | 6.2 | 5.4 | 5.3 | 7.9 | 6.3 |
| Incr Delay (d2), s/veh | 2.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | 0.2 | 0.2 | 0.0 | 0.0 | 0.4 | 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(50%),veh/ln | 3.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.5 | 0.6 | 2.0 | 0.2 | 0.2 | 4.1 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.5 | 0.0 | 0.0 | 44.8 | 0.0 | 44.3 | 5.7 | 6.4 | 5.4 | 5.3 | 8.3 | 6.4 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | 111 | | | 46 | | | 643 | | | 953 | |
| Approach Delay, s/veh | | 49.5 | | | 44.6 | | | 6.2 | | | 8.1 | |
| Approach LOS | | D | | | D | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.6 | 79.1 | | 16.8 | 11.7 | 77.0 | | 16.8 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 7.7 | | 9.5 | 3.9 | 13.3 | | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.1 | | 0.4 | 0.0 | 7.9 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.0 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑ | ↖ | ↖ | ↑↑ | ↖ | ↖ | ↑↑ | ↖ |
| Traffic Volume (veh/h) | 131 | 87 | 85 | 159 | 76 | 83 | 174 | 458 | 7 | 177 | 659 | 365 |
| Future Volume (veh/h) | 131 | 87 | 85 | 159 | 76 | 83 | 174 | 458 | 7 | 177 | 659 | 365 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 95 | 92 | 173 | 83 | 90 | 189 | 498 | 8 | 192 | 716 | 397 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 369 | 321 | 269 | 402 | 337 | 348 | 1158 | 640 | 464 | 1156 | 624 |
| Arrive On Green | 0.07 | 0.10 | 0.10 | 0.08 | 0.11 | 0.11 | 0.10 | 0.33 | 0.33 | 0.10 | 0.33 | 0.33 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 142 | 95 | 92 | 173 | 83 | 90 | 189 | 498 | 8 | 192 | 716 | 397 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 3.1 | 1.9 | 3.8 | 3.7 | 1.6 | 3.7 | 5.3 | 8.5 | 0.2 | 5.4 | 13.1 | 15.6 |
| Cycle Q Clear(g_c), s | 3.1 | 1.9 | 3.8 | 3.7 | 1.6 | 3.7 | 5.3 | 8.5 | 0.2 | 5.4 | 13.1 | 15.6 |
| 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 | 236 | 369 | 321 | 269 | 402 | 337 | 348 | 1158 | 640 | 464 | 1156 | 624 |
| V/C Ratio(X) | 0.60 | 0.26 | 0.29 | 0.64 | 0.21 | 0.27 | 0.54 | 0.43 | 0.01 | 0.41 | 0.62 | 0.64 |
| Avail Cap(c_a), veh/h | 1546 | 1175 | 681 | 784 | 402 | 337 | 828 | 2484 | 1231 | 813 | 2235 | 1105 |
| 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 | 34.9 | 31.8 | 26.0 | 34.5 | 31.0 | 25.3 | 16.1 | 20.4 | 13.8 | 14.9 | 22.0 | 18.9 |
| Incr Delay (d2), s/veh | 2.4 | 0.4 | 0.5 | 2.6 | 0.3 | 0.4 | 1.3 | 0.3 | 0.0 | 0.6 | 0.5 | 1.1 |
| 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(50%),veh/ln | 1.3 | 0.8 | 1.4 | 1.6 | 0.7 | 1.4 | 2.1 | 3.4 | 0.1 | 2.1 | 5.3 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.3 | 32.2 | 26.5 | 37.1 | 31.3 | 25.8 | 17.4 | 20.6 | 13.8 | 15.5 | 22.5 | 20.0 |
| LnGrp LOS | D | C | C | D | C | C | B | C | B | B | C | B |
| Approach Vol, veh/h | | 329 | | | 346 | | | 695 | | | 1305 | |
| Approach Delay, s/veh | | 32.8 | | | 32.8 | | | 19.7 | | | 20.7 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.2 | 32.9 | 13.5 | 15.5 | 15.2 | 32.9 | 12.8 | 16.2 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.4 | 10.5 | 5.7 | 5.8 | 7.3 | 17.6 | 5.1 | 5.7 | | | | |
| Green Ext Time (p_c), s | 0.5 | 3.8 | 0.4 | 0.8 | 0.5 | 7.5 | 0.5 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 23.5 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 83 | 0 | 410 | 1118 | 0 |
| Future Volume (veh/h) | 7 | 83 | 0 | 410 | 1118 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 8 | 90 | 0 | 446 | 1215 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 145 | 129 | 0 | 2069 | 2069 | 0 |
| Arrive On Green | 0.08 | 0.08 | 0.00 | 0.58 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 8 | 90 | 0 | 446 | 1215 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.2 | 2.3 | 0.0 | 2.5 | 9.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 2.3 | 0.0 | 2.5 | 9.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 145 | 129 | 0 | 2069 | 2069 | 0 |
| V/C Ratio(X) | 0.06 | 0.70 | 0.00 | 0.22 | 0.59 | 0.00 |
| Avail Cap(c_a), veh/h | 1113 | 990 | 0 | 6832 | 6832 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.6 | 18.6 | 0.0 | 4.2 | 5.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 6.6 | 0.0 | 0.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.0 | 0.0 | 0.5 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.8 | 25.2 | 0.0 | 4.2 | 5.8 | 0.0 |
| LnGrp LOS | B | C | A | A | A | A |
| Approach Vol, veh/h | 98 | | | 446 | 1215 | |
| Approach Delay, s/veh | 24.6 | | | 4.2 | 5.8 | |
| Approach LOS | C | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 31.2 | | 10.4 | | 31.2 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 4.5 | | 4.3 | | 11.0 |
| Green Ext Time (p_c), s | | 3.4 | | 0.2 | | 13.2 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 6.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 786 | 0 | 299 | 65 | 357 | 0 | 0 | 511 | 3 |
| Future Volume (veh/h) | 0 | 0 | 0 | 786 | 0 | 299 | 65 | 357 | 0 | 0 | 511 | 3 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 854 | 0 | 0 | 71 | 388 | 0 | 0 | 555 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1115 | 0 | | 323 | 1519 | 0 | 0 | 863 | |
| Arrive On Green | | | | 0.32 | 0.00 | 0.00 | 0.06 | 0.43 | 0.00 | 0.00 | 0.24 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 854 | 0 | 0 | 71 | 388 | 0 | 0 | 555 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 12.5 | 0.0 | 0.0 | 1.5 | 3.9 | 0.0 | 0.0 | 7.9 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.5 | 0.0 | 0.0 | 1.5 | 3.9 | 0.0 | 0.0 | 7.9 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1115 | 0 | | 323 | 1519 | 0 | 0 | 863 | |
| V/C Ratio(X) | | | | 0.77 | 0.00 | | 0.22 | 0.26 | 0.00 | 0.00 | 0.64 | |
| Avail Cap(c_a), veh/h | | | | 3454 | 0 | | 598 | 3172 | 0 | 0 | 1966 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 17.1 | 0.0 | 0.0 | 13.7 | 10.3 | 0.0 | 0.0 | 19.0 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.1 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.8 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 4.5 | 0.0 | 0.0 | 0.6 | 1.3 | 0.0 | 0.0 | 3.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 18.2 | 0.0 | 0.0 | 14.1 | 10.4 | 0.0 | 0.0 | 19.8 | 0.0 |
| LnGrp LOS | | | | B | A | | B | B | A | A | B | |
| Approach Vol, veh/h | | | | | 854 | | | 459 | | | 555 | |
| Approach Delay, s/veh | | | | | 18.2 | | | 11.0 | | | 19.8 | |
| Approach LOS | | | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 30.9 | | | 10.3 | 20.6 | | 25.1 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | | 3.5 | 9.9 | | 14.5 | | | | |
| Green Ext Time (p_c), s | | 2.9 | | | 0.1 | 3.8 | | 3.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.9 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 2 | 296 | 517 | 13 | 17 | 5 |
| Future Vol, veh/h | 2 | 296 | 517 | 13 | 17 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 322 | 562 | 14 | 18 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 576 | 0 | - | 0 | 895 569 |
| Stage 1 | - | - | - | - | 569 - |
| Stage 2 | - | - | - | - | 326 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 997 | - | - | - | 311 522 |
| Stage 1 | - | - | - | - | 566 - |
| Stage 2 | - | - | - | - | 731 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 997 | - | - | - | 310 522 |
| Mov Cap-2 Maneuver | - | - | - | - | 310 - |
| Stage 1 | - | - | - | - | 565 - |
| Stage 2 | - | - | - | - | 731 - |

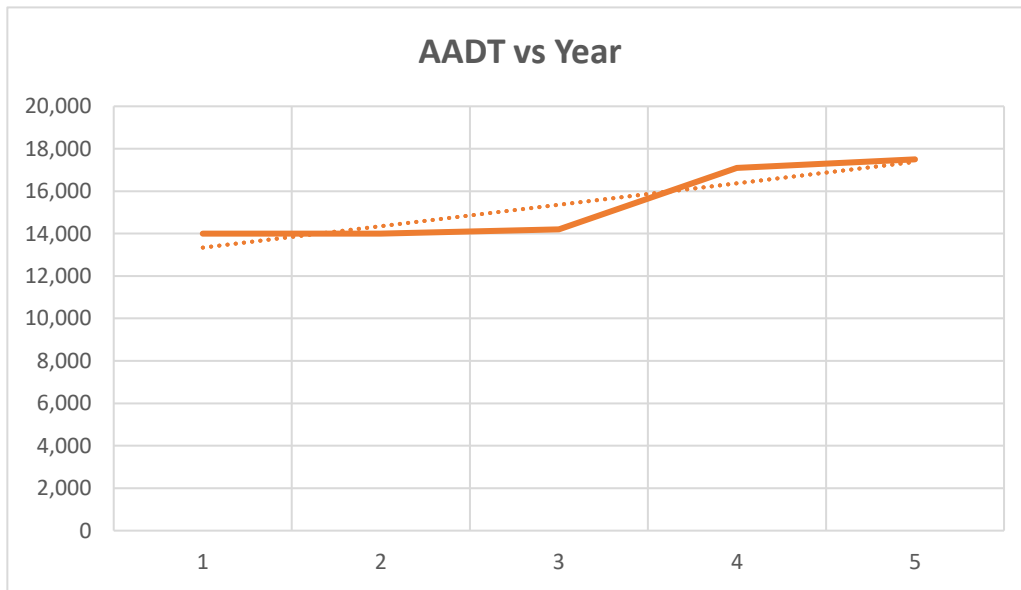
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 16.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 997 | - | - | - | 342 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.07 |
| HCM Control Delay (s) | 8.6 | 0 | - | - | 16.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Appendix F: Historical Trends Analysis

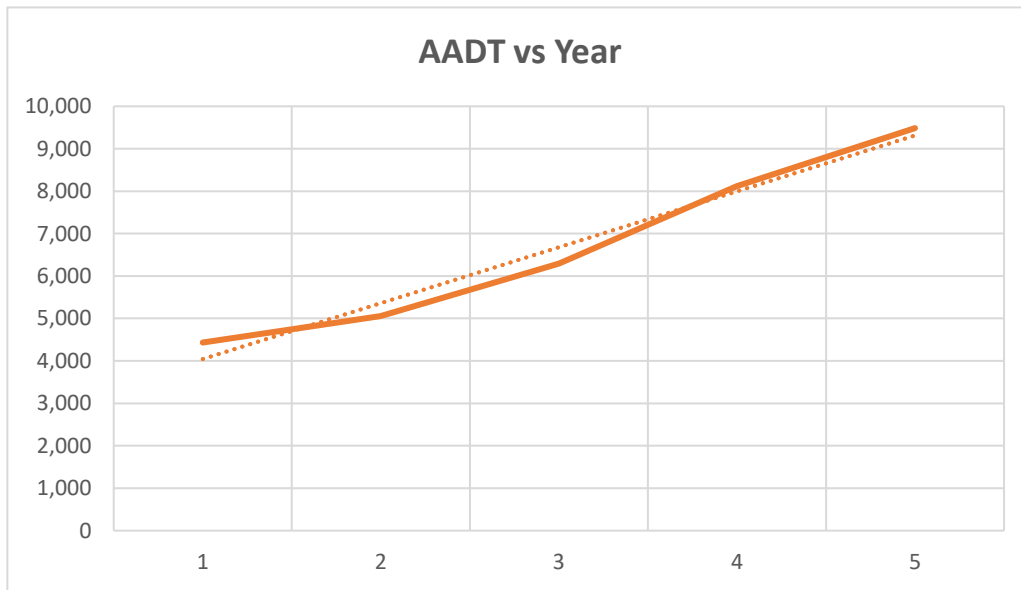
LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|--------|--------------|
| 2020 | 14,000 | |
| 2021 | 14,000 | 0.000000 |
| 2022 | 14,200 | 0.014286 |
| 2023 | 17,100 | 0.204225 |
| 2024 | 17,500 | 0.023392 |
| | | |
| Avg Annual Growth Rate | | 6.05% |



LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|-------|---------------|
| 2020 | 4,433 | |
| 2021 | 5,054 | 0.140086 |
| 2022 | 6,297 | 0.245944 |
| 2023 | 8,122 | 0.289821 |
| 2024 | 9,486 | 0.167939 |
| | | |
| Avg Annual Growth Rate | | 21.09% |



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 8025 - NORTH HANCOCK RD, 400 FT N OF SR-50 - OFF SYSTEM

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2024 | 17500 | F | N | 8600 | S | 8900 | 9.00 | 53.70 | 2.40 |
| 2023 | 17100 | C | N | 8400 | S | 8700 | 9.00 | 53.20 | 2.40 |
| 2022 | 14200 | S | N | 6900 | S | 7300 | 9.00 | 54.50 | 7.60 |
| 2021 | 14000 | F | N | 6800 | S | 7200 | 9.00 | 53.80 | 14.80 |
| 2020 | 14000 | C | N | 6800 | S | 7200 | 9.00 | 54.10 | 6.80 |
| 2019 | 16600 | C | N | 7900 | S | 8700 | 9.00 | 54.30 | 9.90 |
| 2018 | 17200 | F | N | 8400 | S | 8800 | 9.00 | 54.20 | 13.00 |
| 2017 | 16800 | C | N | 8200 | S | 8600 | 9.00 | 54.20 | 10.70 |
| 2016 | 14600 | C | N | 7000 | S | 7600 | 9.00 | 53.90 | 12.60 |
| 2015 | 14300 | T | N | 7000 | S | 7300 | 9.00 | 54.60 | 12.60 |
| 2014 | 13900 | S | N | 6800 | S | 7100 | 9.00 | 54.50 | 11.30 |
| 2013 | 13700 | F | N | 6700 | S | 7000 | 9.00 | 54.70 | 10.90 |
| 2012 | 13700 | C | N | 6700 | S | 7000 | 9.00 | 55.10 | 11.00 |
| 2011 | 15800 | C | N | 7700 | S | 8100 | 9.00 | 54.20 | 10.20 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0457 - N HANCOCK, MONTVERDE

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|-------------|-----------|----------|----------|
| 2024 | 9486 C | N 4959 | S 4527 | 9.00 | 59.20 | 9.60 |
| 2023 | 8122 C | N 4201 | S 3921 | 9.00 | 59.90 | 10.90 |
| 2022 | 6297 C | N 3322 | S 2975 | 9.00 | 58.40 | 12.40 |
| 2021 | 5054 C | N 2688 | S 2366 | 9.00 | 60.30 | 11.40 |
| 2020 | 4433 C | N 2310 | S 2123 | 9.00 | 54.10 | 10.00 |

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

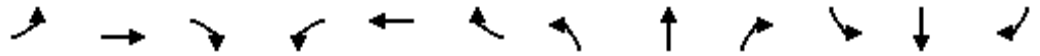
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix G: Projected Intersection Analysis Output

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|-------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 144 | 79 | 142 | 104 | 64 | 57 | 278 | 544 | 130 | 103 | 1568 | 145 |
| Future Volume (veh/h) | 144 | 79 | 142 | 104 | 64 | 57 | 278 | 544 | 130 | 103 | 1568 | 145 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 157 | 86 | 154 | 113 | 70 | 62 | 302 | 591 | 141 | 112 | 1704 | 158 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 268 | 88 | 158 | 171 | 122 | 108 | 297 | 2014 | 1004 | 441 | 1635 | 856 |
| Arrive On Green | 0.08 | 0.15 | 0.15 | 0.07 | 0.13 | 0.13 | 0.14 | 0.57 | 0.57 | 0.03 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1781 | 601 | 1076 | 1781 | 915 | 810 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 157 | 0 | 240 | 113 | 0 | 132 | 302 | 591 | 141 | 112 | 1704 | 158 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1677 | 1781 | 0 | 1725 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.4 | 0.0 | 21.4 | 8.1 | 0.0 | 10.8 | 21.0 | 13.0 | 5.4 | 5.0 | 69.0 | 7.6 |
| Cycle Q Clear(g_c), s | 11.4 | 0.0 | 21.4 | 8.1 | 0.0 | 10.8 | 21.0 | 13.0 | 5.4 | 5.0 | 69.0 | 7.6 |
| Prop In Lane | 1.00 | | 0.64 | 1.00 | | 0.47 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 268 | 0 | 246 | 171 | 0 | 230 | 297 | 2014 | 1004 | 441 | 1635 | 856 |
| V/C Ratio(X) | 0.59 | 0.00 | 0.98 | 0.66 | 0.00 | 0.57 | 1.02 | 0.29 | 0.14 | 0.25 | 1.04 | 0.18 |
| Avail Cap(c_a), veh/h | 268 | 0 | 246 | 171 | 0 | 230 | 297 | 2014 | 1004 | 441 | 1635 | 856 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.3 | 0.0 | 63.7 | 52.6 | 0.0 | 61.0 | 53.4 | 16.9 | 11.1 | 20.5 | 40.5 | 17.6 |
| Incr Delay (d2), s/veh | 3.3 | 0.0 | 50.5 | 8.9 | 0.0 | 3.4 | 56.2 | 0.4 | 0.3 | 0.3 | 34.2 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.4 | 0.0 | 12.6 | 4.1 | 0.0 | 5.0 | 15.6 | 5.5 | 2.0 | 2.2 | 37.4 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 54.6 | 0.0 | 114.2 | 61.5 | 0.0 | 64.4 | 109.6 | 17.3 | 11.4 | 20.8 | 74.7 | 18.1 |
| LnGrp LOS | D | A | F | E | A | E | F | B | B | C | F | B |
| Approach Vol, veh/h | | 397 | | | 245 | | | 1034 | | | 1974 | |
| Approach Delay, s/veh | | 90.6 | | | 63.1 | | | 43.4 | | | 67.1 | |
| Approach LOS | | F | | | E | | | D | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 92.0 | 17.0 | 29.0 | 28.0 | 76.0 | 19.0 | 27.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 85.0 | 10.0 | 22.0 | 21.0 | 69.0 | 12.0 | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.0 | 15.0 | 10.1 | 23.4 | 23.0 | 71.0 | 13.4 | 12.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 62.7 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

HCM 6th Signalized Intersection Summary

2: Hancock Rd & Hamlin Ridge Rd

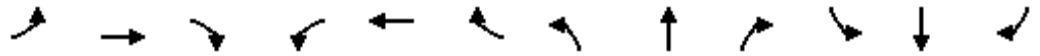
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↗ | ↗ | ↖ | ↗ | ↖ |
| Traffic Volume (veh/h) | 108 | 0 | 109 | 32 | 0 | 28 | 78 | 700 | 15 | 17 | 1445 | 14 |
| Future Volume (veh/h) | 108 | 0 | 109 | 32 | 0 | 28 | 78 | 700 | 15 | 17 | 1445 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 117 | 0 | 118 | 35 | 0 | 30 | 85 | 761 | 16 | 18 | 1571 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 168 | 7 | 130 | 242 | 0 | 289 | 223 | 2201 | 982 | 453 | 2126 | 948 |
| Arrive On Green | 0.18 | 0.00 | 0.18 | 0.18 | 0.00 | 0.18 | 0.04 | 0.62 | 0.62 | 0.02 | 0.60 | 0.60 |
| Sat Flow, veh/h | 671 | 36 | 713 | 1274 | 0 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 235 | 0 | 0 | 35 | 0 | 30 | 85 | 761 | 16 | 18 | 1571 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1421 | 0 | 0 | 1274 | 0 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 2.1 | 12.1 | 0.5 | 0.5 | 37.2 | 0.4 |
| Cycle Q Clear(g_c), s | 19.1 | 0.0 | 0.0 | 3.6 | 0.0 | 1.8 | 2.1 | 12.1 | 0.5 | 0.5 | 37.2 | 0.4 |
| Prop In Lane | 0.50 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 0 | 242 | 0 | 289 | 223 | 2201 | 982 | 453 | 2126 | 948 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.00 | 0.14 | 0.00 | 0.10 | 0.38 | 0.35 | 0.02 | 0.04 | 0.74 | 0.02 |
| Avail Cap(c_a), veh/h | 326 | 0 | 0 | 260 | 0 | 312 | 243 | 2201 | 982 | 496 | 2126 | 948 |
| 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 | 47.3 | 0.0 | 0.0 | 40.6 | 0.0 | 39.9 | 16.1 | 10.8 | 8.6 | 9.1 | 16.9 | 9.5 |
| Incr Delay (d2), s/veh | 10.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 1.1 | 0.4 | 0.0 | 0.0 | 2.3 | 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(50%),veh/ln | 7.5 | 0.0 | 0.0 | 0.9 | 0.0 | 0.7 | 0.9 | 4.7 | 0.2 | 0.2 | 15.0 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.4 | 0.0 | 0.0 | 40.9 | 0.0 | 40.0 | 17.2 | 11.2 | 8.6 | 9.1 | 19.3 | 9.6 |
| LnGrp LOS | E | A | A | D | A | D | B | B | A | A | B | A |
| Approach Vol, veh/h | | 235 | | | 65 | | | 862 | | | 1604 | |
| Approach Delay, s/veh | | 57.4 | | | 40.5 | | | 11.8 | | | 19.1 | |
| Approach LOS | | E | | | D | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 79.5 | | 28.3 | 11.7 | 77.0 | | 28.3 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 14.1 | | 21.1 | 4.1 | 39.2 | | 5.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.5 | | 0.2 | 0.0 | 16.0 | | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 20.5 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↗ | ↑↑ | ↗ | ↗ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 342 | 102 | 172 | 142 | 95 | 75 | 253 | 561 | 309 | 139 | 389 | 249 |
| Future Volume (veh/h) | 342 | 102 | 172 | 142 | 95 | 75 | 253 | 561 | 309 | 139 | 389 | 249 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 372 | 111 | 187 | 154 | 103 | 82 | 275 | 610 | 336 | 151 | 423 | 271 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 502 | 625 | 516 | 244 | 360 | 304 | 443 | 992 | 555 | 329 | 777 | 576 |
| Arrive On Green | 0.15 | 0.18 | 0.18 | 0.07 | 0.10 | 0.10 | 0.15 | 0.28 | 0.28 | 0.09 | 0.22 | 0.22 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 372 | 111 | 187 | 154 | 103 | 82 | 275 | 610 | 336 | 151 | 423 | 271 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 8.1 | 2.1 | 7.1 | 3.4 | 2.1 | 3.5 | 9.1 | 11.8 | 13.8 | 5.1 | 8.3 | 10.4 |
| Cycle Q Clear(g_c), s | 8.1 | 2.1 | 7.1 | 3.4 | 2.1 | 3.5 | 9.1 | 11.8 | 13.8 | 5.1 | 8.3 | 10.4 |
| 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 | 502 | 625 | 516 | 244 | 360 | 304 | 443 | 992 | 555 | 329 | 777 | 576 |
| V/C Ratio(X) | 0.74 | 0.18 | 0.36 | 0.63 | 0.29 | 0.27 | 0.62 | 0.61 | 0.61 | 0.46 | 0.54 | 0.47 |
| Avail Cap(c_a), veh/h | 1511 | 1149 | 749 | 766 | 383 | 314 | 817 | 2428 | 1195 | 683 | 2184 | 1204 |
| 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 | 27.7 | 20.3 | 35.7 | 32.8 | 27.2 | 19.3 | 24.7 | 21.2 | 21.0 | 27.3 | 19.3 |
| Incr Delay (d2), s/veh | 2.2 | 0.1 | 0.4 | 2.7 | 0.4 | 0.5 | 1.4 | 0.6 | 1.1 | 1.0 | 0.6 | 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(50%),veh/ln | 3.5 | 0.9 | 2.6 | 1.5 | 0.9 | 1.3 | 3.7 | 4.8 | 5.0 | 2.1 | 3.5 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 34.5 | 27.8 | 20.8 | 38.3 | 33.2 | 27.7 | 20.7 | 25.4 | 22.2 | 22.0 | 27.9 | 19.9 |
| LnGrp LOS | C | C | C | D | C | C | C | C | C | C | C | B |
| Approach Vol, veh/h | | 670 | | | 339 | | | 1221 | | | 845 | |
| Approach Delay, s/veh | | 29.6 | | | 34.2 | | | 23.5 | | | 24.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.6 | 29.8 | 13.1 | 21.4 | 19.4 | 25.0 | 19.0 | 15.5 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.1 | 15.8 | 5.4 | 9.1 | 11.1 | 12.4 | 10.1 | 5.5 | | | | |
| Green Ext Time (p_c), s | 0.3 | 6.2 | 0.4 | 1.1 | 0.7 | 4.1 | 1.3 | 0.2 | | | | |

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.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

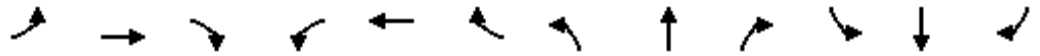
03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 159 | 0 | 511 | 1552 | 0 |
| Future Volume (veh/h) | 10 | 159 | 0 | 511 | 1552 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 11 | 173 | 0 | 555 | 1687 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 245 | 218 | 0 | 2357 | 2357 | 0 |
| Arrive On Green | 0.14 | 0.14 | 0.00 | 0.66 | 0.66 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 11 | 173 | 0 | 555 | 1687 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.4 | 7.4 | 0.0 | 4.4 | 21.4 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 7.4 | 0.0 | 4.4 | 21.4 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 245 | 218 | 0 | 2357 | 2357 | 0 |
| V/C Ratio(X) | 0.04 | 0.79 | 0.00 | 0.24 | 0.72 | 0.00 |
| Avail Cap(c_a), veh/h | 659 | 587 | 0 | 4048 | 4048 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 26.3 | 29.3 | 0.0 | 4.7 | 7.6 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 6.5 | 0.0 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 3.1 | 0.0 | 1.2 | 6.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 26.4 | 35.8 | 0.0 | 4.8 | 8.0 | 0.0 |
| LnGrp LOS | C | D | A | A | A | A |
| Approach Vol, veh/h | 184 | | | 555 | 1687 | |
| Approach Delay, s/veh | 35.2 | | | 4.8 | 8.0 | |
| Approach LOS | D | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 53.6 | | 16.6 | | 53.6 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 6.4 | | 9.4 | | 23.4 |
| Green Ext Time (p_c), s | | 4.4 | | 0.5 | | 23.2 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 9.3 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary
5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 1033 | 0 | 103 | 143 | 326 | 0 | 0 | 517 | 83 |
| Future Volume (veh/h) | 0 | 0 | 0 | 1033 | 0 | 103 | 143 | 326 | 0 | 0 | 517 | 83 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 1123 | 0 | 0 | 155 | 354 | 0 | 0 | 562 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1356 | 0 | | 326 | 1462 | 0 | 0 | 798 | |
| Arrive On Green | | | | 0.39 | 0.00 | 0.00 | 0.09 | 0.41 | 0.00 | 0.00 | 0.22 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 1123 | 0 | 0 | 155 | 354 | 0 | 0 | 562 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 20.9 | 0.0 | 0.0 | 4.5 | 4.7 | 0.0 | 0.0 | 10.4 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 20.9 | 0.0 | 0.0 | 4.5 | 4.7 | 0.0 | 0.0 | 10.4 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1356 | 0 | | 326 | 1462 | 0 | 0 | 798 | |
| V/C Ratio(X) | | | | 0.83 | 0.00 | | 0.48 | 0.24 | 0.00 | 0.00 | 0.70 | |
| Avail Cap(c_a), veh/h | | | | 2709 | 0 | | 467 | 2487 | 0 | 0 | 1542 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 19.5 | 0.0 | 0.0 | 18.3 | 13.7 | 0.0 | 0.0 | 25.5 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.4 | 0.0 | 0.0 | 1.1 | 0.1 | 0.0 | 0.0 | 1.1 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 7.9 | 0.0 | 0.0 | 1.8 | 1.7 | 0.0 | 0.0 | 4.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 20.9 | 0.0 | 0.0 | 19.4 | 13.8 | 0.0 | 0.0 | 26.7 | 0.0 |
| LnGrp LOS | | | | C | A | | B | B | A | A | C | |
| Approach Vol, veh/h | | | | | 1123 | | | 509 | | | 562 | |
| Approach Delay, s/veh | | | | | 20.9 | | | 15.5 | | | 26.7 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 36.4 | | | 13.4 | 23.0 | | 35.0 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.7 | | | 6.5 | 12.4 | | 22.9 | | | | |
| Green Ext Time (p_c), s | | 2.6 | | | 0.2 | 3.6 | | 5.1 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.1 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 4 | 736 | 307 | 9 | 27 | 6 |
| Future Vol, veh/h | 4 | 736 | 307 | 9 | 27 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 800 | 334 | 10 | 29 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 344 | 0 | - | 0 | 1147 339 |
| Stage 1 | - | - | - | - | 339 - |
| Stage 2 | - | - | - | - | 808 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1215 | - | - | - | 220 703 |
| Stage 1 | - | - | - | - | 722 - |
| Stage 2 | - | - | - | - | 438 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1215 | - | - | - | 219 703 |
| Mov Cap-2 Maneuver | - | - | - | - | 219 - |
| Stage 1 | - | - | - | - | 718 - |
| Stage 2 | - | - | - | - | 438 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 21.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1215 | - | - | - | 250 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.143 |
| HCM Control Delay (s) | 8 | 0 | - | - | 21.8 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗↗ | ↗↗ | ↘ | ↘ | ↘ |
| Traffic Vol, veh/h | 48 | 319 | 265 | 94 | 172 | 44 |
| Future Vol, veh/h | 48 | 319 | 265 | 94 | 172 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 52 | 347 | 288 | 102 | 187 | 48 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 390 | 0 | - | 0 | 566 144 |
| Stage 1 | - | - | - | - | 288 - |
| Stage 2 | - | - | - | - | 278 - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 3.32 |
| Pot Cap-1 Maneuver | 1165 | - | - | - | 454 877 |
| Stage 1 | - | - | - | - | 735 - |
| Stage 2 | - | - | - | - | 744 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1165 | - | - | - | 434 877 |
| Mov Cap-2 Maneuver | - | - | - | - | 527 - |
| Stage 1 | - | - | - | - | 702 - |
| Stage 2 | - | - | - | - | 744 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.1 | 0 | 14.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 1165 | - | - | - | 527 | 877 |
| HCM Lane V/C Ratio | 0.045 | - | - | - | 0.355 | 0.055 |
| HCM Control Delay (s) | 8.2 | - | - | - | 15.5 | 9.3 |
| HCM Lane LOS | A | - | - | - | C | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.6 | 0.2 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗↗ | ↗↗ | ↘ | ↘ | ↘ |
| Traffic Vol, veh/h | 48 | 443 | 315 | 282 | 172 | 44 |
| Future Vol, veh/h | 48 | 443 | 315 | 282 | 172 | 44 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 52 | 482 | 342 | 307 | 187 | 48 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 649 | 0 | - | 0 | 687 171 |
| Stage 1 | - | - | - | - | 342 - |
| Stage 2 | - | - | - | - | 345 - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 3.32 |
| Pot Cap-1 Maneuver | 933 | - | - | - | 381 843 |
| Stage 1 | - | - | - | - | 691 - |
| Stage 2 | - | - | - | - | 688 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 933 | - | - | - | 360 843 |
| Mov Cap-2 Maneuver | - | - | - | - | 470 - |
| Stage 1 | - | - | - | - | 652 - |
| Stage 2 | - | - | - | - | 688 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.9 | 0 | 16 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 933 | - | - | - | 470 | 843 |
| HCM Lane V/C Ratio | 0.056 | - | - | - | 0.398 | 0.057 |
| HCM Control Delay (s) | 9.1 | - | - | - | 17.6 | 9.5 |
| HCM Lane LOS | A | - | - | - | C | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 1.9 | 0.2 |

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

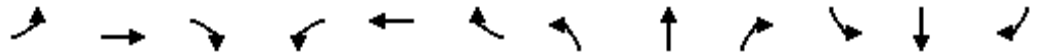
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 164 | 22 | 167 | 24 | 6 | 11 | 324 | 706 | 70 | 28 | 953 | 278 |
| Future Volume (veh/h) | 164 | 22 | 167 | 24 | 6 | 11 | 324 | 706 | 70 | 28 | 953 | 278 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 178 | 24 | 182 | 26 | 7 | 12 | 352 | 767 | 76 | 30 | 1036 | 302 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 305 | 27 | 202 | 109 | 35 | 61 | 382 | 2194 | 1014 | 428 | 1896 | 1015 |
| Arrive On Green | 0.11 | 0.14 | 0.14 | 0.02 | 0.06 | 0.06 | 0.11 | 0.62 | 0.62 | 0.02 | 0.53 | 0.53 |
| Sat Flow, veh/h | 1781 | 188 | 1426 | 1781 | 619 | 1061 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 178 | 0 | 206 | 26 | 0 | 19 | 352 | 767 | 76 | 30 | 1036 | 302 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1614 | 1781 | 0 | 1679 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 13.2 | 0.0 | 18.1 | 2.0 | 0.0 | 1.6 | 12.5 | 15.2 | 2.6 | 1.1 | 27.7 | 12.2 |
| Cycle Q Clear(g_c), s | 13.2 | 0.0 | 18.1 | 2.0 | 0.0 | 1.6 | 12.5 | 15.2 | 2.6 | 1.1 | 27.7 | 12.2 |
| Prop In Lane | 1.00 | | 0.88 | 1.00 | | 0.63 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 229 | 109 | 0 | 96 | 382 | 2194 | 1014 | 428 | 1896 | 1015 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.90 | 0.24 | 0.00 | 0.20 | 0.92 | 0.35 | 0.07 | 0.07 | 0.55 | 0.30 |
| Avail Cap(c_a), veh/h | 399 | 0 | 257 | 131 | 0 | 96 | 634 | 2194 | 1014 | 446 | 1896 | 1015 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.2 | 0.0 | 60.9 | 62.1 | 0.0 | 64.8 | 23.0 | 13.5 | 9.8 | 14.4 | 22.1 | 11.5 |
| Incr Delay (d2), s/veh | 1.8 | 0.0 | 29.7 | 1.1 | 0.0 | 1.0 | 12.3 | 0.4 | 0.1 | 0.1 | 1.1 | 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(50%),veh/ln | 6.1 | 0.0 | 9.3 | 0.9 | 0.0 | 0.7 | 8.0 | 6.2 | 1.0 | 0.5 | 11.9 | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.9 | 0.0 | 90.5 | 63.2 | 0.0 | 65.8 | 35.3 | 13.9 | 10.0 | 14.4 | 23.3 | 12.3 |
| LnGrp LOS | E | A | F | E | A | E | D | B | A | B | C | B |
| Approach Vol, veh/h | | 384 | | | 45 | | | 1195 | | | 1368 | |
| Approach Delay, s/veh | | 74.5 | | | 64.3 | | | 20.0 | | | 20.6 | |
| Approach LOS | | E | | | E | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.5 | 96.0 | 10.2 | 27.4 | 22.6 | 83.9 | 22.4 | 15.2 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 89.0 | 5.0 | 23.0 | 36.0 | 58.0 | 23.0 | 5.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.1 | 17.2 | 4.0 | 20.1 | 14.5 | 29.7 | 15.2 | 3.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.9 | 0.0 | 0.3 | 1.0 | 10.2 | 0.3 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 27.9 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↗ | ↗ | ↖ | ↗ | ↖ |
| Traffic Volume (veh/h) | 58 | 3 | 69 | 32 | 3 | 20 | 118 | 703 | 32 | 29 | 1107 | 81 |
| Future Volume (veh/h) | 58 | 3 | 69 | 32 | 3 | 20 | 118 | 703 | 32 | 29 | 1107 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 63 | 3 | 75 | 35 | 3 | 22 | 128 | 764 | 35 | 32 | 1203 | 88 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 115 | 14 | 91 | 192 | 22 | 162 | 346 | 2357 | 1051 | 506 | 2298 | 1025 |
| Arrive On Green | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.05 | 0.66 | 0.66 | 0.03 | 0.65 | 0.65 |
| Sat Flow, veh/h | 586 | 120 | 802 | 1321 | 194 | 1421 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 141 | 0 | 0 | 35 | 0 | 25 | 128 | 764 | 35 | 32 | 1203 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1507 | 0 | 0 | 1321 | 0 | 1615 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 2.6 | 10.0 | 0.8 | 0.6 | 19.6 | 2.2 |
| Cycle Q Clear(g_c), s | 9.9 | 0.0 | 0.0 | 3.3 | 0.0 | 1.5 | 2.6 | 10.0 | 0.8 | 0.6 | 19.6 | 2.2 |
| Prop In Lane | 0.45 | | 0.53 | 1.00 | | 0.88 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 220 | 0 | 0 | 192 | 0 | 184 | 346 | 2357 | 1051 | 506 | 2298 | 1025 |
| V/C Ratio(X) | 0.64 | 0.00 | 0.00 | 0.18 | 0.00 | 0.14 | 0.37 | 0.32 | 0.03 | 0.06 | 0.52 | 0.09 |
| Avail Cap(c_a), veh/h | 367 | 0 | 0 | 322 | 0 | 343 | 364 | 2357 | 1051 | 537 | 2298 | 1025 |
| 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 | 46.8 | 0.0 | 0.0 | 44.0 | 0.0 | 43.1 | 8.1 | 7.8 | 6.3 | 6.1 | 10.2 | 7.2 |
| Incr Delay (d2), s/veh | 3.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.3 | 0.7 | 0.4 | 0.1 | 0.1 | 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(50%),veh/ln | 3.9 | 0.0 | 0.0 | 0.9 | 0.0 | 0.6 | 0.9 | 3.6 | 0.3 | 0.2 | 7.3 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.9 | 0.0 | 0.0 | 44.4 | 0.0 | 43.5 | 8.7 | 8.2 | 6.3 | 6.2 | 11.1 | 7.3 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | B | A |
| Approach Vol, veh/h | | 141 | | | 60 | | | 927 | | | 1323 | |
| Approach Delay, s/veh | | 49.9 | | | 44.0 | | | 8.2 | | | 10.7 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.1 | 78.8 | | 19.4 | 11.9 | 77.0 | | 19.4 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.6 | 12.0 | | 11.9 | 4.6 | 21.6 | | 5.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.7 | | 0.5 | 0.0 | 12.9 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.8 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 413 | 139 | 212 | 202 | 125 | 106 | 321 | 582 | 9 | 225 | 838 | 702 |
| Future Volume (veh/h) | 413 | 139 | 212 | 202 | 125 | 106 | 321 | 582 | 9 | 225 | 838 | 702 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 449 | 151 | 230 | 220 | 136 | 115 | 349 | 633 | 10 | 245 | 911 | 763 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 532 | 511 | 471 | 282 | 254 | 275 | 380 | 1543 | 817 | 484 | 1357 | 849 |
| Arrive On Green | 0.15 | 0.14 | 0.14 | 0.08 | 0.07 | 0.07 | 0.15 | 0.43 | 0.43 | 0.10 | 0.38 | 0.38 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 449 | 151 | 230 | 220 | 136 | 115 | 349 | 633 | 10 | 245 | 911 | 763 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 16.1 | 4.8 | 15.1 | 7.9 | 4.7 | 8.2 | 16.7 | 15.6 | 0.4 | 10.5 | 27.1 | 48.5 |
| Cycle Q Clear(g_c), s | 16.1 | 4.8 | 15.1 | 7.9 | 4.7 | 8.2 | 16.7 | 15.6 | 0.4 | 10.5 | 27.1 | 48.5 |
| 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 | 532 | 511 | 471 | 282 | 254 | 275 | 380 | 1543 | 817 | 484 | 1357 | 849 |
| V/C Ratio(X) | 0.84 | 0.30 | 0.49 | 0.78 | 0.54 | 0.42 | 0.92 | 0.41 | 0.01 | 0.51 | 0.67 | 0.90 |
| Avail Cap(c_a), veh/h | 939 | 713 | 562 | 476 | 254 | 275 | 505 | 1543 | 817 | 622 | 1357 | 849 |
| 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 | 52.3 | 48.6 | 36.7 | 57.2 | 57.0 | 46.8 | 30.8 | 24.7 | 15.0 | 20.1 | 32.6 | 26.4 |
| Incr Delay (d2), s/veh | 3.8 | 0.3 | 0.8 | 4.7 | 2.2 | 1.0 | 18.2 | 0.2 | 0.0 | 0.8 | 1.3 | 12.4 |
| 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(50%),veh/ln | 7.2 | 2.2 | 6.0 | 3.7 | 2.2 | 3.3 | 12.7 | 6.6 | 0.1 | 4.4 | 11.8 | 22.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 56.0 | 49.0 | 37.5 | 61.9 | 59.2 | 47.8 | 49.0 | 24.9 | 15.0 | 20.9 | 33.9 | 38.8 |
| LnGrp LOS | E | D | D | E | E | D | D | C | B | C | C | D |
| Approach Vol, veh/h | | 830 | | | 471 | | | 992 | | | 1919 | |
| Approach Delay, s/veh | | 49.6 | | | 57.7 | | | 33.3 | | | 34.2 | |
| Approach LOS | | D | | | E | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 20.5 | 63.0 | 17.9 | 25.8 | 27.1 | 56.3 | 27.0 | 16.6 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.5 | 17.6 | 9.9 | 17.1 | 18.7 | 50.5 | 18.1 | 10.2 | | | | |
| Green Ext Time (p_c), s | 0.5 | 5.0 | 0.4 | 1.1 | 0.8 | 0.0 | 1.5 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 39.7 |
| HCM 6th LOS | D |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 192 | 0 | 635 | 1571 | 0 |
| Future Volume (veh/h) | 9 | 192 | 0 | 635 | 1571 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 10 | 209 | 0 | 690 | 1708 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 285 | 254 | 0 | 2326 | 2326 | 0 |
| Arrive On Green | 0.16 | 0.16 | 0.00 | 0.65 | 0.65 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 10 | 209 | 0 | 690 | 1708 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.4 | 9.6 | 0.0 | 6.3 | 24.2 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 9.6 | 0.0 | 6.3 | 24.2 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 285 | 254 | 0 | 2326 | 2326 | 0 |
| V/C Ratio(X) | 0.04 | 0.82 | 0.00 | 0.30 | 0.73 | 0.00 |
| Avail Cap(c_a), veh/h | 613 | 545 | 0 | 3762 | 3762 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 26.8 | 30.7 | 0.0 | 5.6 | 8.7 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 6.6 | 0.0 | 0.1 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 4.0 | 0.0 | 1.9 | 7.4 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 26.9 | 37.3 | 0.0 | 5.7 | 9.1 | 0.0 |
| LnGrp LOS | C | D | A | A | A | A |
| Approach Vol, veh/h | | | | 690 | 1708 | |
| Approach Delay, s/veh | | | | 5.7 | 9.1 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 56.5 | | 19.1 | | 56.5 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 8.3 | | 11.6 | | 26.2 |
| Green Ext Time (p_c), s | | 5.7 | | 0.6 | | 23.3 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 10.5 | | | |
| HCM 6th LOS | | | B | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 1127 | 0 | 380 | 173 | 478 | 0 | 0 | 672 | 4 |
| Future Volume (veh/h) | 0 | 0 | 0 | 1127 | 0 | 380 | 173 | 478 | 0 | 0 | 672 | 4 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | No |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 1225 | 0 | 0 | 188 | 520 | 0 | 0 | 730 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1415 | 0 | | 301 | 1541 | 0 | 0 | 918 | |
| Arrive On Green | | | | 0.41 | 0.00 | 0.00 | 0.10 | 0.43 | 0.00 | 0.00 | 0.26 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 1225 | 0 | 0 | 188 | 520 | 0 | 0 | 730 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 28.9 | 0.0 | 0.0 | 6.5 | 8.7 | 0.0 | 0.0 | 17.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 28.9 | 0.0 | 0.0 | 6.5 | 8.7 | 0.0 | 0.0 | 17.1 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1415 | 0 | | 301 | 1541 | 0 | 0 | 918 | |
| V/C Ratio(X) | | | | 0.87 | 0.00 | | 0.62 | 0.34 | 0.00 | 0.00 | 0.80 | |
| Avail Cap(c_a), veh/h | | | | 2170 | 0 | | 369 | 1993 | 0 | 0 | 1235 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 24.1 | 0.0 | 0.0 | 22.1 | 16.8 | 0.0 | 0.0 | 30.9 | 0.0 |
| Incr Delay (d2), s/veh | | | | 2.5 | 0.0 | 0.0 | 2.3 | 0.1 | 0.0 | 0.0 | 2.7 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 11.6 | 0.0 | 0.0 | 2.8 | 3.4 | 0.0 | 0.0 | 7.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 26.6 | 0.0 | 0.0 | 24.3 | 16.9 | 0.0 | 0.0 | 33.5 | 0.0 |
| LnGrp LOS | | | | C | A | | C | B | A | A | C | |
| Approach Vol, veh/h | | | | | 1225 | | | 708 | | | 730 | |
| Approach Delay, s/veh | | | | | 26.6 | | | 18.9 | | | 33.5 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 45.7 | | | 15.6 | 30.0 | | 43.5 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 10.7 | | | 8.5 | 19.1 | | 30.9 | | | | |
| Green Ext Time (p_c), s | | 4.0 | | | 0.2 | 3.9 | | 5.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 26.4 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 468 | 751 | 17 | 22 | 6 |
| Future Vol, veh/h | 3 | 468 | 751 | 17 | 22 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 509 | 816 | 18 | 24 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 834 | 0 | - | 0 | 1340 825 |
| Stage 1 | - | - | - | - | 825 - |
| Stage 2 | - | - | - | - | 515 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 799 | - | - | - | 168 372 |
| Stage 1 | - | - | - | - | 430 - |
| Stage 2 | - | - | - | - | 600 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 799 | - | - | - | 167 372 |
| Mov Cap-2 Maneuver | - | - | - | - | 167 - |
| Stage 1 | - | - | - | - | 428 - |
| Stage 2 | - | - | - | - | 600 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 27.7 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 799 | - | - | - | 189 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.161 |
| HCM Control Delay (s) | 9.5 | 0 | - | - | 27.7 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.6 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗↗ | ↗↗ | ↗ | ↘ | ↗ |
| Traffic Vol, veh/h | 46 | 431 | 830 | 92 | 190 | 48 |
| Future Vol, veh/h | 46 | 431 | 830 | 92 | 190 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 50 | 468 | 902 | 100 | 207 | 52 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1002 | 0 | - | 0 | 1236 451 |
| Stage 1 | - | - | - | - | 902 - |
| Stage 2 | - | - | - | - | 334 - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 3.32 |
| Pot Cap-1 Maneuver | 687 | - | - | - | ~ 168 556 |
| Stage 1 | - | - | - | - | 356 - |
| Stage 2 | - | - | - | - | 697 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 687 | - | - | - | ~ 156 556 |
| Mov Cap-2 Maneuver | - | - | - | - | 263 - |
| Stage 1 | - | - | - | - | 330 - |
| Stage 2 | - | - | - | - | 697 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 1 | 0 | 46.4 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 687 | - | - | - | 263 | 556 |
| HCM Lane V/C Ratio | 0.073 | - | - | - | 0.785 | 0.094 |
| HCM Control Delay (s) | 10.7 | - | - | - | 55.1 | 12.1 |
| HCM Lane LOS | B | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 6 | 0.3 |

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

HCM 6th TWSC
8: Citrus Grove Rd & Access

03/23/2026

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑↑ | ↑↑ | ↗ | ↘ | ↗ |
| Traffic Vol, veh/h | 46 | 575 | 874 | 274 | 190 | 48 |
| Future Vol, veh/h | 46 | 575 | 874 | 274 | 190 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 50 | 625 | 950 | 298 | 207 | 52 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 1248 | 0 | - | 0 | 1363 475 |
| Stage 1 | - | - | - | - | 950 - |
| Stage 2 | - | - | - | - | 413 - |
| Critical Hdwy | 4.14 | - | - | - | 6.84 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 3.32 |
| Pot Cap-1 Maneuver | 553 | - | - | - | ~ 139 536 |
| Stage 1 | - | - | - | - | 336 - |
| Stage 2 | - | - | - | - | 636 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 553 | - | - | - | ~ 126 536 |
| Mov Cap-2 Maneuver | - | - | - | - | 236 - |
| Stage 1 | - | - | - | - | 306 - |
| Stage 2 | - | - | - | - | 636 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.9 | 0 | 62.1 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 553 | - | - | - | 236 | 536 |
| HCM Lane V/C Ratio | 0.09 | - | - | - | 0.875 | 0.097 |
| HCM Control Delay (s) | 12.2 | - | - | - | 74.6 | 12.4 |
| HCM Lane LOS | B | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 7.1 | 0.3 |

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



Citrus Grove Road PUD

Max Buildout Analysis

Minneola, Florida

TRAFFIC IMPACT STUDY

Prepared for:

Skorman Development Corp.
6000 Metrowest Blvd., Suite 111
Orlando Florida 32835

Prepared by:

PTG

Premier Traffic Group

PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

April 2026

EXECUTIVE SUMMARY

This traffic analysis is being conducted to assess the impact of the maximum potential buildout of the proposed Citrus Grove Road PUD development. The proposed project's maximum buildout is 850,029 square feet of commercial use and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The calculation indicated that the proposed development would generate a total of 20,764 net new daily trips of which 471 and 1,907 will occur during the AM and PM peak hour, respectively.
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Premier Traffic Group a dba of Karma Consultancy, LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Citrus Grove Road PUD

LOCATION: Minneola, Florida

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Vasu T. Persaud, PE

P.E. #: Florida P.E. No. 72790

DATE: April 10th, 2026

SIGNATURE: _____

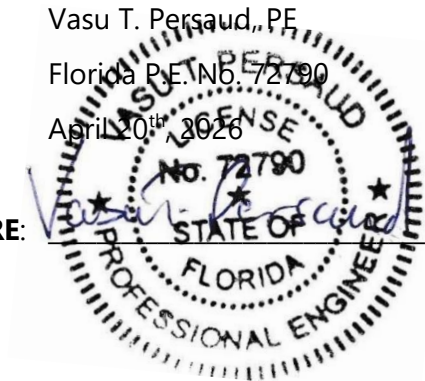


TABLE OF CONTENTS

| | | |
|--|--|-----------|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | Data and Methodology..... | 1 |
| 1.2 | Study Area..... | 2 |
| 1.3 | Planned and Programmed Improvements..... | 2 |
| 2.0 | EXISTING TRAFFIC CONDITIONS..... | 3 |
| 2.1 | Roadway Segment Analysis..... | 3 |
| 3.0 | TRIP GENERATION | 4 |
| 3.1 | Trip Generation | 4 |
| 3.2 | Trip Distribution/Assignment..... | 4 |
| 4.0 | PROJECTED TRAFFIC CONDITIONS..... | 6 |
| 4.1 | Background Traffic Projection | 6 |
| 4.2 | Roadway Segment Analysis..... | 6 |
| 5.0 | STUDY CONCLUSIONS..... | 7 |
| Appendix A: Preliminary Concept Plan..... | | 9 |
| Appendix B: Methodology Coordination | | 10 |
| Appendix C: Lake County CMS | | 11 |
| Appendix D: Traffic Data..... | | 12 |
| Appendix E: Historical Trends Analysis..... | | 13 |

LIST OF TABLES

| | |
|--|---|
| Table 1: Existing Roadway Segment Capacity Analysis | 3 |
| Table 3: Trip Generation | 4 |
| Table 4: Projected Roadway Segment Capacity Analysis | 6 |

LIST OF FIGURES

| | |
|--------------------------------------|---|
| Figure 1: Project Location Map | 1 |
| Figure 2: Trip Distribution Map..... | 5 |

1.0 INTRODUCTION

This traffic analysis is being conducted to assess the impact of the maximum potential buildout of the proposed Citrus Grove Road PUD development. The proposed project's maximum buildout is 850,029 square feet of commercial use and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road, **Appendix A**.

1.1 Data and Methodology

Data used in the analysis consisted of site plan/development information provided by the Project Engineers, AM and PM peak hour intersection traffic counts obtained by PTG and roadway segment traffic volumes obtained from Lake County and the Florida Department of Transportation (FDOT). The analysis was conducted in accordance with the Traffic Impact Analysis (TIA) *Methodology Memorandum* prepared for the project. No intersection analysis was conducted as only segment operations were evaluated for this maximum buildout scenario. A copy of the methodology coordination is provided in **Appendix B**.

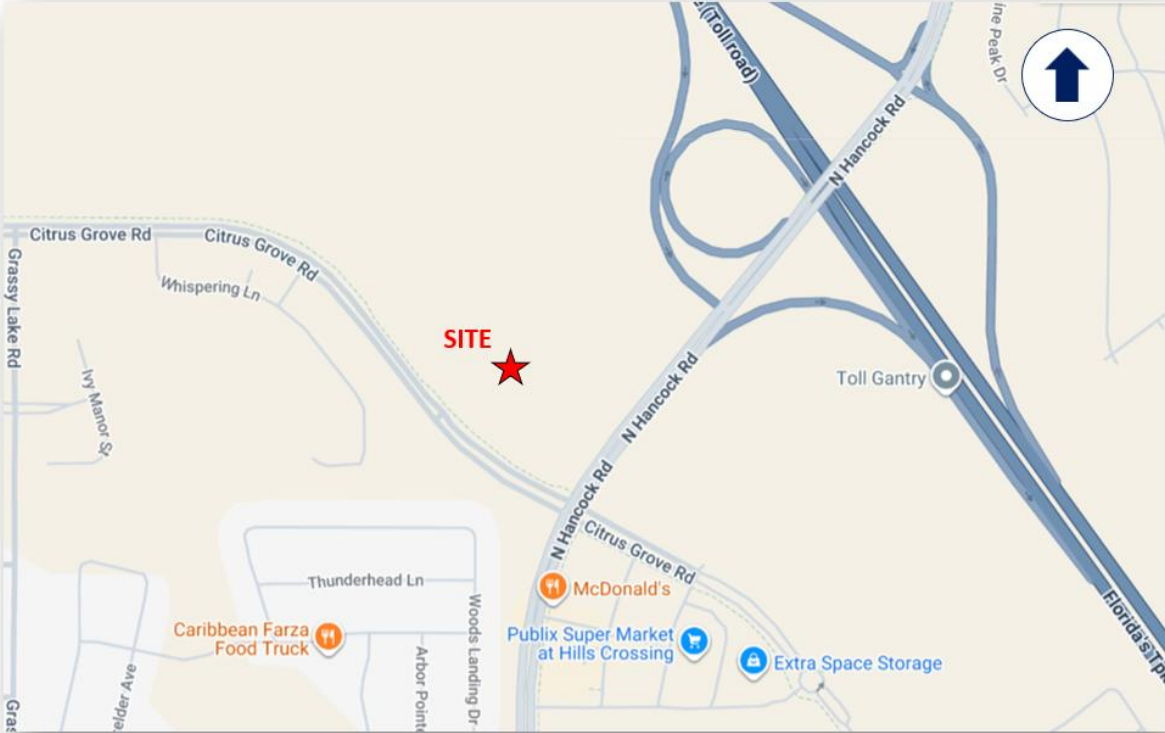


Figure 1: Project Location Map

1.2 Study Area

The study facilities to be considered in the analysis are:

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road
 - Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

1.3 Planned and Programmed Improvements

Only roadway improvements that are approved and fully funded for construction were considered as part of the study.

It was assumed that improvements to Turkey Farm Road would be in place by time of buildout of the proposed project.

None of the planned new alignment roadway projects in the area were considered due to construction funding and timeline uncertainty.

2.0 EXISTING TRAFFIC CONDITIONS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of the existing roadway segment capacities and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Analysis

Table 1 summarizes the existing roadway segment capacity analysis for study segment within a one (1) mile radius of the proposed development. The existing roadway segment conditions were analyzed by comparing the existing traffic volumes observed on the study roadway segments to the service volumes at the adopted Level of Service (LOS) standard for the roadway segments. The LOS data was obtained from the latest *Lake County Transportation Management System Spreadsheet*, excerpts of which are included in **Appendix C**.

Table 1: Existing Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Existing Vol | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|--------------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 83 | Yes |
| | | | | | | SB/WB | 57 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1470 | NB/EB | 303 | Yes |
| | | | | | | SB/WB | 615 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1470 | NB/EB | 271 | Yes |
| | | | | | | SB/WB | 318 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 203 | Yes |
| | | | | | | SB/WB | 372 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1800 | NB/EB | 233 | Yes |
| | | | | | | SB/WB | 745 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 40 | Yes |
| | | | | | | SB/WB | 21 | Yes |

Note: Scrub Jay Lane are not included in the 2022 CMP Database. The data in the table represents the 2021 CMP Database.

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS) standard.

3.0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The estimated project buildout is 2028.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 12th Edition*. The calculation indicated that the proposed development would generate a total of 20,764 net new daily trips of which 471 and 1,907 will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included as part of the *Methodology Memorandum* in **Appendix B**.

Table 3: Trip Generation

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|----------|-----------------------------|-------------|-------|---------------|--------------|------------|------------|------------|--------------|------------|------------|--------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 820 | Shopping Center (>150ksf) | 850.029 KSF | 37.01 | 31,460 | 0.84 | 443 | 271 | 714 | 3.4 | 1503 | 1387 | 2890 |
| | <i>Retail Pass-by (34%)</i> | | -- | 10,696 | -- | 151 | 92 | 243 | -- | 511 | 472 | 983 |
| | New Net Trips | | | 20,764 | -- | 292 | 179 | 471 | -- | 992 | 915 | 1,907 |

3.2 Trip Distribution/Assignment

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project. A model plot showing the trip distribution pattern is provided as part of the *Methodology Memorandum* in **Appendix B**. The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgement.

Figure 2 provides the finalized trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

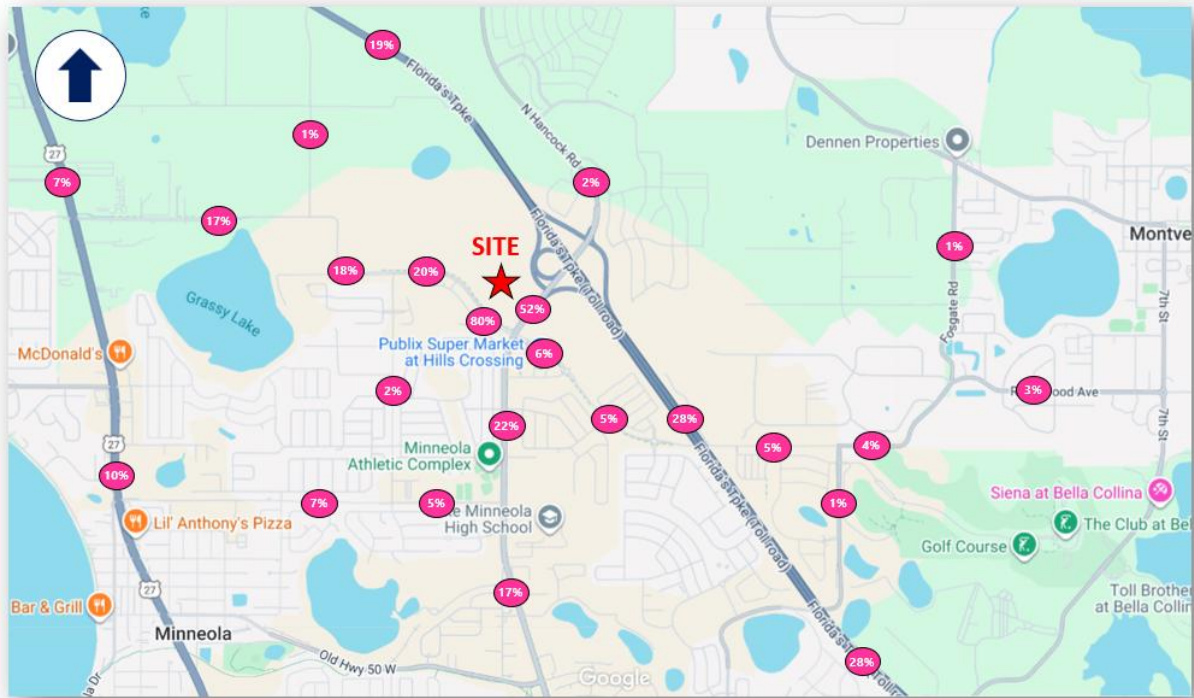


Figure 2: Trip Distribution Map

4.0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to determine the proposed development's impact on the roadway segment capacities and to evaluate the operations of the study intersections. The project buildout year for the analysis is 2028.

4.1 Background Traffic Projection

Projected traffic volumes consist of background traffic combined with site-generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted using Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website on Hancock Road (see **Appendix E**). Based on this historical trend analysis, growth rates of 6.05% and 21.09% was calculated, leading to an average annual growth rate of 13.57%. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

4.2 Roadway Segment Analysis

Table 4 summarizes the results of the projected study roadway segment capacity analysis. The Projected roadway segment conditions were analyzed by comparing the projected traffic volumes on the study segments to their respective service volumes at the adopted Level of Service (LOS) standard.

The total projected traffic volume is composed of background traffic and project trips. Projected background traffic was estimated using the annual growth rate discussed in the previous section.

Table 4: Projected Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Backg'd Vol | Trip Dist | Project Vol | Total Vol | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|-------------|-----------|-------------|-----------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 105 | 18% | 179 | 284 | Yes |
| | | | | | | SB/WB | 73 | | 165 | 238 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1,470 | NB/EB | 385 | 18% | 179 | 564 | Yes |
| | | | | | | SB/WB | 782 | | 165 | 947 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1,470 | NB/EB | 345 | 18% | 179 | 524 | Yes |
| | | | | | | SB/WB | 404 | | 165 | 569 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 258 | 2% | 18 | 276 | Yes |
| | | | | | | SB/WB | 473 | | 20 | 493 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,800 | NB/EB | 296 | 52% | 516 | 812 | Yes |
| | | | | | | SB/WB | 947 | | 476 | 1423 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 51 | 1% | 9 | 60 | Yes |
| | | | | | | SB/WB | 27 | | 10 | 37 | Yes |

Note: Total Vol = Existing Vol x [1+(13.57% x 2 years)] + Project Vol

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS).

5.0 STUDY CONCLUSIONS

This traffic analysis is being conducted to assess the impact of the maximum potential buildout of the proposed Citrus Grove Road PUD development. The proposed project's maximum buildout is 850,029 square feet of commercial use and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

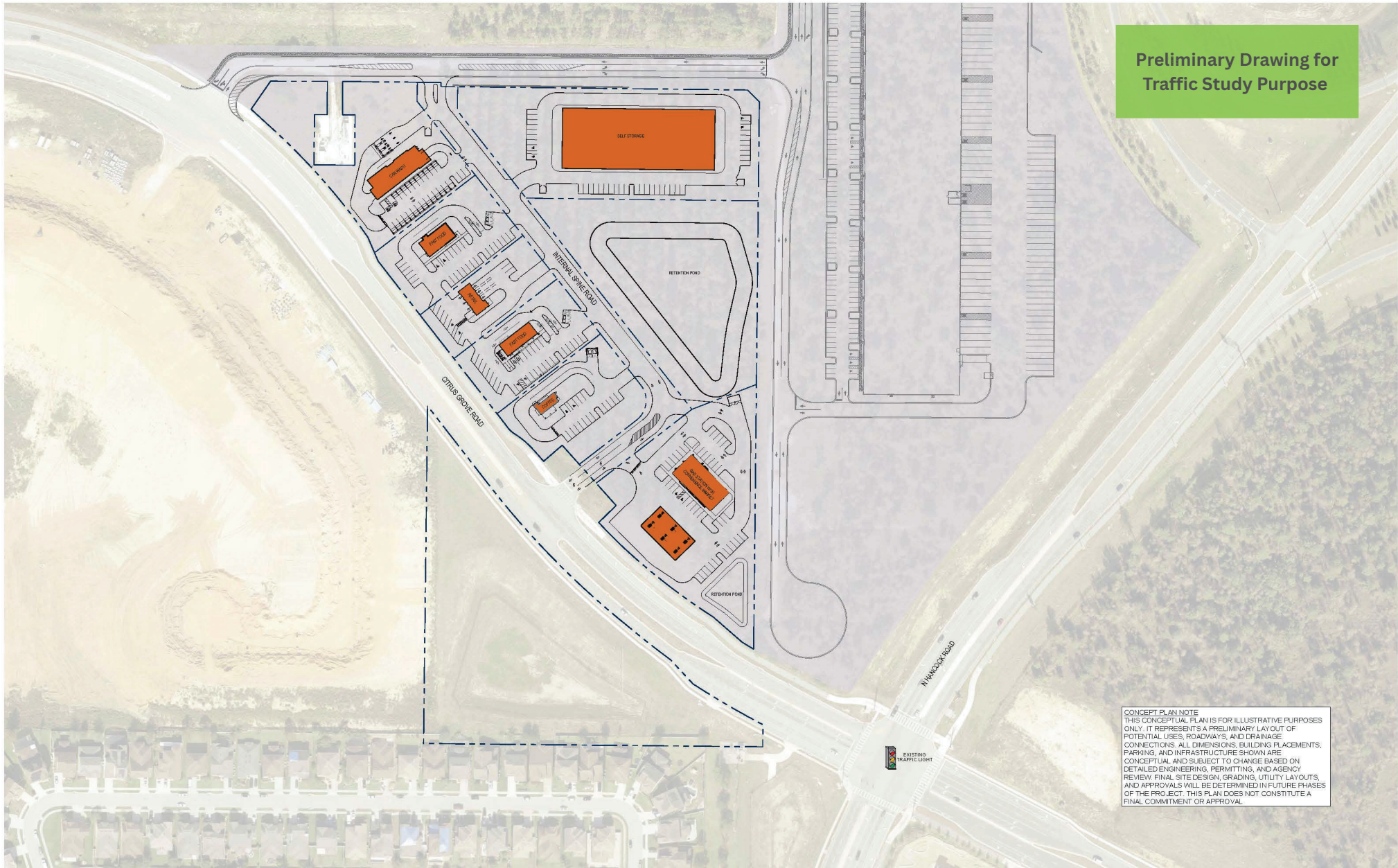
The results of the traffic analysis are summarized as follows:

- The calculation indicated that the proposed development would generate a total of 20,764 net new daily trips of which 471 and 1,907 will occur during the AM and PM peak hour, respectively.
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

APPENDIX

Appendix A: Preliminary Concept Plan



Preliminary Drawing for
Traffic Study Purpose

CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.



Appendix B: Methodology Coordination

METHODOLOGY MEMORANDUM

RE: Citrus Grove Road PUD
Minneola, FL
Traffic Impact Analysis Methodology
3/24/2026
Job # 25174

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above-referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by the City of Minneola, Lake County and the Florida Department of Transportation (FDOT).

Project Description

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located in the northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

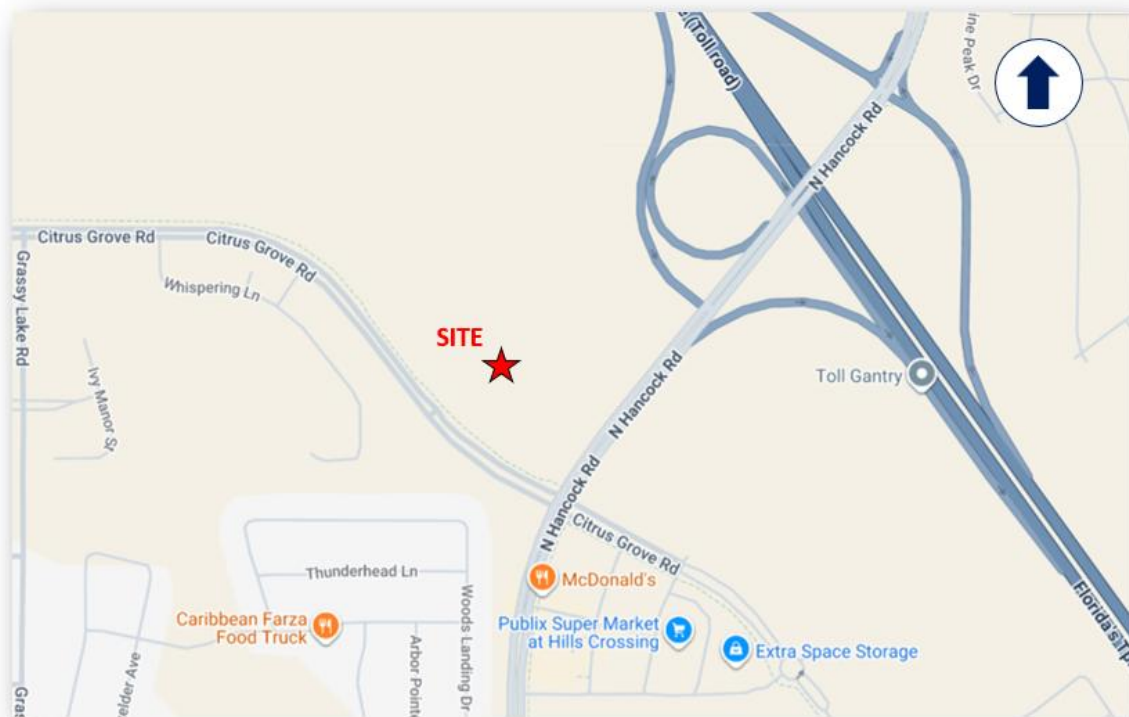


Figure 1: Project Location Map

Site Access

Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road. **Attachment A** provides the concept plan for the site.

Trip Generation

Table 1 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The calculation revealed that the proposed development will generate a total of 4,511 new daily trips of which 451 and 465 trips will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included for reference in **Attachment B**.

Table 1: Trip Generation

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|--------------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 565 | Day Care Center (Students) | 250 Students | 3.83 | 958 | 0.79 | 105 | 93 | 198 | 0.79 | 93 | 105 | 198 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 9,533 | -- | 469 | 441 | 910 | -- | 410 | 412 | 822 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Resturant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 4,511 | -- | 235 | 216 | 451 | -- | 228 | 237 | 465 |

Note: Land uses to be refined further in the TIA report.

Trip Distribution

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project (see **Attachment C** for model plot). The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgment.

Figure 2 provides the final trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

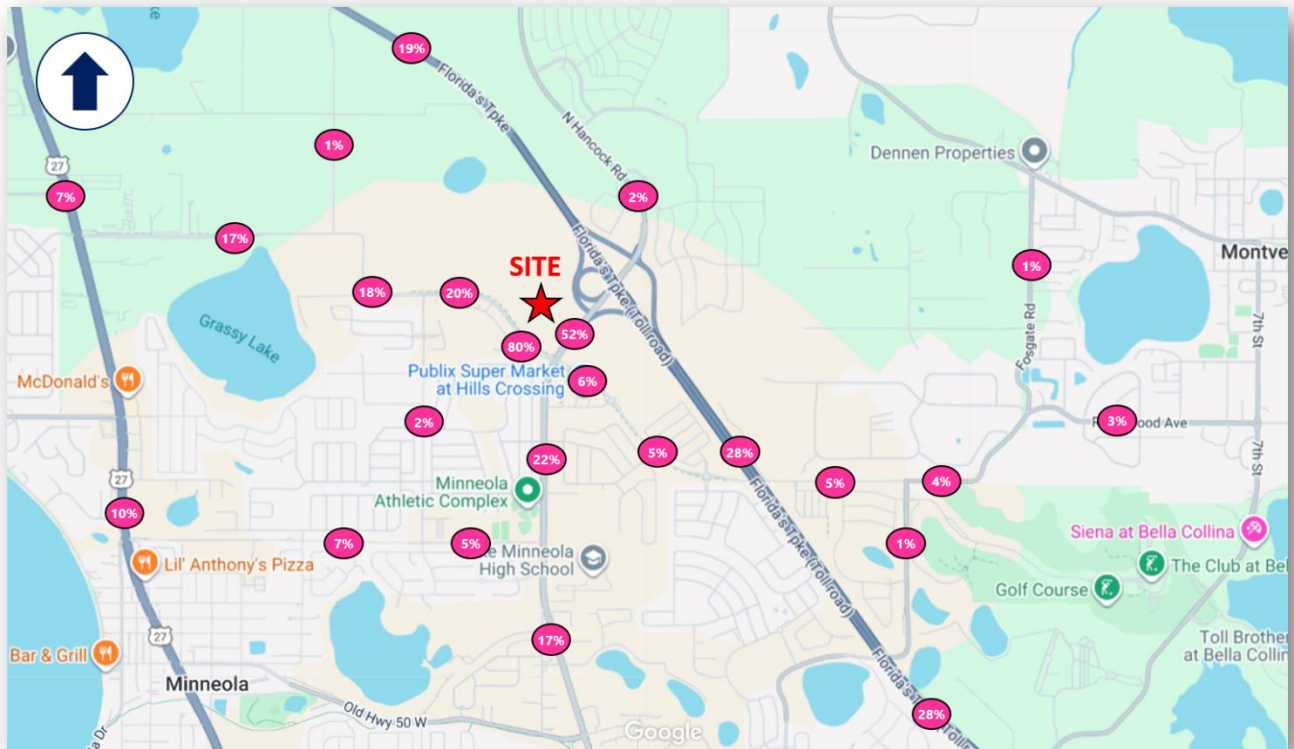


Figure 2: Trip Distribution Map

Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road

- Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

Table 2: Roadway Segment Significance Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Trip Dist | Project Vol | % of Capacity | Signif at 5% |
|--------|-------------------|--|-------|----------|-----------------|-------|-----------|-------------|---------------|--------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 18% | 41 | 6.61% | Yes |
| | | | | | | SB/WB | | 43 | 6.94% | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 2% | 5 | 0.63% | No |
| | | | | | | SB/WB | | 5 | 0.63% | No |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,800 | NB/EB | 52% | 119 | 6.61% | Yes |
| | | | | | | SB/WB | | 123 | 6.83% | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 1% | 2 | 0.49% | No |
| | | | | | | SB/WB | | 2 | 0.49% | No |

Multimodal Assessment

An assessment of multimodal options will be documented for: Transit, Bicycle and Pedestrian.

Projected Conditions Analysis

The projected conditions analysis will be conducted within the following framework:

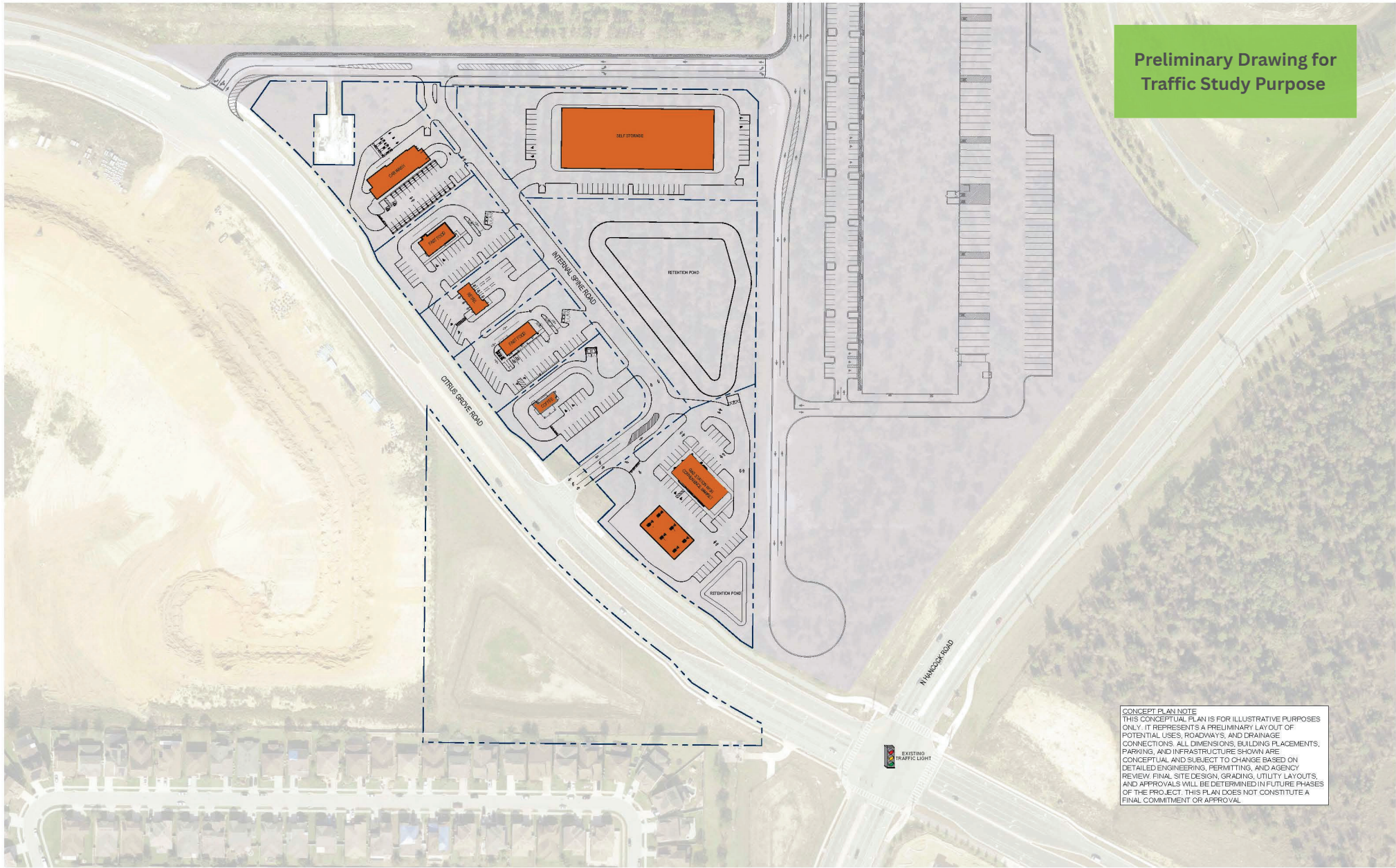
- *Counts:* Traffic counts will be obtained during the AM and PM peak periods and adjusted using a peak season factor as necessary.
- *Growth Factors:* Growth factors, derived from historical traffic volume data, will be applied to existing traffic counts to develop projected/buildout background traffic volumes.
- *Analysis Periods:* Analyses will be performed for existing (2026) and projected/buildout conditions (2028).
- *Projected Conditions Traffic:* Project buildout traffic volumes will be added to the future background traffic volumes to obtain total project/buildout traffic volumes.
- *Roadway Analysis:* Roadways segments will be evaluated using the Lake County and FDOT service volume capacities, as applicable.
- *Intersection Analysis:* Intersection capacity analysis will be performed using the latest operational analysis procedures documented in the *Highway Capacity Manual* as applied using the Synchro software.
- *Turn Lane Analysis:* Turn Lane analysis will be performed for all the site access driveways based on FDOT requirements.

Traffic Impact Study Report

The traffic report prepared will summarize the study procedures, analyses and recommendations.

END

Attachment A
Preliminary Concept Plan



Preliminary Drawing for
Traffic Study Purpose

CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.

Attachment B
Trip Generation Information

Land Use: 151 Mini-Warehouse

Description

A mini-warehouse is a building or a series of buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. The site may also include additional storage area for recreational vehicles.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035, 1263

Mini-Warehouse (151)

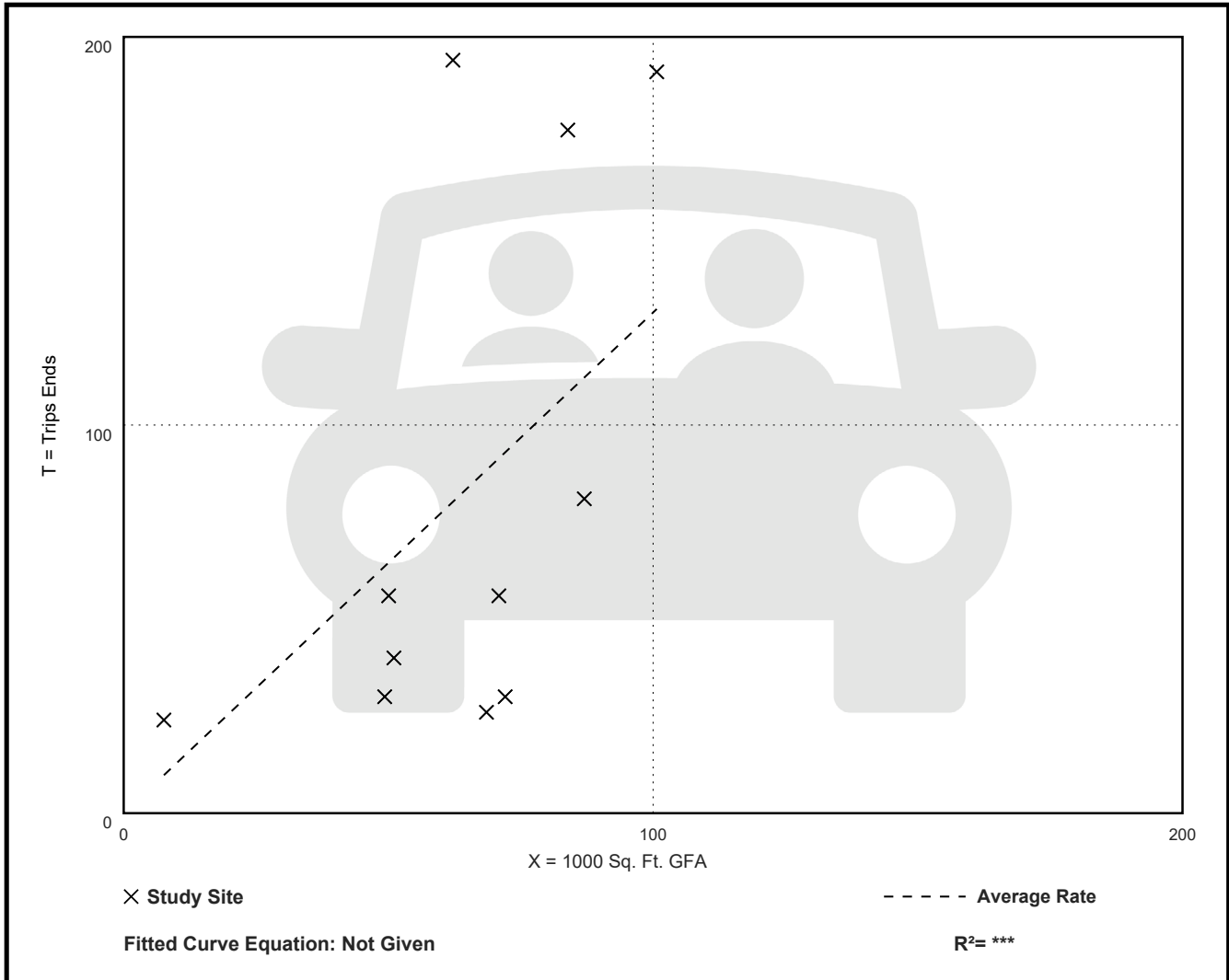
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 64
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.29 | 0.38 - 3.16 | 0.89 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

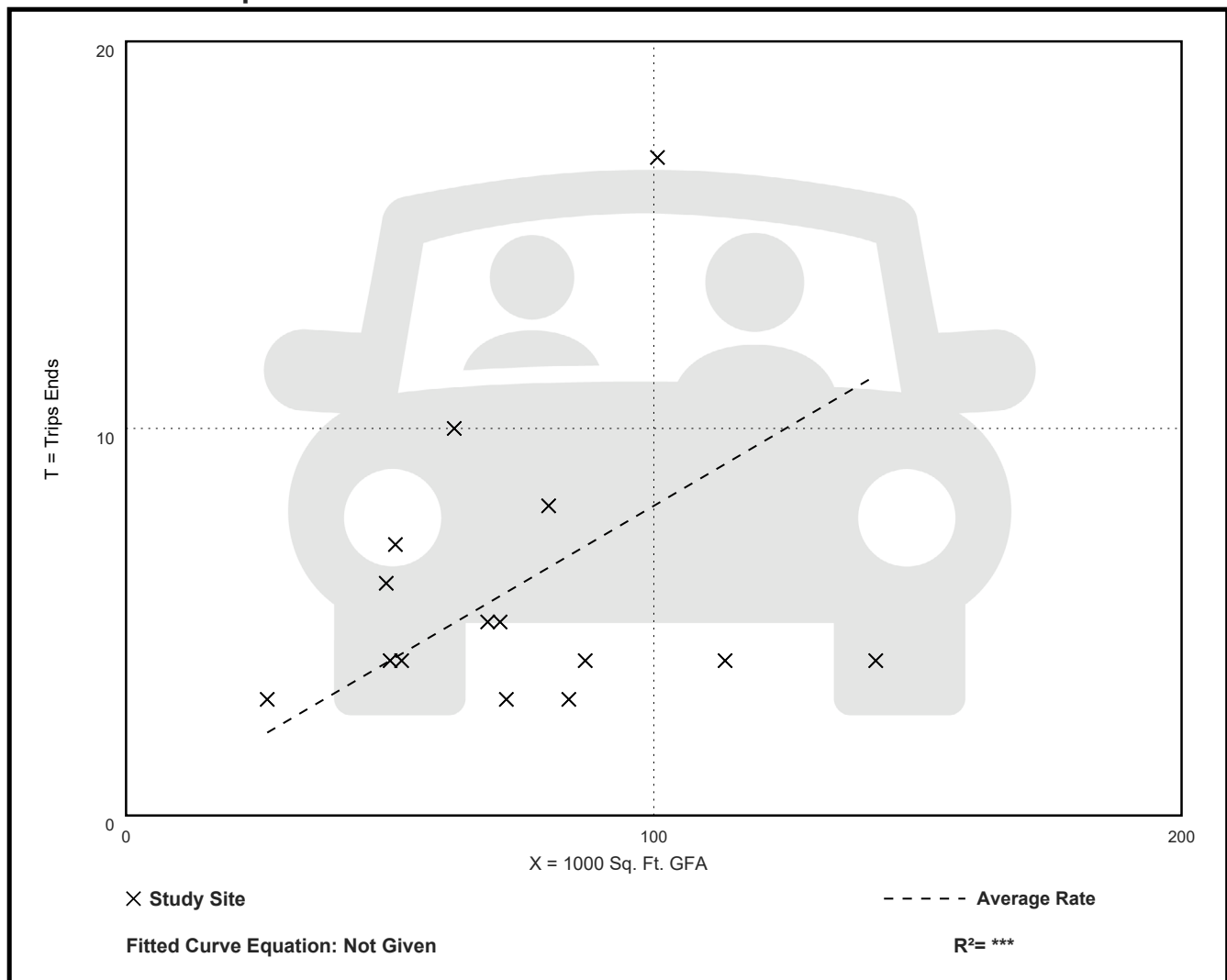
Avg. 1000 Sq. Ft. GFA: 74

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.08 | 0.03 - 0.17 | 0.05 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 16

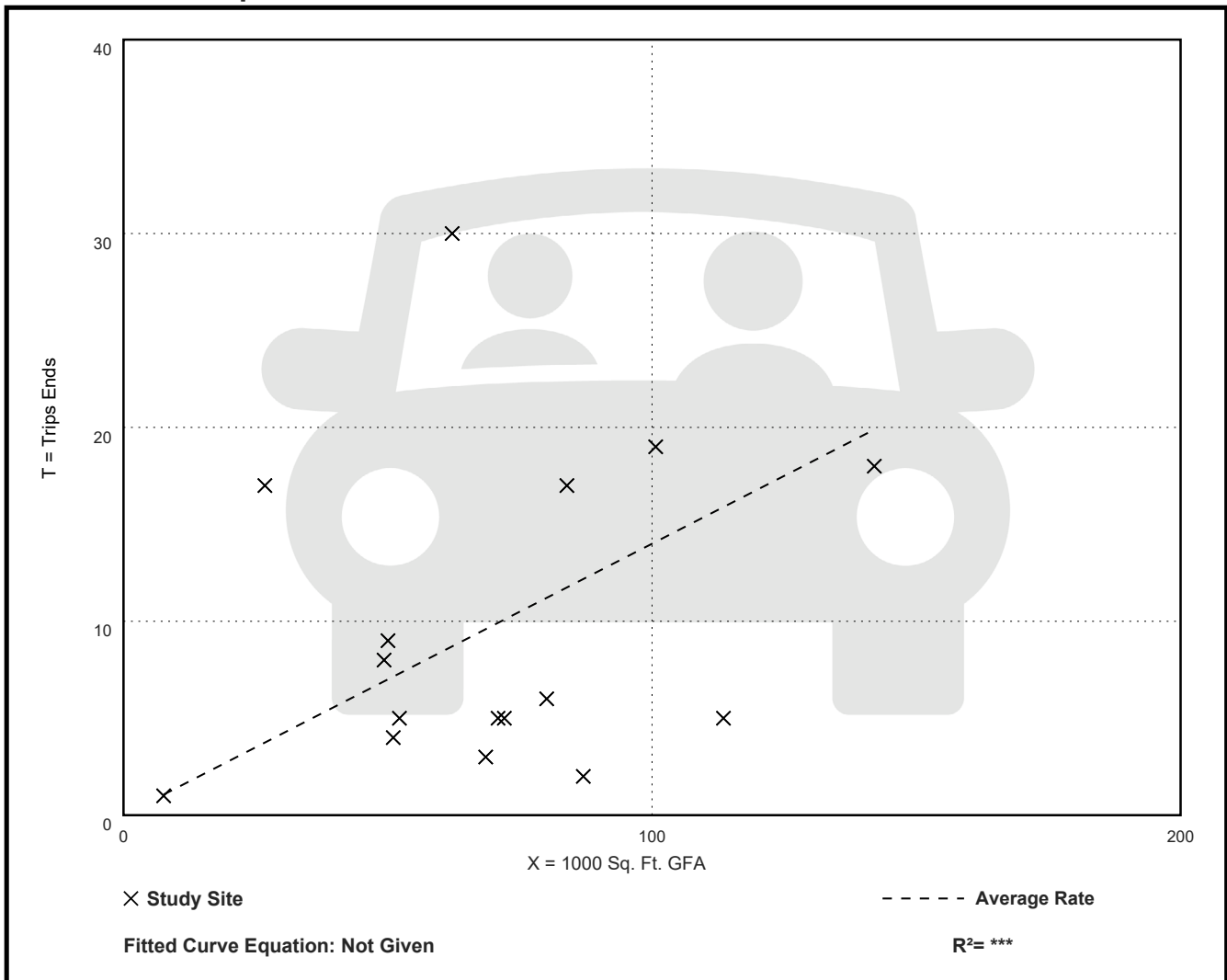
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.14 | 0.02 - 0.64 | 0.13 |

Data Plot and Equation



Land Use: 565

Day Care Center

Description

A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Florida, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, and Wisconsin.

Source Numbers

335, 336, 337, 355, 418, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981, 1236

Day Care Center (565)

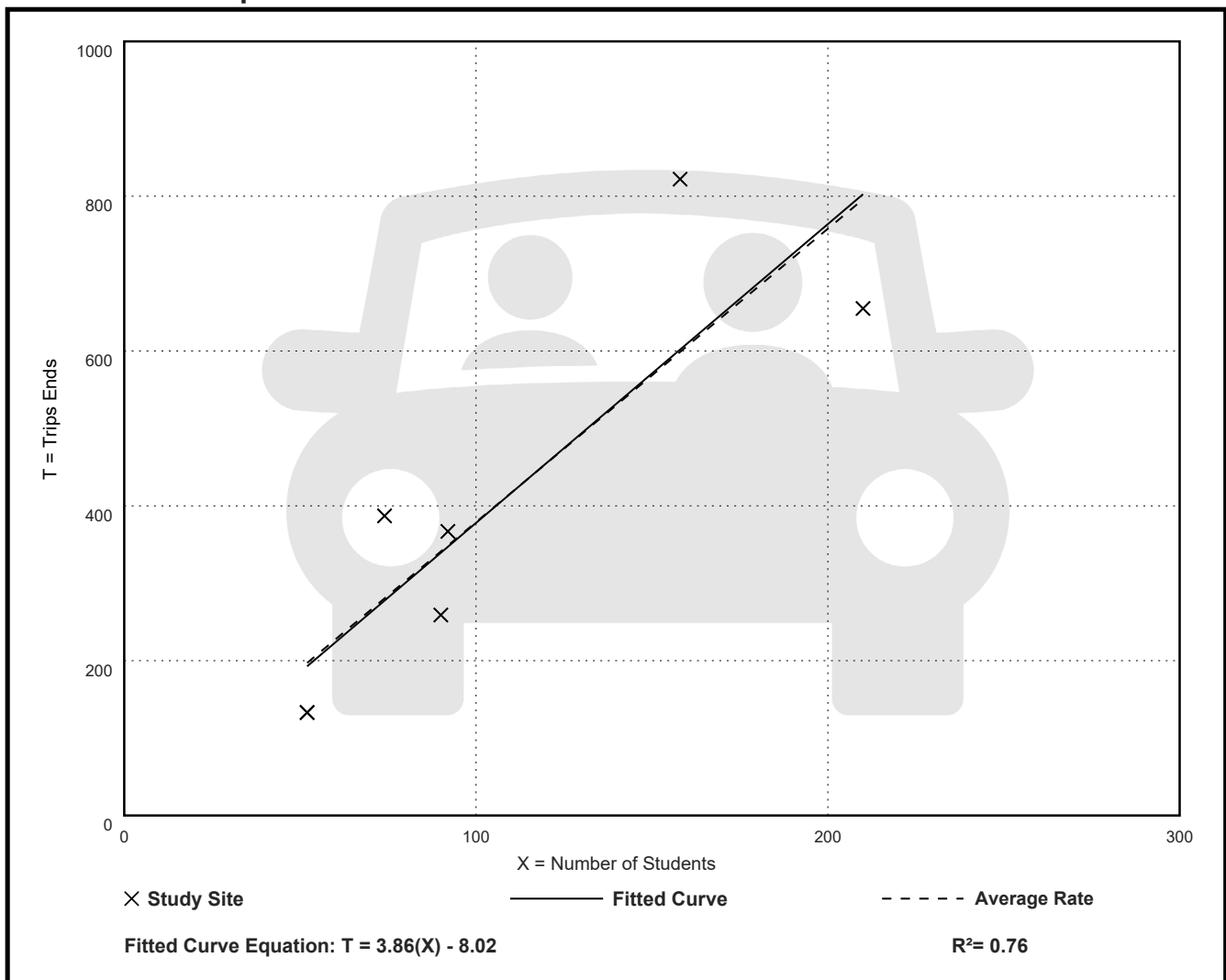
Vehicle Trip Ends vs: Students
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.79 | 2.56 - 5.23 | 1.13 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: 63

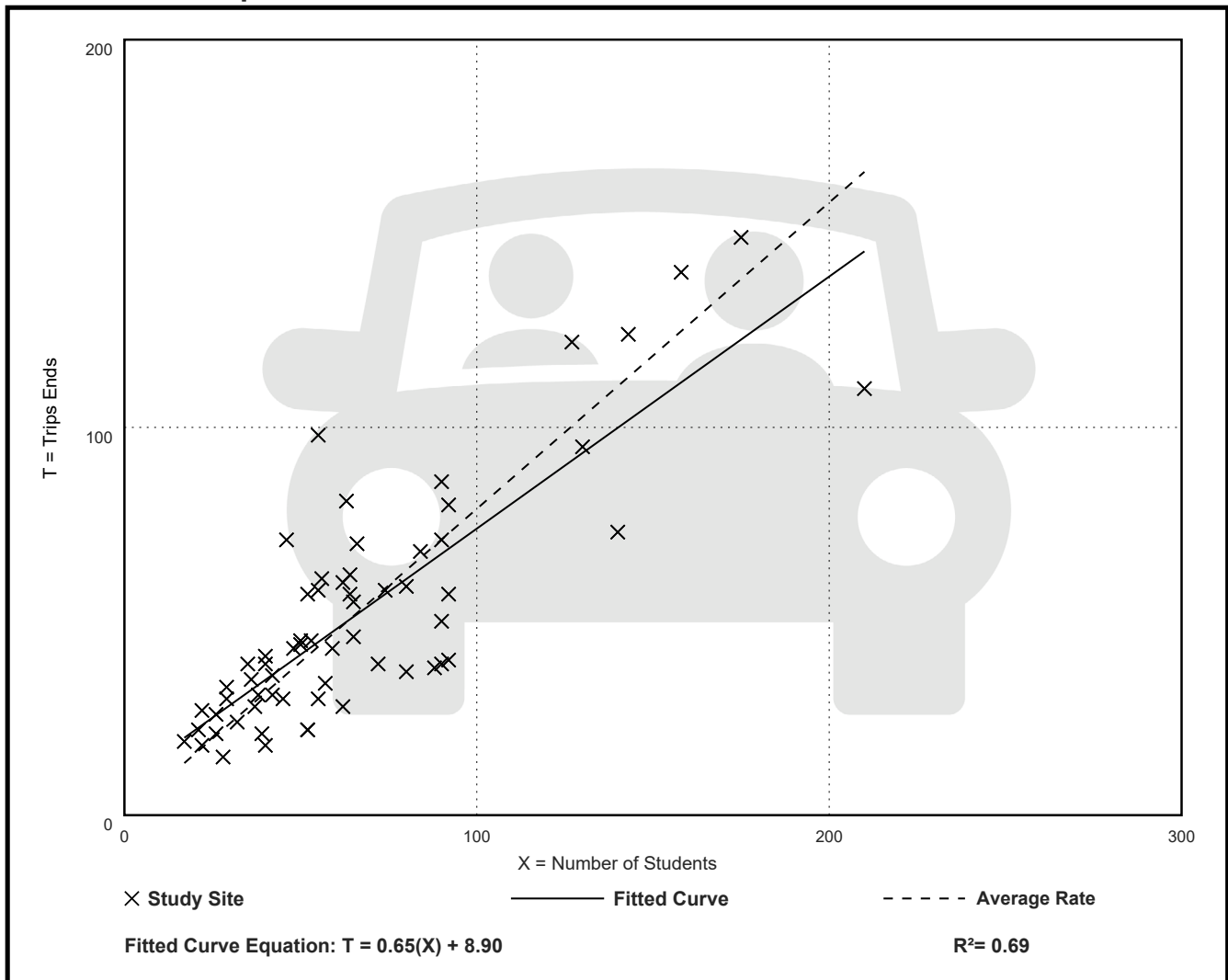
Avg. Num. of Students: 66

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.42 - 1.78 | 0.26 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 63

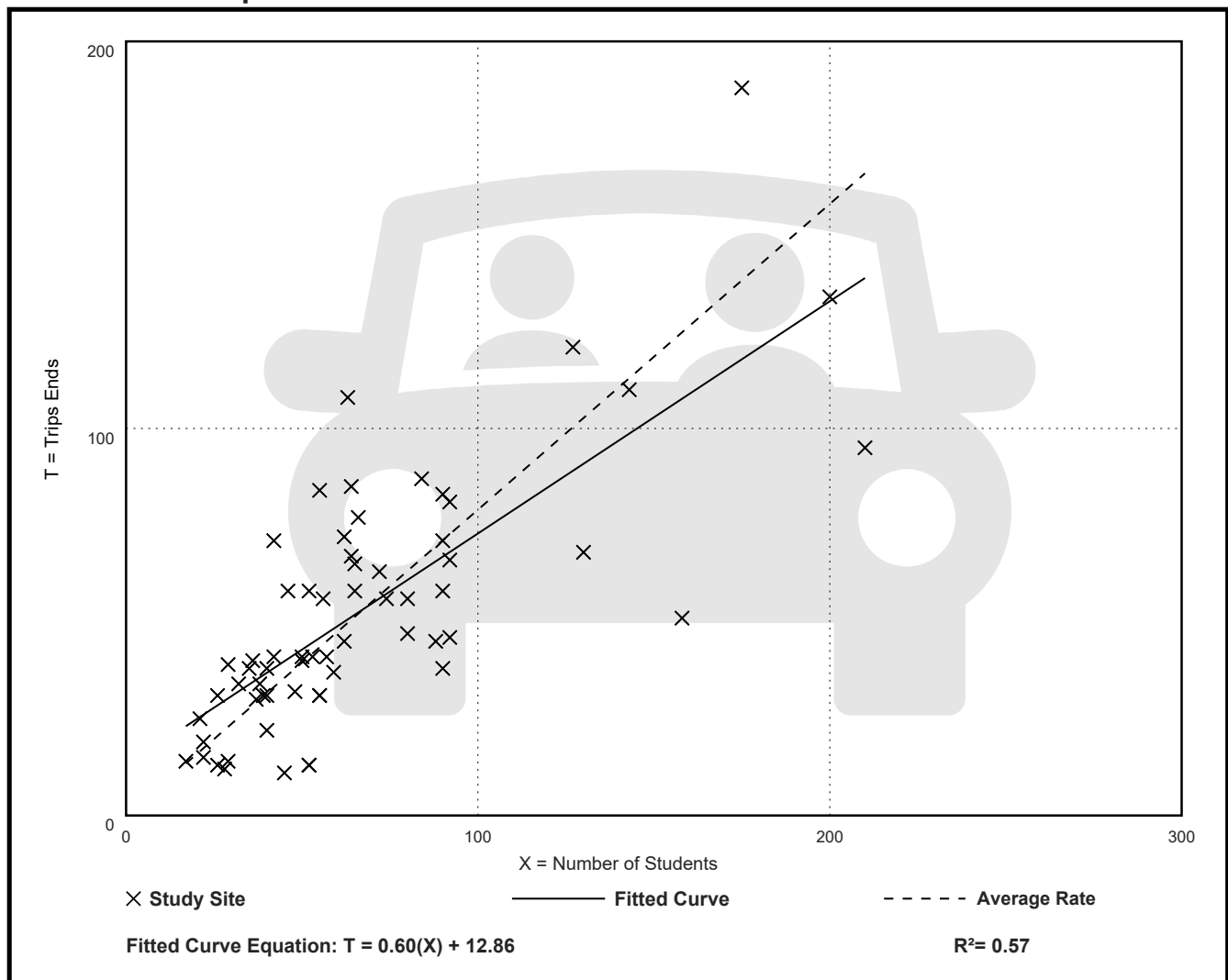
Avg. Num. of Students: 67

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.24 - 1.71 | 0.31 |

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k) (822)

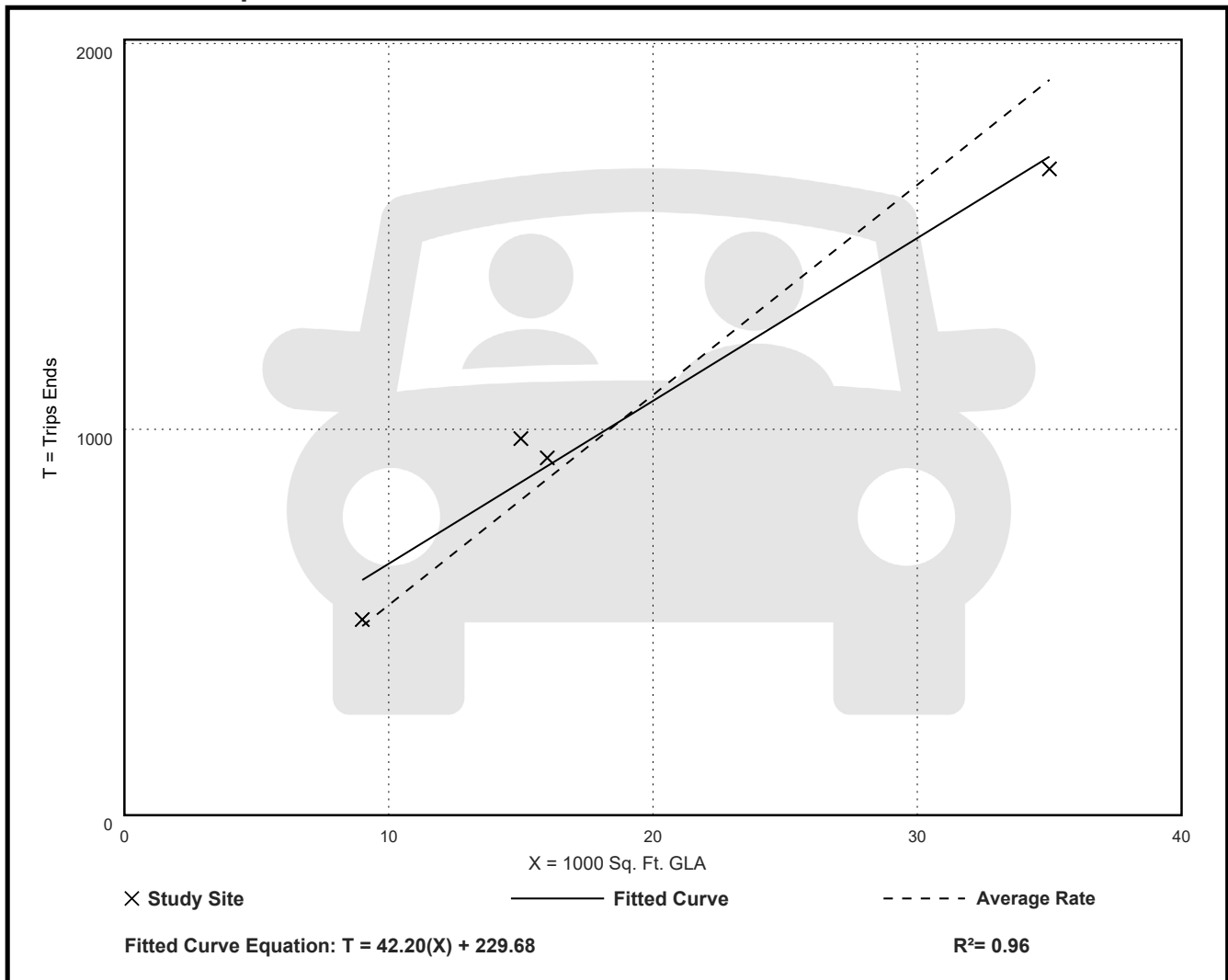
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 54.45 | 47.86 - 65.07 | 7.81 |

Data Plot and Equation



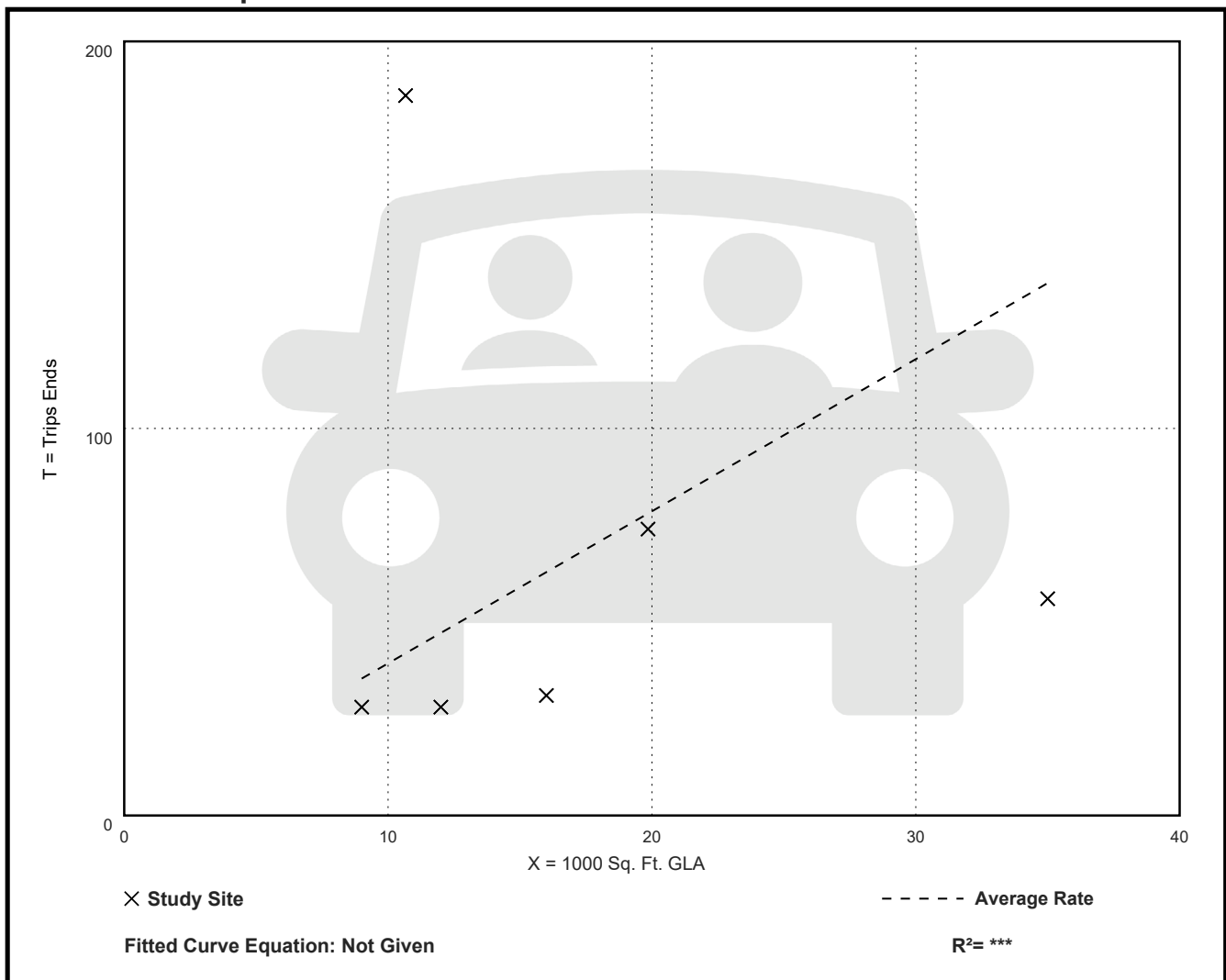
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GLA: 17
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.93 | 1.60 - 17.44 | 5.12 |

Data Plot and Equation



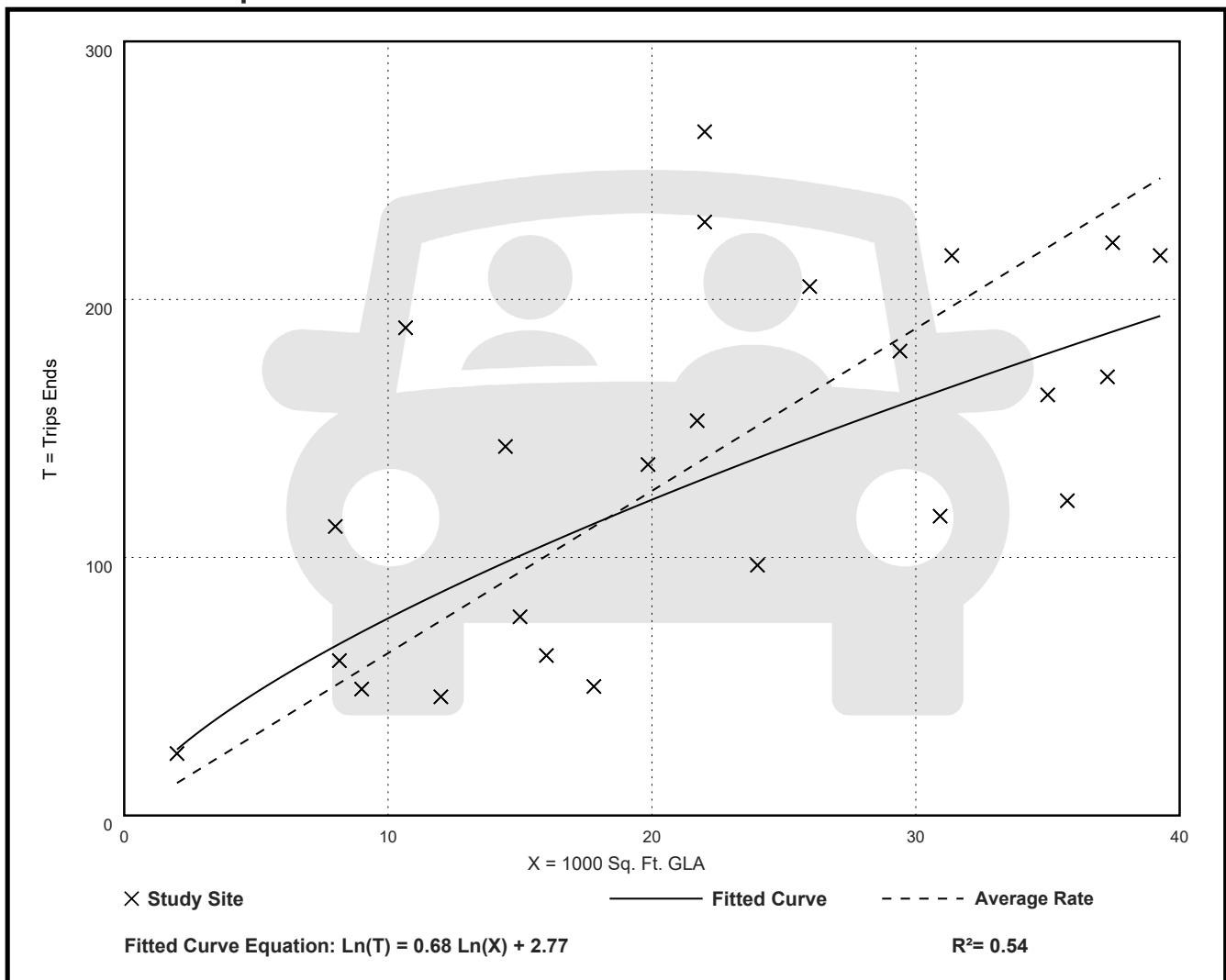
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.29 | 2.81 - 17.72 | 3.02 |

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not offer table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alaska, Arizona, California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, South Dakota, Texas, Vermont, Washington, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

Source Numbers

338, 340, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 1050, 1053, 1054, 1208, 1219, 1234, 1236, 1259, 1267

Fast-Food Restaurant with Drive-Through Window (934)

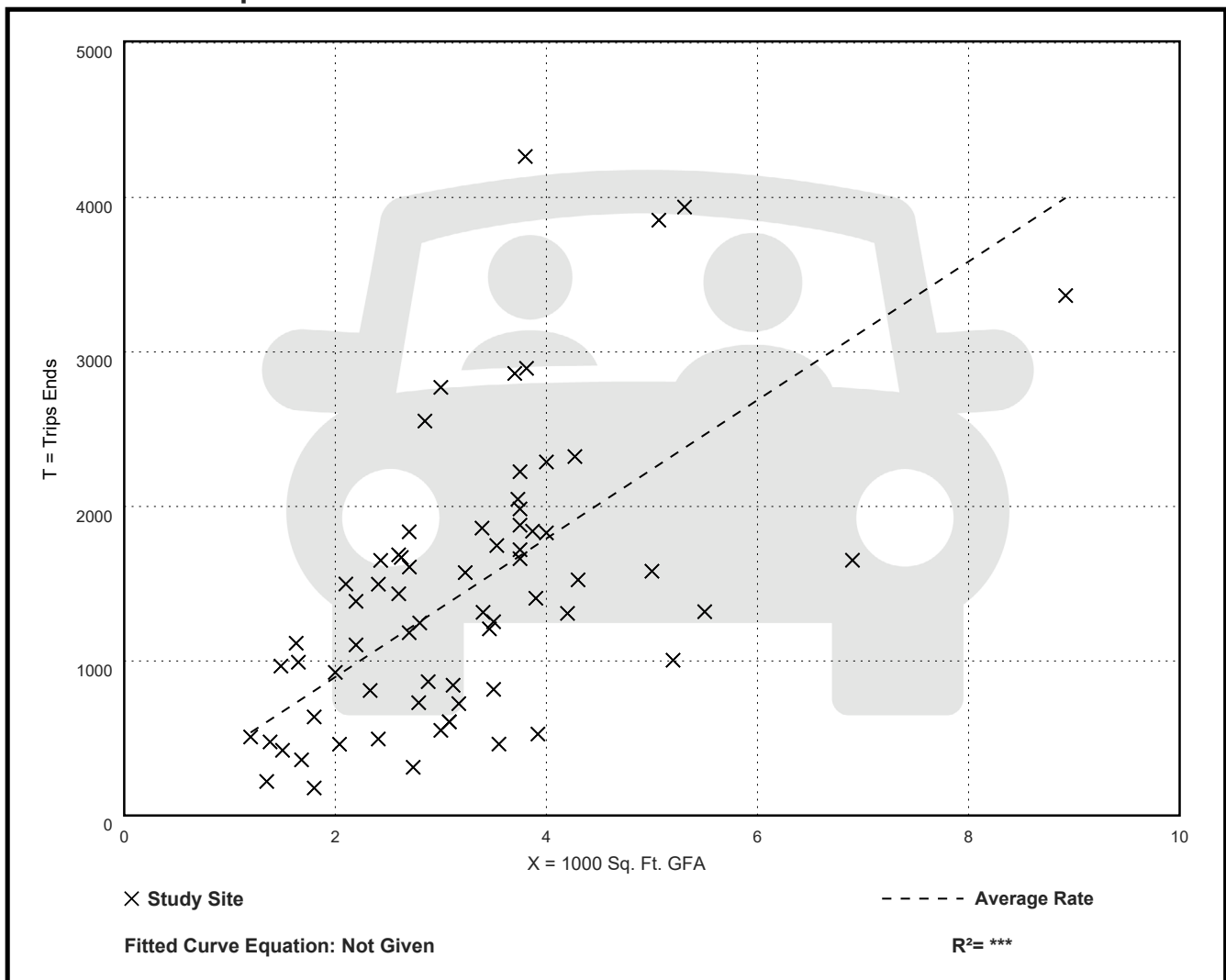
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday

Setting/Location: General Urban/Suburban
 Number of Studies: 68
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|-----------------|--------------------|
| 448.12 | 98.89 - 1122.37 | 217.66 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

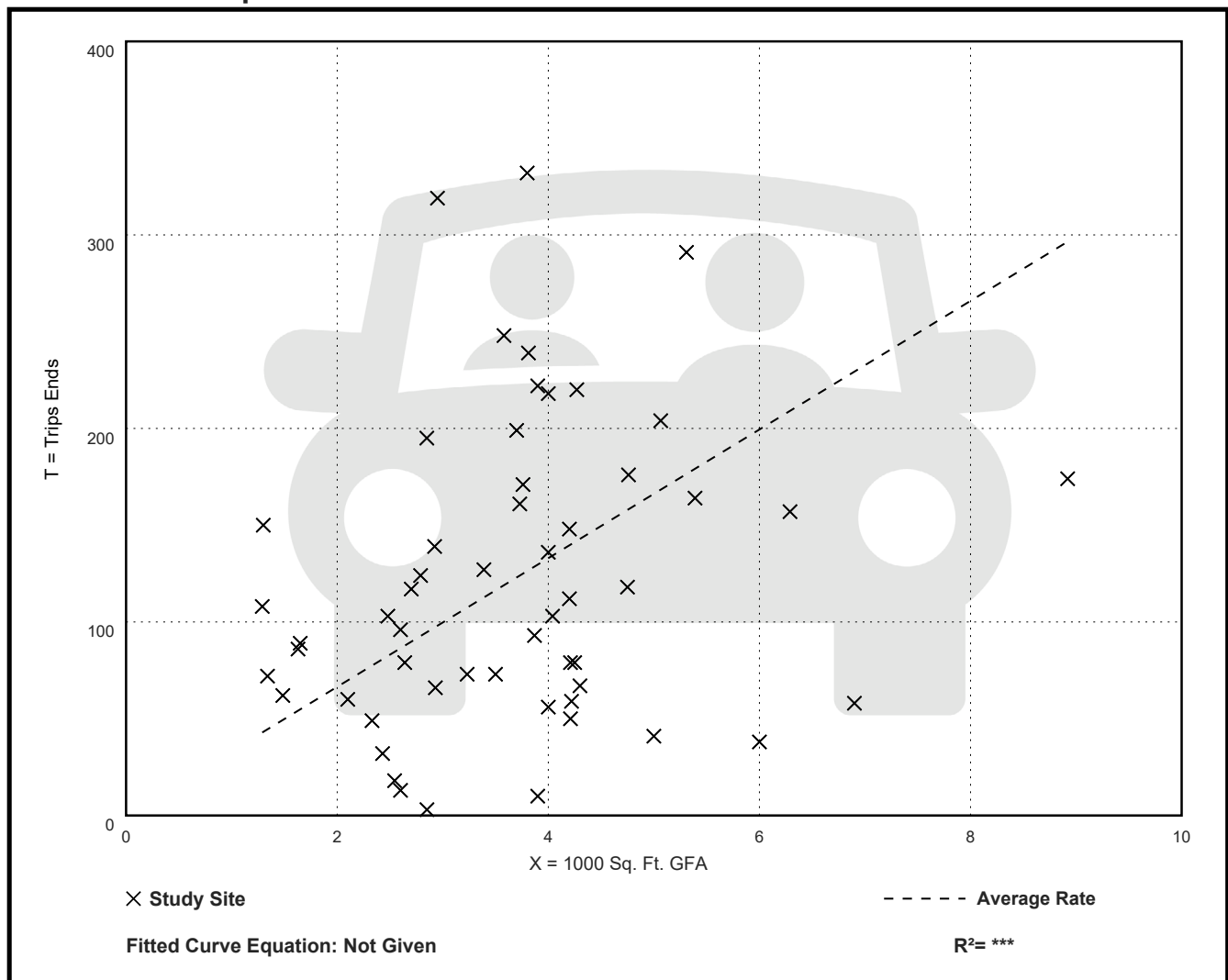
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 33.24 | 1.05 - 115.38 | 22.70 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 139

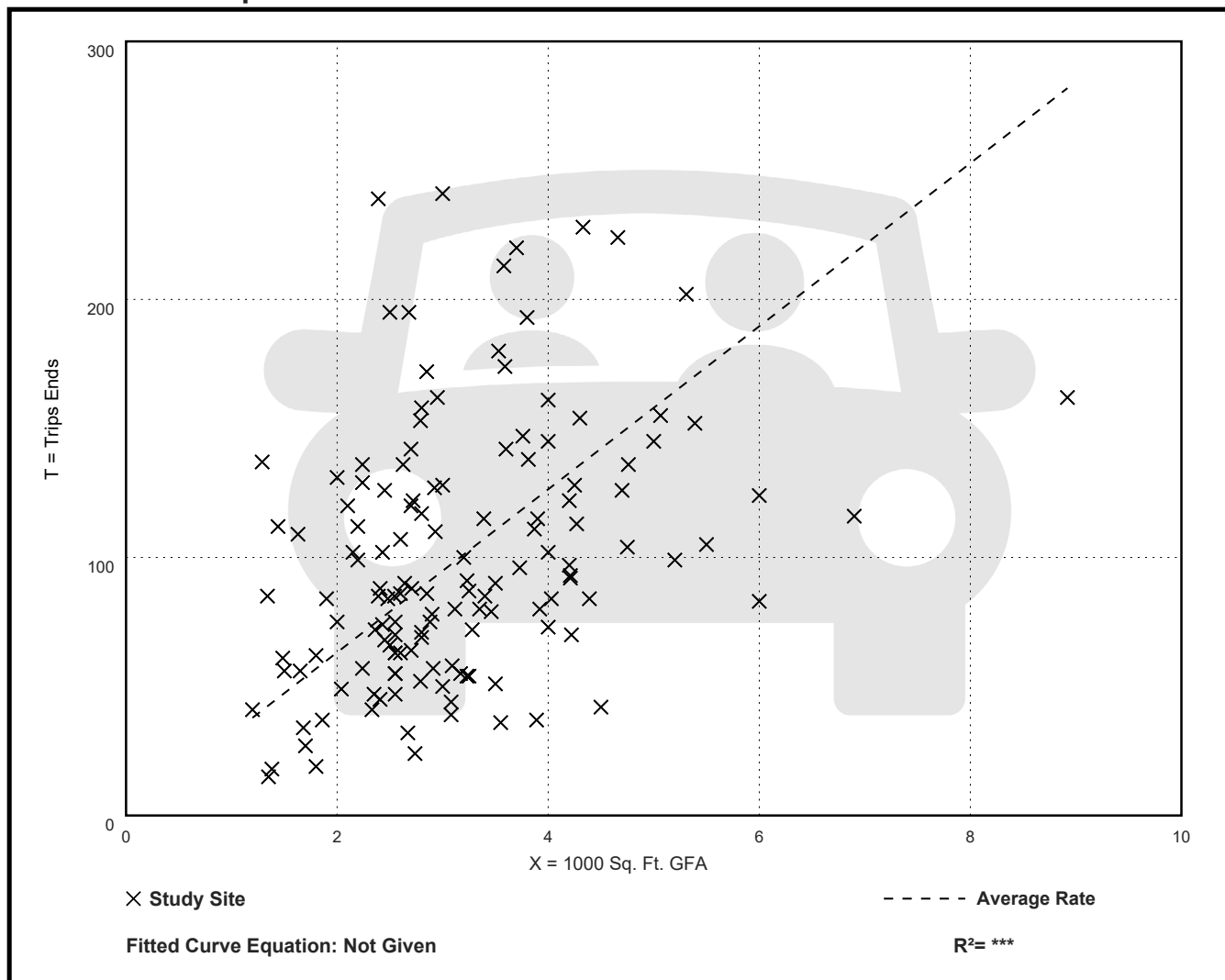
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 31.60 | 8.77 - 106.20 | 16.21 |

Data Plot and Equation



Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food and beverage products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant's marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically maintains long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not offered.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Connecticut, Florida, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Source Numbers

438, 593, 594, 599, 615, 617, 618, 621, 622, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044, 1200, 1202, 1219, 1221, 1236, 1255

Coffee/Donut Shop with Drive-Through Window (937)

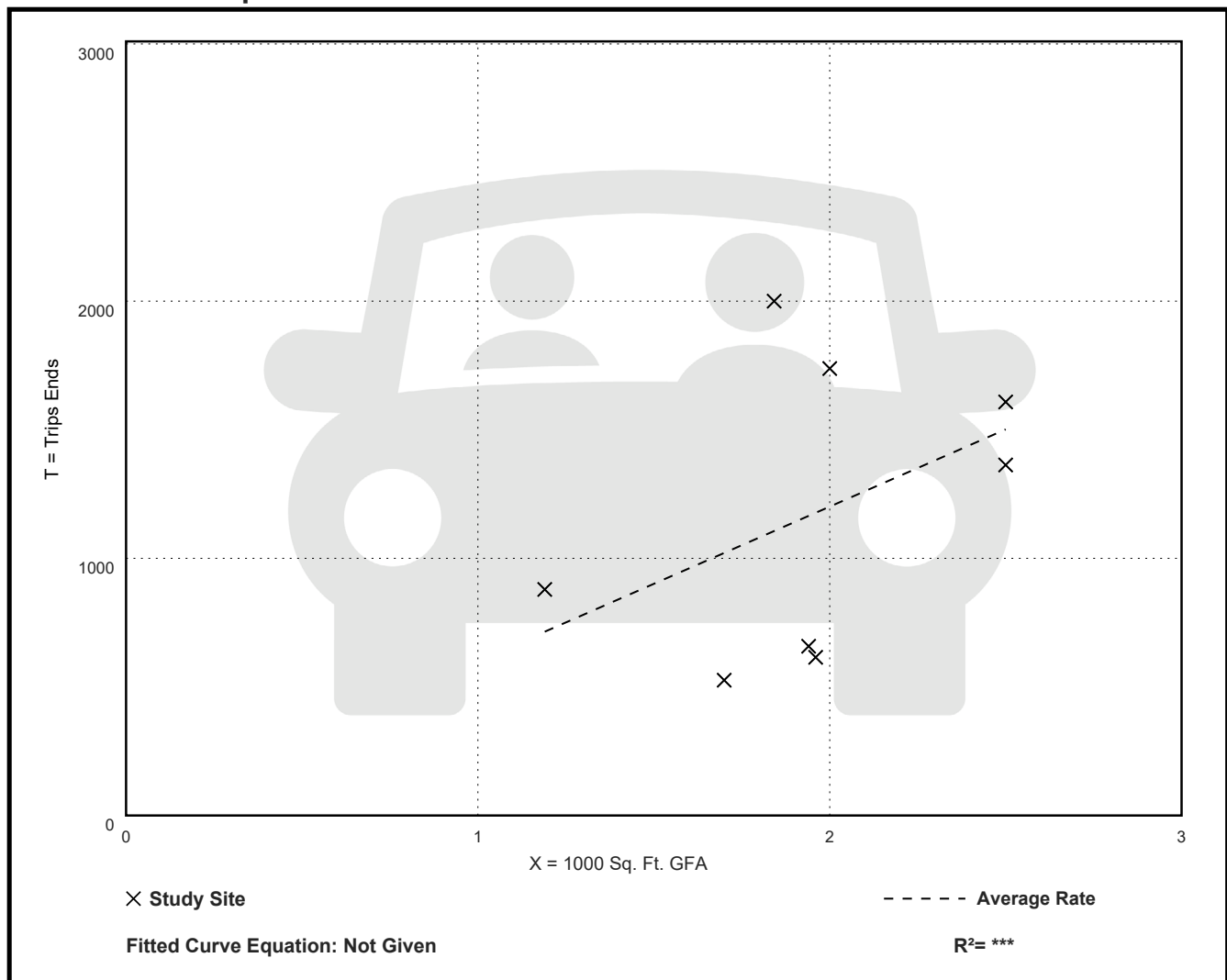
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|------------------|--------------------|
| 600.50 | 309.41 - 1085.78 | 277.14 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 84

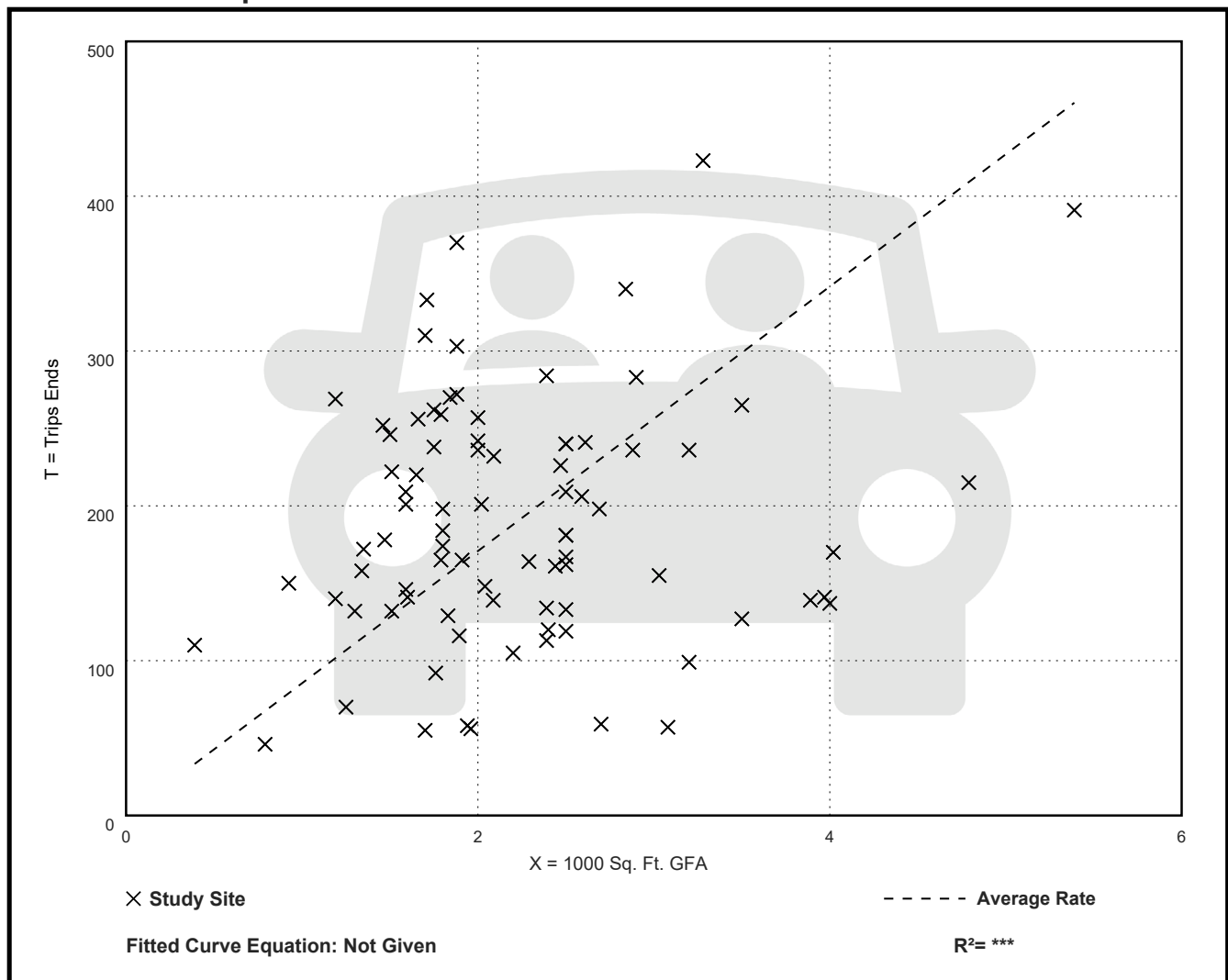
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 85.41 | 18.51 - 282.05 | 44.24 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

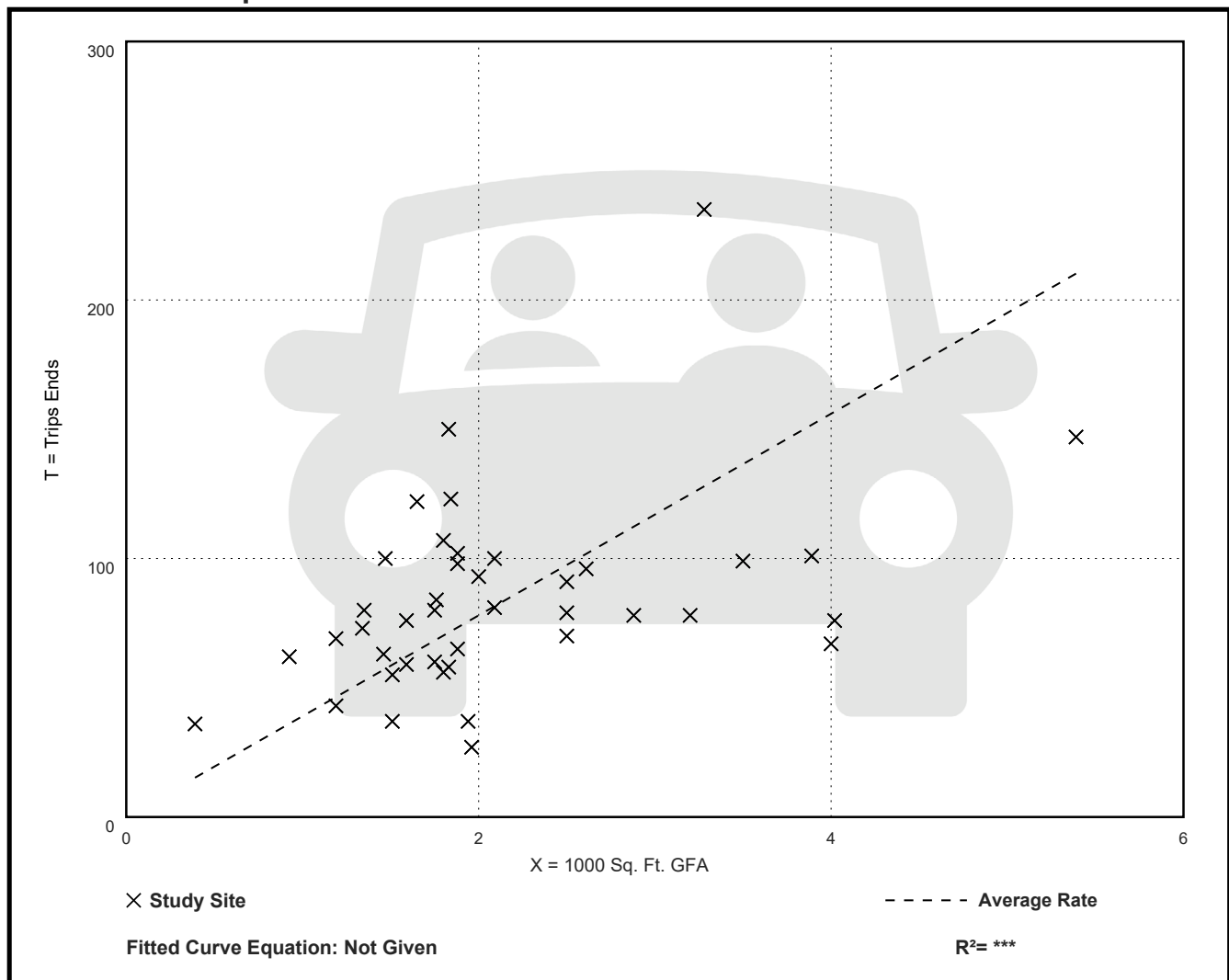
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 39.00 | 13.78 - 92.31 | 17.60 |

Data Plot and Equation



Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - GFA (2-4k) (945)

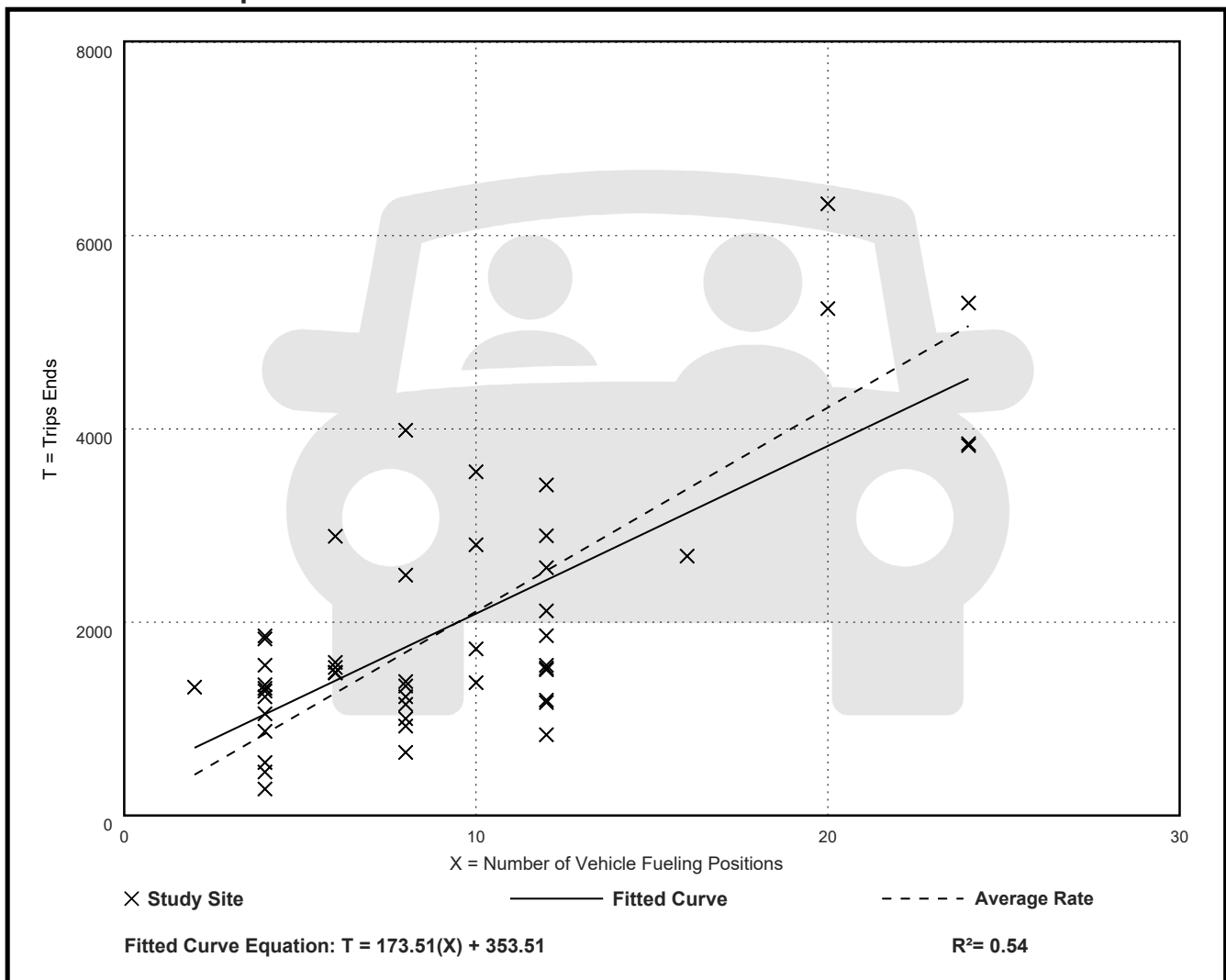
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 211.05 | 68.50 - 664.00 | 102.55 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**

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

Setting/Location: General Urban/Suburban

Number of Studies: 71

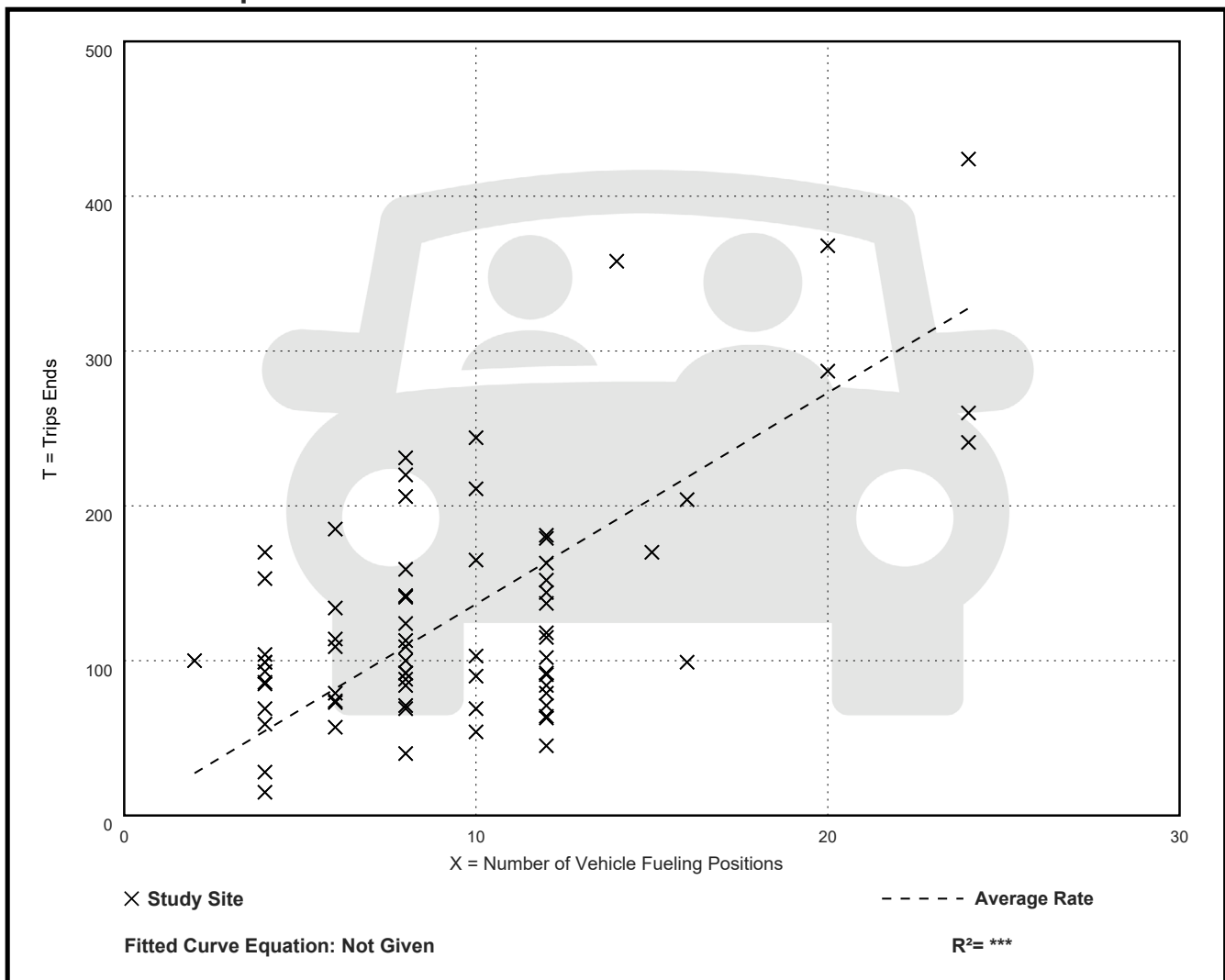
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 13.65 | 3.75 - 50.00 | 7.16 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

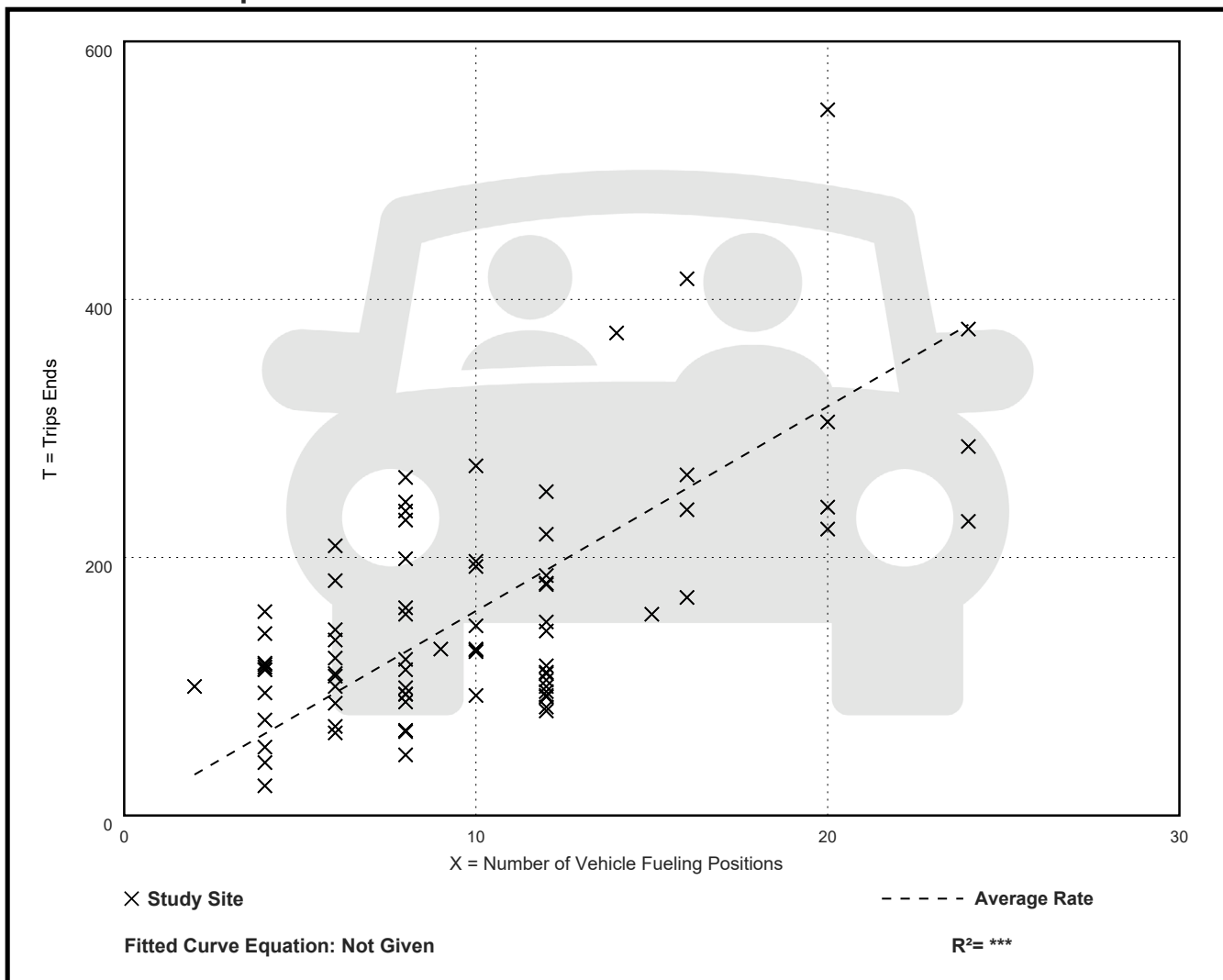
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 15.85 | 5.75 - 50.00 | 7.54 |

Data Plot and Equation



Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

Automated Car Wash (948)

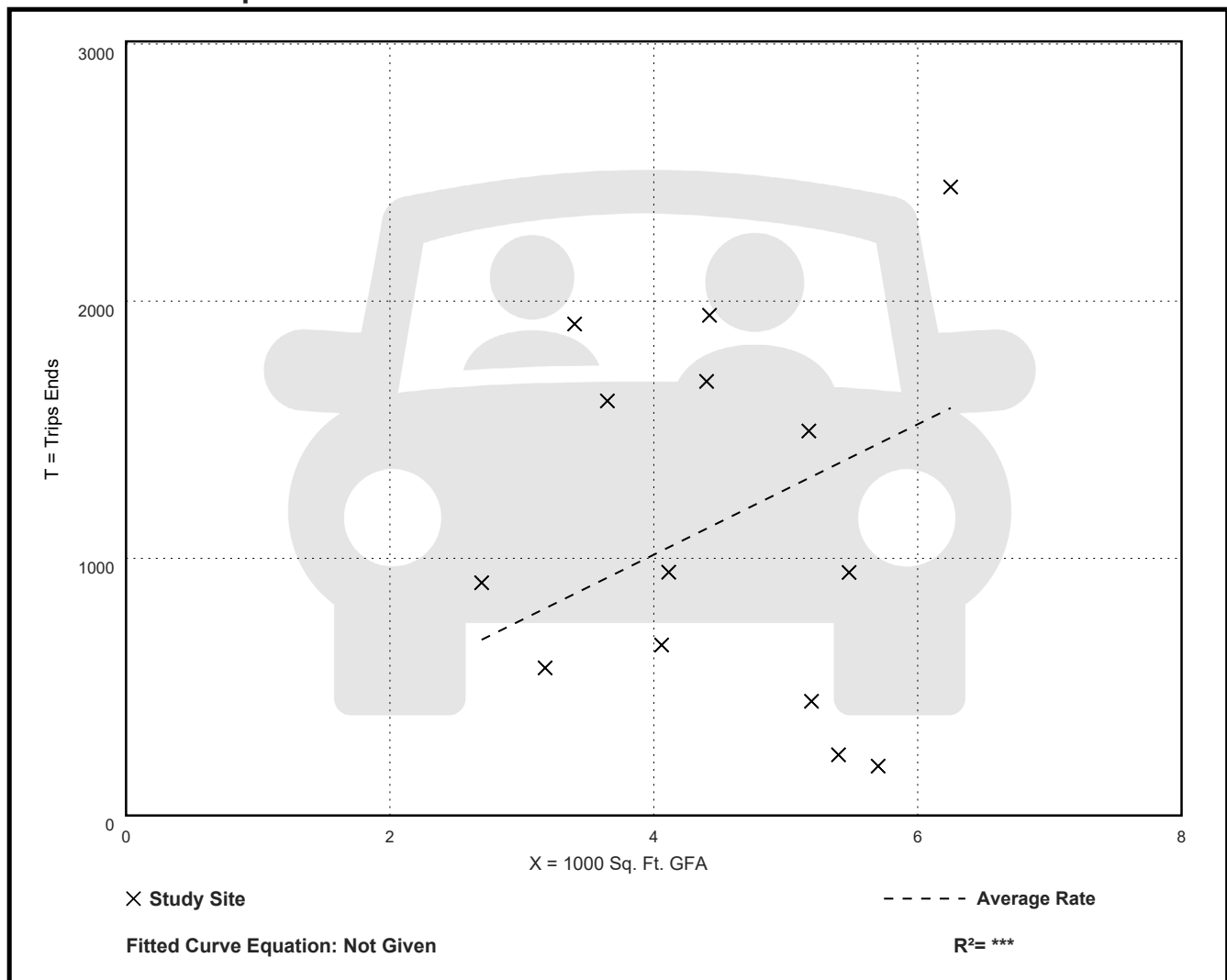
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 253.51 | 33.68 - 562.06 | 163.78 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

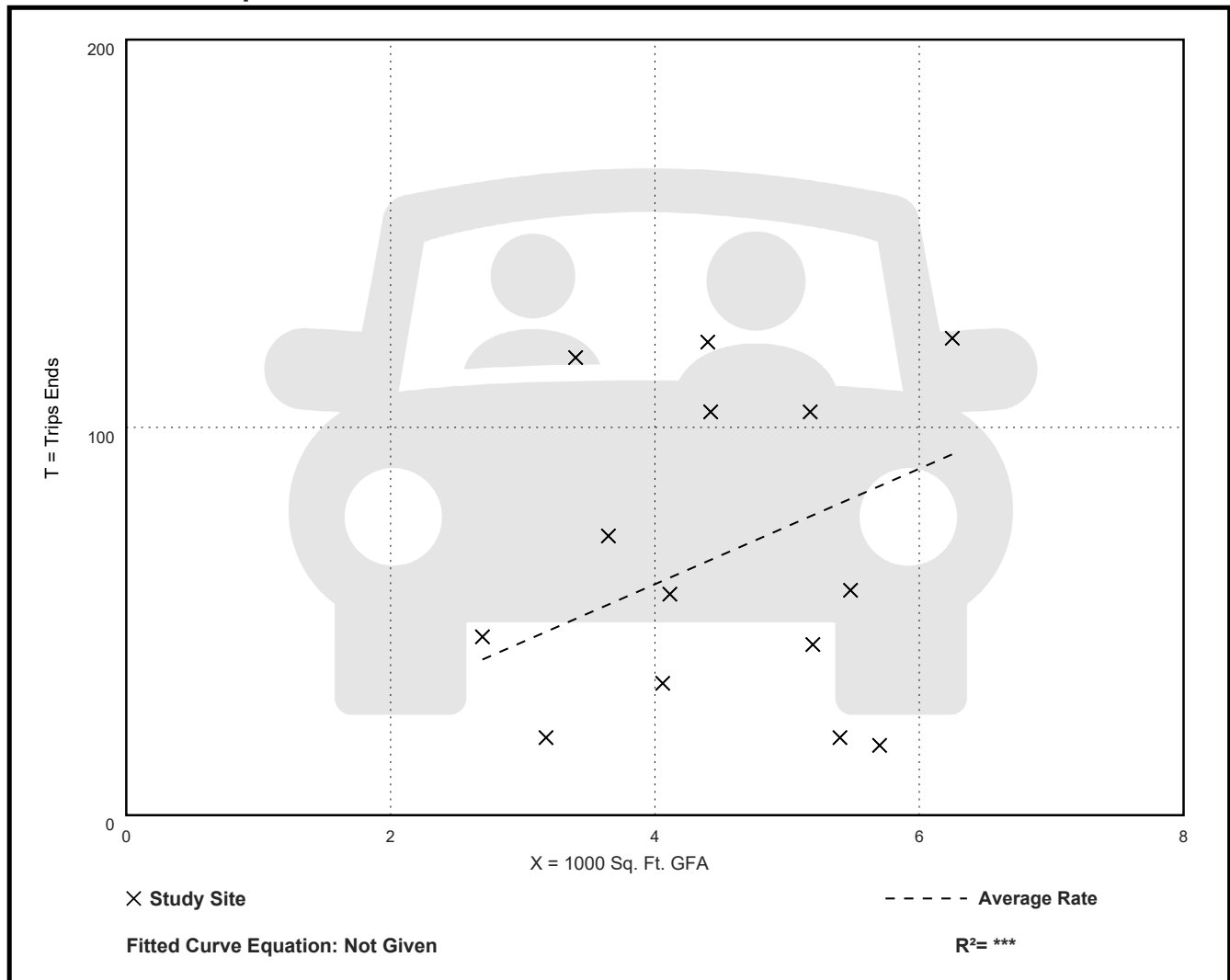
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 14.89 | 3.16 - 34.71 | 9.20 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

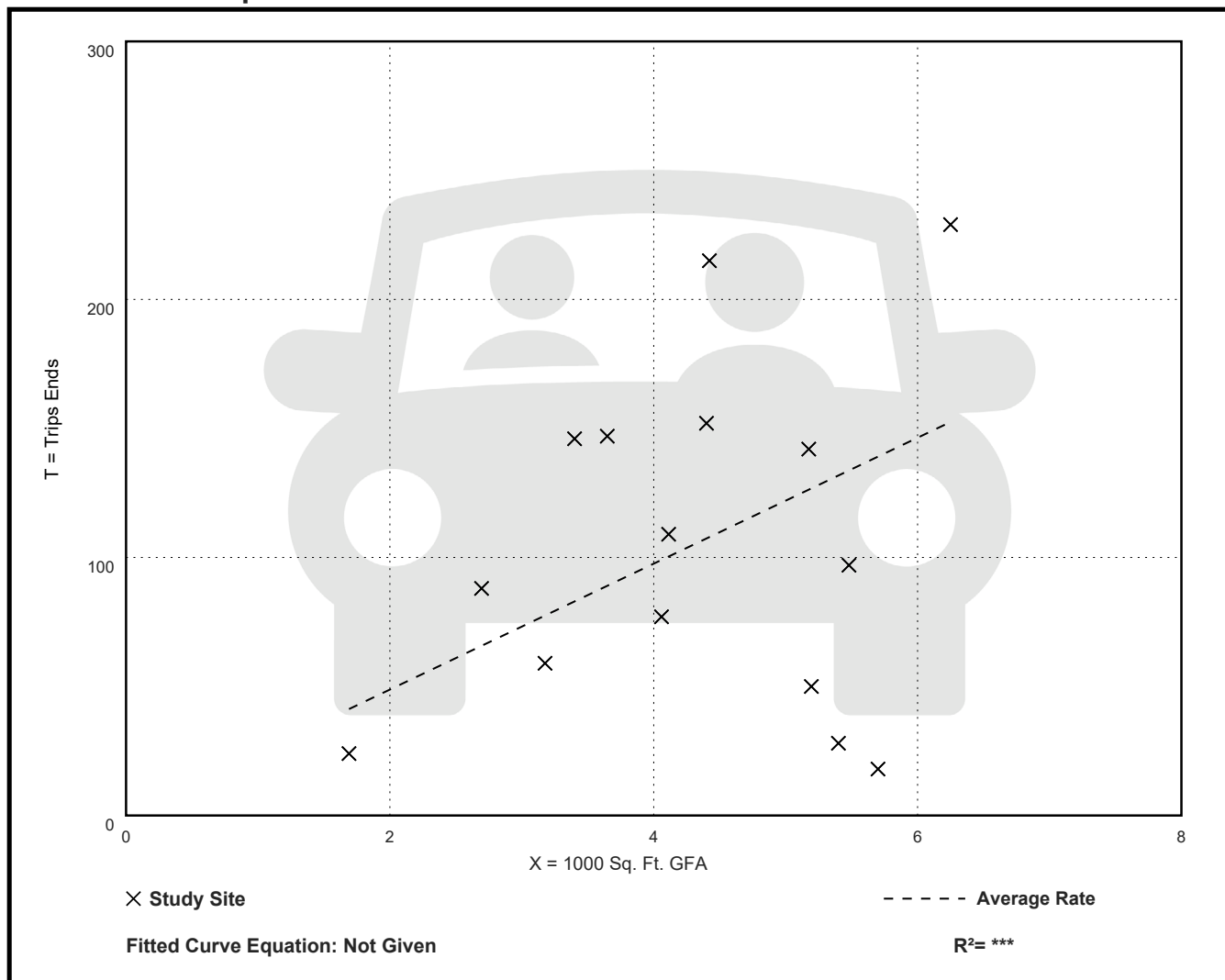
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

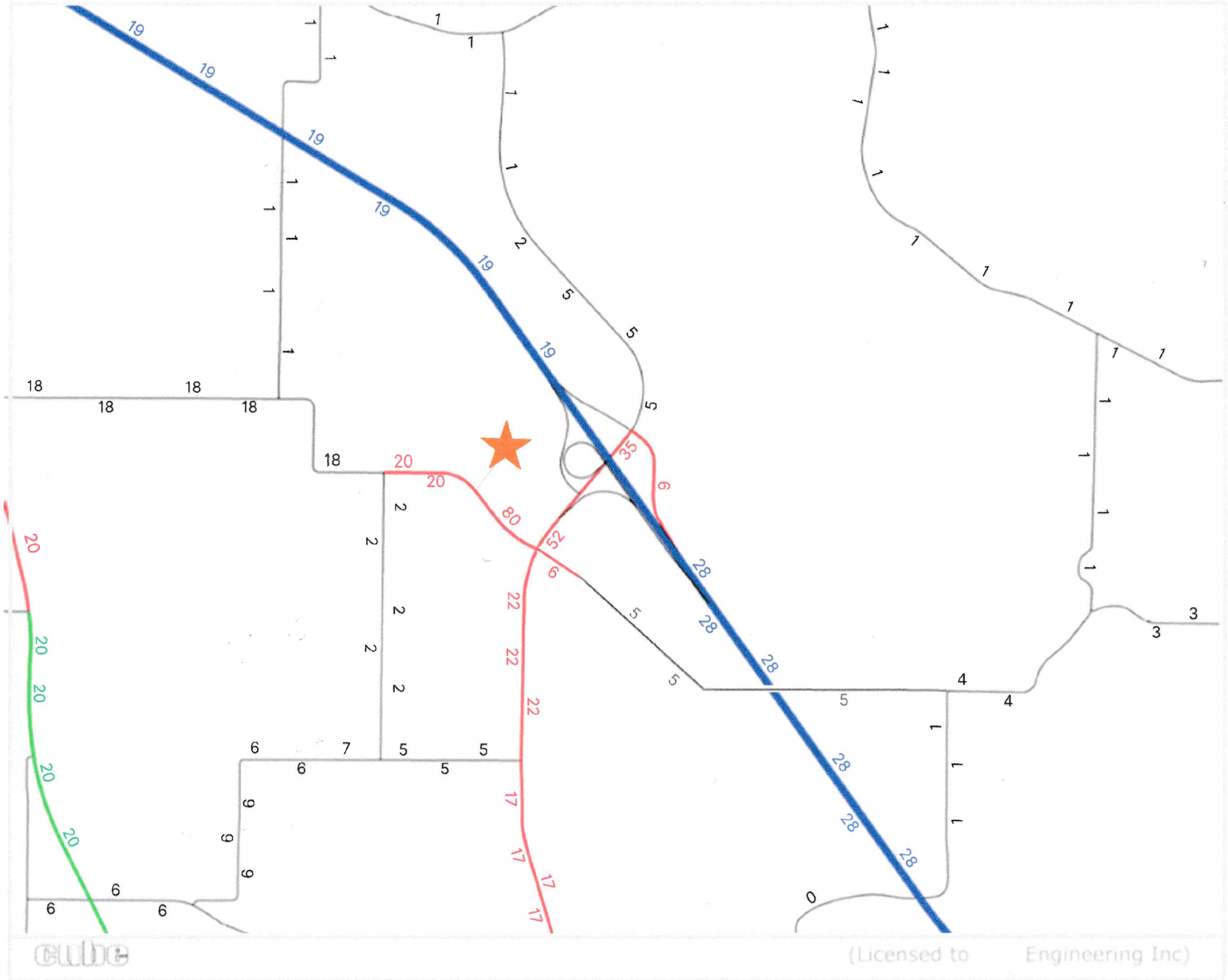
| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 24.40 | 3.16 - 48.62 | 14.47 |

Data Plot and Equation



Attachment C
Model Plot

CFRPM - Trip Distribution



Appendix C: Lake County CMS

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-------------------------|---------------------------------------|-----------|-------|-------|-------|--------------------------------------|--------|--------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 1 | U.S. 27/S.R. 25 | 0.56 Mi N OF POLK CO LINE | A | 35 | 24 | 26 | 42,561 | 52,260 | 51,646 | 51,646 | 52,725 | 44,890 | -3.73% | 3,099 | 16:45 | 3,099 | 1,577 | 1,522 | NB | 16:45 |
| 2 | S.R. 33 | AT POLK CO LINE | A | 28 | 24 | 25 | 5,617 | 7,773 | 6,234 | 6,234 | 8,184 | 9,468 | 5.06% | 784 | 16:15 | 784 | 308 | 476 | SB | 16:15 |
| 3 | C.R. 474 | 0.04 Mi W OF U.S. 27/S.R. 25 | A | 27 | 24 | 26 | 4,660 | 5,315 | 6,183 | 6,183 | 4,595 | 5,263 | -0.25% | 385 | 8:00 | 363 | 168 | 195 | WB | 15:45 |
| 4 | C.R. 474 | 0.07 Mi E OF S.R. 33 | A | 21 | 24 | 25 | 5,343 | 4,871 | 4,422 | 4,422 | 4,835 | 5,217 | 1.73% | 400 | 7:15 | 342 | 132 | 210 | EB | 16:00 |
| 5 | S.R. 33 | 0.18 Mi S OF C.R. 561 | A | 8 | 24 | 25 | 9,325 | 9,507 | 8,185 | 8,185 | 7,669 | 11,449 | 4.76% | 1,034 | 13:15 | 758 | 395 | 363 | SB | 16:30 |
| 6 | C.R. 561 | 0.11 Mi E OF S.R. 33 | A | 8 | 24 | 25 | 2,050 | 2,002 | 2,141 | 2,141 | 1,717 | 1,950 | -0.66% | 180 | 17:00 | 180 | 93 | 87 | EB | 17:00 |
| 7 | LAKE ERIE RD | 0.06 Mi W OF S.R. 33 | A | 20 | 23 | 25 | 843 | 702 | 633 | 633 | 835 | 855 | 5.06% | 71 | 5:30 | 68 | 22 | 46 | WB | 15:15 |
| 8 | LAKESHORE DR (CLERMONT) | 0.06 Mi E OF C.R. 561 | A | 14 | 23 | 25 | 2,786 | 2,938 | 2,757 | 2,757 | 2,905 | 2,707 | -2.03% | 249 | 17:00 | 249 | 124 | 124 | WB | 17:00 |
| 9 | LK LOUISA RD | 0.17 Mi W OF U.S. 27 | A | 16 | 23 | 26 | 3,734 | 3,656 | 3,583 | 3,583 | 3,961 | 4,705 | 6.51% | 686 | 18:45 | 686 | 448 | 237 | EB | 18:45 |
| 10 | C.R. 561 | 0.08 Mi S OF C.R. 565B/LOG HOUSE | A | 11 | 23 | 25 | 2,340 | 3,399 | 3,165 | 3,165 | 3,521 | 3,646 | 1.78% | 599 | 7:00 | 305 | 154 | 151 | SB | 15:30 |
| 11 | OSWALT RD | 0.126 Mi E OF LAKESHORE DR (CLERMONT) | A | 12 | 23 | 25 | 4,168 | 4,277 | 4,049 | 4,049 | 4,510 | 3,392 | -5.63% | 292 | 15:45 | 292 | 171 | 121 | WB | 15:45 |
| 13 | LOG HOUSE RD | 0.05 Mi E OF C.R. 561 | A | 11 | 23 | 25 | 3,482 | 3,299 | 3,285 | 3,285 | 4,379 | 3,214 | -0.65% | 407 | 7:30 | 346 | 197 | 149 | EB | 15:00 |
| 14 | LAKESHORE DR (CLERMONT) | 0.122 Mi E OF LOG HOUSE RD/ OSWALT RD | A | 12 | 23 | 25 | 11,405 | 11,323 | 10,954 | 10,954 | 12,118 | 9,817 | -3.51% | 886 | 17:00 | 886 | 342 | 545 | NB | 17:00 |
| 15 | HARTWOOD MARSH RD | 0.15 Mi E OF U.S. 27/S.R. 25 | A | 9 | 23 | 26 | 14,932 | 16,077 | 16,511 | 14,413 | 18,419 | 15,456 | -0.98% | 1,289 | 7:45 | 1,253 | 490 | 764 | WB | 17:15 |
| 16 | HARTWOOD MARSH RD | .1Mi E HANCOCK | A | 10 | 23 | 26 | 14,798 | 14,963 | 14,494 | 11,613 | 16,081 | 13,980 | -1.68% | 1,445 | 7:45 | 1,136 | 493 | 643 | WB | 17:15 |
| 17 | HANCOCK RD | 0.113 Mi N OF HARTWOOD MARSH RD | A | 10 | 23 | 26 | 10,600 | 11,175 | 11,056 | 9,298 | 11,802 | 10,930 | -0.55% | 897 | 7:45 | 785 | 358 | 426 | SB | 17:15 |
| 18 | C.R. 565B | 0.10 Mi E OF C.R. 565A | A | 3 | 23 | 25 | 2,511 | 2,433 | 1,754 | 1,754 | 2,625 | 2,446 | 0.13% | 251 | 16:45 | 251 | 118 | 133 | WB | 16:45 |
| 19 | LAKE LOUISA RD | 0.20 Mi S OF LAKESHORE DR | A | 6 | 23 | 26 | 3,775 | 3,641 | 3,719 | 3,719 | 3,829 | 4,709 | 6.64% | 771 | 19:00 | 753 | 247 | 506 | NB | 18:45 |
| 20 | HARTWOOD MARSH RD | 1.09 Mi W OF ORANGE CO LINE | A | 2 | 23 | 26 | 10,862 | 12,123 | 11,200 | 11,200 | 11,827 | 9,982 | -4.74% | 878 | 17:15 | 878 | 289 | 590 | EB | 17:15 |
| 21 | HAMMOCK RIDGE RD | 0.21 W. OF US 27 | A | 5 | 23 | 26 | 15,416 | 15,391 | 14,951 | 12,692 | 16,072 | 16,135 | 1.19% | 1,425 | 18:30 | 1,425 | 419 | 1,005 | EB | 18:30 |
| 22 | LAKESHORE DR (CLERMONT) | 0.30 Mi W OF HAMMOCK RIDGE RD | A | 1 | 23 | 25 | 16,308 | 16,661 | 16,152 | 14,916 | 17,455 | 14,356 | -3.65% | 1,266 | 17:00 | 1,266 | 450 | 816 | WB | 17:00 |
| 23 | LAKESHORE DR (CLERMONT) | 0.14 E. OF HAMMOCK RIDGE ROAD | A | 6 | 23 | 26 | 8,097 | 8,500 | 7,955 | 7,955 | 6,938 | 6,114 | -7.91% | 559 | 17:15 | 559 | 379 | 180 | WB | 17:15 |
| 24 | CITRUS TOWER BV | 0.18 E. OF US 27 | A | 5 | 23 | 26 | 14,720 | 15,036 | 15,267 | 12,723 | 15,322 | 16,459 | 2.29% | 1,292 | 7:45 | 1,269 | 685 | 584 | WB | 15:15 |
| 26 | JOHNS LAKE RD | 0.34 Mi E OF U.S. 27 | A | 32 | 22 | 26 | 7,929 | 6,104 | 6,160 | 6,160 | 5,682 | 7,851 | 6.49% | 874 | 18:30 | 874 | 522 | 352 | EB | 18:30 |
| 27 | ANDERSON HILL RD | 0.11 Mi E OF LAKESHORE DR | A | 31 | 22 | 26 | 1,900 | 1,727 | 1,870 | 1,870 | 1,757 | 1,431 | -4.59% | 146 | 17:30 | 146 | 53 | 93 | EB | 17:30 |
| 28 | CITRUS TOWER BV | 0.10 Mi N OF JOHNS LAKE RD | A | 32 | 22 | 26 | 18,370 | 19,580 | 19,518 | 19,518 | 19,899 | 18,787 | -1.03% | 1,630 | 15:00 | 1,630 | 698 | 932 | SB | 15:00 |
| 29 | STEVES RD | 0.44 Mi W. OF CITRUS TOWER BV | A | 29 | 22 | 26 | 6,845 | 6,627 | 6,756 | 6,756 | 6,906 | 6,671 | 0.17% | 713 | 14:45 | 679 | 293 | 386 | EB | 15:00 |
| 30 | EXCALIBUR RD | 0.08 Mi S OF HOOKS ST | A | 28 | 22 | 26 | 4,939 | 5,109 | 4,651 | 4,651 | 4,517 | 4,639 | -2.38% | 633 | 6:45 | 494 | 303 | 192 | SB | 16:30 |
| 31 | HOOKS ST | 0.12 W. OF CITURS TOWER BV | A | 29 | 22 | 26 | 9,419 | 10,252 | 10,015 | 10,015 | 10,490 | 9,986 | -0.66% | 864 | 16:30 | 864 | 419 | 445 | EB | 16:30 |
| 32 | HOOKS ST | 0.06 Mi W OF U.S. 27 | A | 30 | 22 | 26 | 7,620 | 8,098 | 7,614 | 7,614 | 6,516 | 6,100 | -6.84% | 560 | 16:15 | 560 | 254 | 305 | EB | 16:15 |
| 33 | HOOKS ST | E. OF US 27 | A | 29 | 22 | 26 | 10,357 | 11,279 | 13,858 | 13,858 | 13,975 | 12,661 | 2.93% | 1,029 | 16:00 | 1,029 | 621 | 409 | WB | 16:00 |
| 34 | HOOKS ST | 0.7 Mi W OF HANCOCK RD | A | 28 | 22 | 26 | 8,668 | 10,888 | 10,718 | 10,718 | 10,476 | 9,991 | -2.13% | 891 | 15:45 | 891 | 346 | 545 | EB | 15:45 |
| 35 | HANCOCK RD | 0.228 Mi S OF S.R. 50 | A | 27 | 22 | 26 | 19,542 | 20,087 | 20,782 | 18,254 | 22,021 | 20,053 | -0.04% | 1,570 | 15:00 | 1,570 | 765 | 805 | SB | 15:00 |
| 36 | CITRUS TOWER BV | 0.1 Mi S OF S.R. 50 | A | 28 | 22 | 26 | 17,358 | 18,604 | 18,498 | 18,498 | 18,206 | 17,719 | -1.21% | 1,436 | 16:45 | 1,436 | 648 | 788 | NB | 16:45 |
| 37 | GRAND HIGHWAY | N. OF HOOKS ST | A | 29 | 22 | 26 | 6,066 | 6,175 | 6,203 | 6,203 | 5,302 | 4,553 | -7.34% | 406 | 16:45 | 406 | 229 | 177 | NB | 16:45 |
| 38 | HARTLE RD | SOUTH OF SR50 | A | 26 | 22 | 26 | 4,496 | 6,459 | 5,691 | 5,691 | 7,822 | 7,017 | 2.09% | 579 | 17:45 | 579 | 212 | 367 | NB | 17:45 |
| 39 | N HANCOCK RD | 0.102 Mi N OF S.R. 50 | A | 27 | 22 | 26 | 17,100 | 20,939 | 17,171 | 17,171 | 15,092 | 15,415 | -7.37% | 1,313 | 17:00 | 1,313 | 595 | 718 | SB | 17:00 |
| 40 | GRAND HIGHWAY | 0.14 Mi N OF S.R. 50 | A | 29 | 22 | 26 | 6,321 | 6,714 | 6,443 | 6,443 | 6,324 | 5,669 | -4.14% | 474 | 17:15 | 474 | 235 | 239 | SB | 17:15 |
| 42 | C.R. 50 | 0.06 Mi W OF ORANGE CO LINE | A | 25 | 22 | 26 | 7,322 | 7,060 | 6,933 | 6,933 | 7,293 | 6,092 | -3.62% | 671 | 17:00 | 671 | 174 | 497 | WB | 17:00 |
| 43 | C.R. 455 | 0.25 Mi N OF S.R. 50 | A | 26 | 22 | 26 | 9,133 | 8,821 | 8,629 | 8,629 | 9,629 | 8,028 | -2.33% | 677 | 7:15 | 663 | 345 | 318 | NB | 17:00 |
| 44 | CITRUS TOWER BV | 0.14 Mi N OF S.R. 50 | A | 28 | 22 | 26 | 15,791 | 15,478 | 15,581 | 15,581 | 14,679 | 14,210 | -2.11% | 1,133 | 14:15 | 1,117 | 491 | 626 | SB | 16:30 |
| 45 | C.R. 561 | 0.08 Mi S OF S.R. 50 | A | 24 | 22 | 25 | 6,165 | 6,728 | 6,364 | 6,364 | 7,502 | 5,886 | -3.29% | 537 | 16:15 | 537 | 290 | 246 | NB | 16:15 |
| 47 | C.R. 565A | 0.27 Mi S OF S.R. 50 | A | 20 | 22 | 25 | 2,213 | 2,149 | 2,324 | 2,324 | 2,426 | 2,274 | 1.42% | 192 | 16:30 | 192 | 73 | 118 | SB | 16:30 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|------------------------------|--------------------------------|-----------|-------|-------|-------|--------------------------------------|--------|--------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 201 | C.R. 565A | 0.2 Mi N OF S.R. 50 | B | 20 | 22 | 25 | 8,120 | 9,069 | 9,273 | 9,273 | 9,840 | 8,847 | -0.62% | 898 | 6:45 | 674 | 363 | 311 | NB | 16:15 |
| 202 | C.R. 50 | 0.08 Mi W OF C.R. 455 | B | 23 | 22 | 26 | 7,593 | 6,693 | 6,509 | 6,509 | 7,354 | 6,136 | -2.15% | 641 | 16:45 | 641 | 203 | 438 | WB | 16:45 |
| 203 | C.R. 561 | 0.16 Mi S OF BRIDGE #114046 | B | 23 | 22 | 25 | 3,564 | 3,579 | 3,111 | 3,111 | 4,476 | 4,617 | 6.58% | 437 | 16:15 | 437 | 248 | 189 | SB | 16:15 |
| 204 | C.R. 455 | 0.10 Mi N OF MAGNOLIA CREEK LN | B | 14 | 22 | 26 | 7,441 | 7,760 | 7,351 | 7,351 | 7,487 | 6,847 | -3.08% | 793 | 7:15 | 617 | 268 | 349 | NB | 15:15 |
| 205 | CITRUS TOWER BV | 0.113 Mi E OF U.S. 27 | B | 19 | 22 | 26 | 12,067 | 12,548 | 12,888 | 12,888 | 11,620 | 11,189 | -2.83% | 998 | 16:45 | 998 | 592 | 406 | WB | 16:45 |
| 206 | CR 565A | NORTH OF SR 50 | B | 24 | 22 | 24 | 582 | 4,343 | 10,662 | 10,662 | 11,259 | 8,692 | 18.94% | 837 | 6:45 | 666 | 440 | 226 | NB | 15:30 |
| 207 | N HANCOCK RD | 0.106 Mi S OF C.R. 50 | B | 16 | 22 | 26 | 13,332 | 17,186 | 15,634 | 15,634 | 14,898 | 15,768 | -2.13% | 1,366 | 13:30 | 1,332 | 676 | 656 | NB | 16:30 |
| 208 | C.R. 565 (VILLA CITY RD) | 0.134 Mi N OF S.R. 50 | B | 24 | 22 | 24 | 3,359 | 4,422 | 4,686 | 4,686 | 5,303 | 4,788 | 2.01% | 443 | 16:45 | 443 | 221 | 222 | NB | 16:45 |
| 209 | CR 50 | EAST OF HANCOCK RD | B | 16 | 22 | 26 | 11,238 | 10,448 | 10,744 | 10,744 | 11,915 | 10,878 | 1.01% | 1,014 | 7:30 | 1,002 | 477 | 525 | WB | 16:30 |
| 210 | C.R. 50 | 0.05 Mi W OF PARK TRAIL DR | B | 17 | 22 | 26 | 8,979 | 8,482 | 7,953 | 7,953 | 6,762 | 6,687 | -5.77% | 716 | 8:00 | 604 | 273 | 331 | EB | 15:00 |
| 212 | BLACKSTILL LAKE RD | 0.16 Mi N OF C.R. 50 | B | 16 | 22 | 26 | 3,451 | 4,711 | 5,031 | 5,031 | 7,032 | 5,785 | 5.27% | 525 | 7:15 | 512 | 230 | 282 | NB | 15:00 |
| 213 | C.R. 561 | 0.10 Mi N OF C.R. 565A | B | 14 | 22 | 25 | 5,294 | 5,863 | 6,627 | 6,627 | 7,489 | 5,785 | -0.33% | 525 | 7:15 | 512 | 282 | 230 | SB | 15:00 |
| 214 | MAIN ST | 0.1 Mi N OF WASHINGTON ST | B | 18 | 22 | 26 | 2,074 | 2,000 | 1,812 | 1,812 | 2,283 | 1,958 | -0.53% | 211 | 17:00 | 211 | 98 | 113 | SB | 17:00 |
| 216 | TUSCANOOGA RD | 0.09 Mi N OF S.R. 50 | B | 15 | 22 | 24 | 2,673 | 2,479 | 2,662 | 2,662 | 2,785 | 2,269 | -2.19% | 230 | 17:15 | 230 | 140 | 90 | SB | 17:15 |
| 217 | C.R. 50/SUNSET AV | 0.03 Mi N OF S.R. 50 | B | 14 | 22 | 24 | 1,342 | 1,456 | 1,443 | 1,443 | 1,958 | 1,420 | -0.63% | 144 | 16:15 | 144 | 59 | 85 | NB | 16:15 |
| 218 | C.R. 33 | 0.10 Mi N OF S.R. 50 | B | 14 | 22 | 24 | 5,430 | 5,825 | 5,931 | 5,931 | 6,503 | 6,785 | 3.89% | 535 | 17:00 | 535 | 265 | 270 | SB | 17:00 |
| 219 | UNDERPASS RD | 0.036 Mi E OF C.R. 33 | B | 14 | 22 | 24 | 1,036 | 985 | 1,064 | 1,064 | 1,189 | 964 | -0.54% | 109 | 17:15 | 109 | 55 | 54 | EB | 17:15 |
| 221 | FOSGATE RD | 0.19 Mi W OF GRASSY LAKE RD | B | 8 | 22 | 26 | 2,909 | 3,674 | 4,061 | 4,061 | 5,678 | 5,455 | 10.39% | 581 | 17:15 | 581 | 262 | 319 | WB | 17:15 |
| 222 | C.R. 478 | 0.08 Mi E OF S.R. 19 | B | 7 | 22 | 25 | 1,295 | 1,342 | 1,641 | 1,641 | 2,269 | 2,002 | 10.51% | 195 | 7:15 | 183 | 100 | 83 | EB | 16:30 |
| 223 | C.R. 561 (LAKE MINNEOLA SHO) | 0.11 Mi W OF U.S. 27 | B | 7 | 22 | 26 | 8,727 | 9,602 | 10,013 | 10,013 | 10,766 | 9,873 | 0.70% | 854 | 7:30 | 792 | 354 | 438 | WB | 16:45 |
| 224 | JALARMY RD | 0.29 Mi N OF C.R. 561 | B | 12 | 22 | 25 | 4,208 | 3,665 | 5,060 | 5,060 | 5,891 | 5,555 | 10.95% | 463 | 7:45 | 441 | 244 | 198 | SB | 16:15 |
| 225 | HANCOCK RD | NORTH OF CITRUS GROVE RD | B | 4 | 22 | 26 | 2,352 | 8,357 | 9,510 | 9,510 | 9,014 | 10,414 | 5.66% | 922 | 16:15 | 922 | 382 | 539 | SB | 16:15 |
| 226 | CITRUS GROVE ROAD | 0.14 Mi E OF U.S. 27 | B | 6 | 22 | 26 | 1,612 | 1,847 | 1,584 | 1,584 | 3,987 | 5,149 | 29.22% | 483 | 5:45 | 429 | 261 | 168 | WB | 15:15 |
| 227 | C.R. 455 | 0.05 Mi W OF FOSGATE RD | B | 3 | 22 | 26 | 3,151 | 3,838 | 2,629 | 2,629 | 2,857 | 3,059 | -5.52% | 372 | 7:00 | 297 | 165 | 132 | WB | 15:15 |
| 232 | VILLA CITY RD | 0.5 Mi N. OF SIMON BROWN RD | B | 36 | 21 | 24 | 1,991 | 2,535 | 2,878 | 2,878 | 3,321 | 2,620 | 0.82% | 272 | 16:30 | 272 | 175 | 97 | NB | 16:30 |
| 233 | HANCOCK RD | SOUTH OF CR 561A | B | 32 | 21 | 26 | 9,046 | 4,550 | 5,917 | 5,917 | 5,275 | 5,433 | 4.53% | 486 | 16:45 | 486 | 312 | 174 | SB | 16:45 |
| 234 | C.R. 561A | 0.35 Mi E OF SCRUB JAY RD | B | 32 | 21 | 26 | 1,773 | 6,227 | 5,470 | 5,470 | 5,236 | 4,933 | -5.66% | 453 | 16:00 | 453 | 179 | 274 | WB | 16:00 |
| 235 | C.R. 561/C.R. 561A | 0.09 Mi E OF U.S. 27 | B | 36 | 21 | 25 | 9,629 | 9,788 | 9,344 | 9,344 | 9,148 | 8,096 | -4.63% | 745 | 7:30 | 703 | 359 | 343 | EB | 17:00 |
| 236 | CR 561A | WEST OF CR 455 | B | 27 | 21 | 26 | 1,583 | 1,940 | 1,881 | 2,032 | 2,003 | 2,118 | 2.21% | 235 | 7:15 | 205 | 109 | 96 | EB | 15:30 |
| 237 | C.R. 561A | 0.18 Mi E OF C.R. 561 | B | 30 | 21 | 26 | 1,676 | 4,669 | 4,881 | 5,033 | 4,691 | 4,706 | 0.19% | 452 | 16:00 | 452 | 177 | 275 | EB | 16:00 |
| 238 | C.R. 561 | 0.04 Mi N OF C.R. 561A | B | 30 | 21 | 26 | 7,281 | 10,671 | 8,301 | 8,301 | 8,698 | 7,240 | -9.24% | 657 | 7:15 | 636 | 293 | 343 | SB | 16:45 |
| 239 | WILSON LAKE PARKWAY | 0.02 Mi S OF U.S. 27 | B | 26 | 21 | 25 | 2,281 | 2,382 | 2,429 | 2,429 | 2,813 | 2,442 | 0.63% | 217 | 7:30 | 185 | 59 | 126 | SB | 17:00 |
| 240 | U.S. 27/S.R. 25 | 0.53 Mi E OF C.R. 565 | B | 20 | 21 | 25 | 22,733 | 24,875 | 22,314 | 22,314 | 30,743 | 21,771 | -3.28% | 1,710 | 16:15 | 1,710 | 884 | 826 | WB | 16:15 |
| 241 | C.R. 565 | 0.07 Mi S OF U.S. 27 | B | 18 | 21 | 25 | 1,588 | 1,981 | 2,037 | 2,037 | 2,523 | 2,115 | 1.65% | 213 | 17:00 | 213 | 150 | 63 | SB | 17:00 |
| 242 | C.R. 561 | 0.13 Mi S OF C.R. 455 | B | 17 | 21 | 26 | 6,639 | 7,090 | 7,010 | 7,927 | 6,588 | 7,004 | -0.30% | 666 | 17:15 | 666 | 335 | 331 | SB | 17:15 |
| 243 | C.R. 455 | 0.14 Mi E OF C.R. 561 | B | 17 | 21 | 26 | 1,832 | 1,746 | 1,610 | 1,962 | 1,953 | 1,835 | 1.25% | 204 | 17:00 | 204 | 99 | 105 | WB | 17:00 |
| 245 | C.R. 455 | 0.12 Mi E OF S.R. 19 | B | 11 | 21 | 25 | 2,611 | 3,157 | 3,350 | 3,350 | 3,066 | 3,555 | 3.01% | 317 | 16:30 | 317 | 177 | 140 | WB | 16:30 |
| 246 | AUSTIN MERRITT RD | 0.07 Mi W OF C.R. 33 | B | 10 | 21 | 24 | 1,372 | 1,494 | 1,476 | 1,590 | 1,691 | 1,433 | -1.05% | 138 | 16:30 | 138 | 99 | 39 | WB | 16:30 |
| 247 | BRIDGES RD | 0.08 Mi E OF C.R. 33 | B | 10 | 21 | 24 | 1,472 | 1,394 | 1,485 | 1,905 | 1,958 | 1,592 | 3.36% | 155 | 7:15 | 148 | 102 | 47 | WB | 17:00 |
| 248 | CR 48 | AT SUMTER COUNTY LINE | B | 7 | 21 | 24 | 2,912 | 2,849 | 2,730 | 2,730 | 2,833 | 2,969 | 1.03% | 293 | 17:00 | 293 | 109 | 184 | SB | 17:00 |
| 249 | C.R. 33 | 0.06 Mi N OF AUSTIN MERRITT RD | B | 10 | 21 | 24 | 3,670 | 4,697 | 4,200 | 4,776 | 4,900 | 4,618 | -0.42% | 409 | 7:15 | 349 | 137 | 212 | NB | 15:45 |
| 251 | DEWEY ROBBINS RD | EAST OF US27 | B | 36 | 20 | 24 | 500 | 609 | 571 | 610 | 610 | 531 | -3.40% | 53 | 17:00 | 53 | 32 | 21 | EB | 17:00 |
| 252 | C.R. 561 | 0.55 Mi S OF C.R. 48 | B | 32 | 20 | 26 | 10,141 | 10,798 | 10,623 | 12,032 | 10,209 | 10,871 | 0.17% | 1,027 | 17:00 | 1,027 | 519 | 508 | NB | 17:00 |
| 253 | C.R. 48 | 0.15 Mi E OF C.R. 561 | B | 32 | 20 | 26 | 5,977 | 6,305 | 5,764 | 6,582 | 5,840 | 5,928 | -1.53% | 678 | 7:45 | 548 | 282 | 266 | WB | 17:00 |
| 255 | C.R. 48 | 0.18 Mi W OF S.R. 19 | B | 23 | 20 | 25 | 9,300 | 9,304 | 8,572 | 9,713 | 9,242 | 9,084 | -0.60% | 757 | 16:30 | 757 | 390 | 367 | WB | 16:30 |
| 256 | C.R. 448A | 0.2 Mi N OF C.R. 48 | B | 24 | 20 | 26 | 5,339 | 5,575 | 4,763 | 5,458 | 5,088 | 5,330 | -1.12% | 517 | 16:45 | 517 | 237 | 281 | SB | 16:45 |
| 257 | C.R. 561 | 0.07 Mi S OF WOODLAND DR | B | 20 | 20 | 26 | 8,600 | 9,245 | #N/A | 9,680 | 8,472 | 9,434 | 0.51% | 1,019 | 16:30 | 1,019 | 470 | 548 | SB | 16:30 |
| 258 | DUDA RD | 0.16 Mi E OF C.R. 448A | B | 24 | 20 | 26 | 4,738 | 6,485 | 6,163 | 6,857 | 6,337 | 6,597 | 0.43% | 561 | 17:15 | 561 | 267 | 294 | WB | 17:15 |
| 259 | C.R. 48 | 0.12 Mi W OF C.R. 33 | B | 22 | 20 | 24 | 3,520 | 3,145 | 2,849 | 3,407 | 3,600 | 3,157 | 0.10% | 263 | 16:30 | 263 | 101 | 162 | WB | 16:30 |
| 260 | C.R. 33 | 0.28 Mi S OF C.R. 470/C.R. 48 | D | 15 | 20 | 24 | 10,062 | 9,251 | 8,936 | 10,033 | 10,210 | 8,811 | -1.21% | 719 | 15:30 | 719 | 303 | 417 | SB | 15:30 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|--------------------------|------------------------------------|-----------|-------|-------|-------|--------------------------------------|----------|-------------------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| | | | | | | | 261 | C.R. 448 | AT ORANGE CO LINE | C | 13 | 20 | | | | 26 | 7,383 | 7,479 | 7,075 | 7,364 |
| 262 | C.R. 48 | 0.12 Mi W OF U.S. 27 | C | 14 | 20 | 24 | 8,996 | 9,714 | 9,128 | 10,282 | 9,086 | 8,175 | -4.22% | 699 | 15:30 | 699 | 361 | 338 | EB | 15:30 |
| 263 | C.R. 48 | 0.18 Mi E OF C.R. 33 | B | 15 | 20 | 24 | 8,307 | 8,867 | 7,814 | 7,814 | 7,940 | 8,554 | -0.89% | 708 | 11:15 | 646 | 358 | 288 | EB | 15:30 |
| 264 | C.R. 48 | 0.25 Mi E OF U.S. 27 | B | 14 | 20 | 24 | 10,428 | 10,908 | 9,624 | 11,331 | 13,118 | 8,849 | -5.10% | 721 | 15:45 | 721 | 379 | 342 | EB | 15:45 |
| 265 | SHIRLEY SHORES RD | 0.15 Mi N OF C.R. 448 | B | 15 | 20 | 26 | 2,425 | 2,684 | 2,410 | 2,608 | 2,789 | 2,770 | 0.79% | 254 | 17:15 | 254 | 142 | 112 | NB | 17:15 |
| 266 | C.R. 470 | 0.536 Mi E OF TURNPIKE OVERPASS | B | 17 | 20 | 24 | 7,182 | 9,077 | 7,451 | 7,451 | 11,256 | 7,952 | -3.25% | 668 | 6:45 | 643 | 393 | 251 | EB | 15:45 |
| 267 | C.R. 470 | 0.06 Mi E OF SUMTER CO LINE | B | 7 | 20 | 24 | 8,310 | 8,986 | 8,816 | 11,185 | 13,118 | 10,184 | 3.18% | 816 | 15:30 | 816 | 478 | 339 | EB | 15:30 |
| 268 | C.R. 33 | 0.34 Mi W OF U.S. 27 | B | 11 | 20 | 24 | 9,988 | 9,599 | 9,402 | 10,645 | 10,254 | 9,162 | -1.16% | 743 | 7:30 | 717 | 364 | 353 | WB | 15:45 |
| 269 | C.R. 448 | 0.155 Mi W OF C.R. 561 | B | 7 | 20 | 26 | 4,138 | 4,947 | 4,396 | 4,396 | 5,105 | 4,892 | -0.28% | 456 | 16:30 | 456 | 252 | 204 | EB | 16:30 |
| 270 | C.R. 448 | 0.12 Mi E OF C.R. 561 | B | 8 | 20 | 26 | 8,234 | 9,953 | 7,615 | 9,589 | 10,485 | 10,987 | 2.50% | 959 | 17:00 | 959 | 467 | 491 | WB | 17:00 |
| 271 | LANE PARK CUTOFF | 0.045 Mi E OF S.R. 19 | B | 6 | 20 | 26 | 2,032 | 1,984 | 2,193 | 2,216 | 1,847 | 1,923 | -0.78% | 403 | 8:30 | 314 | 197 | 117 | EB | 16:00 |
| 401 | C.R. 561 | 0.26 Mi S OF S.R. 19 | C | 6 | 20 | 26 | 13,334 | 14,040 | 13,621 | 16,307 | 16,416 | 15,091 | 1.82% | 1,317 | 17:15 | 1,317 | 566 | 751 | SB | 17:15 |
| 402 | WOODLEA RD | 0.1 Mi W OF S.R. 19 | C | 31 | 19 | 26 | 2,992 | 3,078 | 3,319 | 3,238 | 3,277 | 3,288 | 1.67% | 279 | 17:45 | 279 | 183 | 96 | WB | 17:45 |
| 404 | C.R. 452 (LAKESHORE DR) | 0.13 Mi E OF BAY RD | C | 35 | 19 | 26 | 1,614 | 1,503 | 1,520 | 1,481 | 1,481 | 1,358 | -2.51% | 128 | 15:30 | 128 | 54 | 74 | WB | 15:30 |
| 406 | DEAD RIVER RD | 0.2 Mi W OF S.R. 19 | C | 31 | 19 | 26 | 7,484 | 6,830 | 7,020 | 7,060 | 7,158 | 6,174 | -2.49% | 575 | 17:15 | 575 | 252 | 323 | WB | 17:15 |
| 407 | C.R. 452 (LAKESHORE DR) | 0.06 Mi W OF COLLEY DR. (EAST) | C | 34 | 19 | 26 | 1,634 | 1,440 | 1,442 | 1,313 | 1,313 | 1,328 | -1.99% | 132 | 15:45 | 132 | 58 | 73 | WB | 15:45 |
| 411 | BAY RD | 0.1 Mi S OF OLD 441 | C-1 | 26 | 19 | 26 | 1,766 | 1,744 | 1,631 | 1,683 | 1,683 | 1,190 | -9.11% | 102 | 16:15 | 102 | 41 | 61 | NB | 16:15 |
| 412 | DORA AV | .01 Mi S OF ALFRED ST | C-1 | 28 | 19 | 26 | 1,630 | 1,782 | 1,628 | 1,746 | 1,746 | 1,497 | -4.27% | 146 | 14:45 | 143 | 66 | 77 | SB | 16:15 |
| 413 | OLD 441/ALFRED ST | 0.12 Mi E OF C.R. 19A/DORA AV | C-1 | 28 | 19 | 26 | 8,575 | 9,461 | 9,214 | 9,687 | 9,329 | 8,527 | -2.57% | 815 | 16:45 | 815 | 436 | 379 | EB | 16:45 |
| 414 | SUNNYSIDE DR | 0.106 Mi S OF SUNNYSIDE DR (EAST) | C-1 | 30 | 19 | 25 | 1,640 | 1,678 | 1,542 | 1,523 | 1,523 | 1,371 | -4.94% | 119 | 17:45 | 119 | 43 | 76 | SB | 17:45 |
| 415 | OLD 441 | 0.09 Mi E OF LAKESHORE DR | C-1 | 30 | 19 | 27 | 10,370 | 9,113 | 10,172 | 10,949 | 10,854 | 9,998 | 2.34% | 869 | 17:15 | 869 | 418 | 450 | EB | 17:15 |
| 416 | BAY RD | 0.1 Mi N OF OLD 441 | C-1 | 26 | 19 | 26 | 3,006 | 3,023 | 3,015 | 3,021 | 3,024 | 2,694 | -2.84% | 231 | 10:45 | 207 | 97 | 109 | SB | 16:30 |
| 417 | OLD 441/SR 500A (ALFRED) | 0.11 Mi E OF S.R. 19 | C | 29 | 19 | 26 | 8,845 | 9,562 | 9,186 | 9,322 | 8,978 | 9,294 | -0.71% | 816 | 13:45 | 766 | 344 | 422 | WB | 16:45 |
| 419 | LAKESHORE DR | 0.06 Mi N OF OLD 441 | C | 30 | 19 | 27 | 718 | 635 | 606 | 670 | 670 | 664 | 1.10% | 64 | 14:00 | 63 | 34 | 29 | NB | 16:45 |
| 420 | OLD 441 | 0.19 Mi W OF C.R. 19A/EUDORA RD | C | 26 | 19 | 26 | 8,656 | 8,991 | 8,390 | 9,157 | 9,403 | 8,847 | -0.40% | 824 | 17:00 | 824 | 415 | 409 | EB | 17:00 |
| 421 | OLD 441 | 0.20 Mi E OF EUDORA RD | C-1 | 25 | 19 | 26 | 13,405 | 13,524 | 15,132 | 17,708 | 15,655 | 14,802 | 2.28% | 1,326 | 16:30 | 1,326 | 647 | 679 | WB | 16:30 |
| 422 | MORNINGSIDE DR (MT DORA) | 0.14 Mi N OF OLD 441 | C-1 | 25 | 19 | 26 | 1,537 | 1,620 | 1,498 | 1,803 | 1,694 | 1,775 | 2.32% | 166 | 16:00 | 166 | 85 | 81 | NB | 16:00 |
| 423 | SUNNYSIDE DR | 0.04 Mi W OF TOMATO HILL RD | C-1 | 29 | 19 | 25 | 2,449 | 2,543 | 2,527 | 2,767 | 2,709 | 2,403 | -1.41% | 255 | 17:15 | 255 | 166 | 89 | EB | 17:15 |
| 424 | C.R. 19A | 0.2 Mi S OF HOLLY DR | C | 26 | 19 | 26 | 8,672 | 8,313 | 8,328 | 8,973 | 8,444 | 7,757 | -1.71% | 686 | 15:00 | 686 | 372 | 314 | NB | 15:00 |
| 429 | SUNNYSIDE DR | 0.09 Mi S OF MAIN ST (S.R. 44) | C-1 | 25 | 19 | 24 | 4,389 | 3,979 | 3,945 | 4,348 | 4,217 | 4,014 | 0.22% | 380 | 17:00 | 380 | 148 | 231 | SB | 17:00 |
| 430 | MAIN ST (LEESBURG) | 0.10 Mi W OF U.S. 27/14th ST | C-1 | 27 | 19 | 24 | 10,815 | 12,307 | 10,677 | 11,458 | 10,525 | 10,998 | -2.77% | 944 | 17:15 | 944 | 497 | 447 | WB | 17:15 |
| 431 | MAIN ST (LEESBURG) | 0.08 Mi E OF U.S. 27/14th ST | C-1 | 26 | 19 | 24 | 10,377 | 11,362 | 9,965 | 10,474 | 9,826 | 9,882 | -3.43% | 906 | 15:15 | 906 | 431 | 475 | WB | 15:15 |
| 432 | MAIN ST | 0.05 Mi E OF S.R. 44 (TO U.S. 441) | C-1 | 25 | 19 | 24 | 5,249 | 5,145 | 4,957 | 5,375 | 5,213 | 4,818 | -1.63% | 452 | 17:15 | 452 | 284 | 168 | EB | 17:15 |
| 436 | C.R. 468 | 0.09 Mi N OF S.R. 44 | C | 28 | 19 | 24 | 7,492 | 7,773 | 7,658 | 8,136 | 7,610 | 8,348 | 1.80% | 768 | 16:45 | 768 | 401 | 367 | NB | 16:45 |
| 437 | C.R. 19A | 0.05 Mi E OF DRUID PL. | C | 21 | 19 | 26 | 5,065 | 4,919 | 5,011 | 5,403 | 4,769 | 4,630 | -1.50% | 441 | 17:15 | 441 | 238 | 203 | EB | 17:15 |
| 439 | C.R. 19A | 0.12 Mi S OF U.S. 441 | C-1 | 23 | 19 | 26 | 15,149 | 15,000 | 14,469 | 15,223 | 14,686 | 13,280 | -3.00% | 1,114 | 16:45 | 1,114 | 596 | 518 | NB | 16:45 |
| 440 | C.R. 44C (EUDORA RD) | 0.32 Mi S OF U.S. 441 | C-1 | 23 | 19 | 26 | 10,516 | 9,548 | 9,533 | 10,305 | 9,392 | 9,259 | -0.77% | 801 | 14:45 | 786 | 352 | 434 | NB | 15:00 |
| 442 | DAVID WALKER DR | 0.20 Mi S OF U.S. 441 | C-1 | 22 | 19 | 26 | 7,672 | 8,369 | 8,220 | 8,756 | 7,640 | 7,706 | -2.04% | 717 | 14:45 | 681 | 350 | 331 | NB | 15:00 |
| 443 | C.R. 473 | 0.21 Mi N OF U.S. 441 | C-1 | 24 | 19 | 25 | 15,208 | 14,151 | 13,629 | 14,556 | 14,190 | 13,662 | -0.87% | 1,181 | 17:15 | 1,181 | 753 | 428 | NB | 17:15 |
| 444 | S. MT HOMER RD | 0.05 Mi S OF U.S. 441 | C-1 | 21 | 19 | 26 | 333 | 262 | 249 | 260 | 260 | 251 | -1.07% | 33 | 16:15 | 33 | 24 | 9 | NB | 16:15 |
| 445 | C.R. 19A | 95 Ft E OF KURT ST | C-1 | 23 | 19 | 26 | 4,140 | 3,711 | 3,858 | 3,990 | 3,439 | 3,193 | -3.69% | 290 | 16:30 | 290 | 154 | 137 | EB | 16:30 |
| 446 | OLD EUSTIS RD | 0.05 Mi E OF E CROOKED LK RD | C | 19 | 19 | 27 | 1,696 | 2,024 | 1,362 | 1,334 | 1,334 | 1,360 | -9.46% | 127 | 14:45 | 122 | 47 | 75 | WB | 16:30 |
| 448 | LAKE EUSTIS DR | 0.1 Mi N OF U.S. 441 | C-1 | 21 | 19 | 26 | 6,854 | 6,831 | 6,821 | 7,205 | 7,146 | 6,609 | -0.82% | 561 | 7:30 | 560 | 300 | 260 | NB | 16:45 |
| 450 | MT HOMER RD | 0.14 Mi N OF U.S. 441 | C-1 | 22 | 19 | 26 | 1,829 | 1,954 | 2,155 | 2,155 | 2,243 | 2,093 | 1.73% | 260 | 7:30 | 191 | 111 | 79 | NB | 15:15 |
| 451 | SLEEPY HOLLOW RD | 0.064 Mi S OF U.S. 441 | C-1 | 20 | 19 | 25 | 3,943 | 4,263 | 3,819 | 4,022 | 4,640 | 3,952 | -1.88% | 376 | 17:15 | 376 | 158 | 218 | SB | 17:15 |
| 453 | RADIO RD | 0.12 Mi N OF U.S. 441/S.R. 500 | C | 23 | 19 | 25 | 7,207 | 7,365 | 7,650 | 8,534 | 7,824 | 7,115 | -0.86% | 627 | 15:15 | 627 | 272 | 355 | NB | 15:15 |
| 454 | EAST CROOKED LAKE RD | 0.08 Mi N OF U.S. 441 | C | 19 | 19 | 27 | 4,943 | 5,790 | 5,192 | 5,052 | 5,052 | 4,597 | -5.60% | 393 | 17:00 | 393 | 244 | 149 | NB | 17:00 |
| 458 | C.R. 44 | 0.55 Mi N OF U.S. 441 | C | 20 | 19 | 25 | 12,699 | 11,194 | 11,399 | 12,572 | 12,910 | 10,841 | -0.80% | 966 | 16:45 | 966 | 624 | 342 | NB | 16:45 |
| 459 | OLD MT DORA RD | 0.11 Mi W OF EUDORA RD | C | 23 | 19 | 26 | 5,298 | 4,964 | 5,030 | 5,156 | 4,862 | 4,676 | -1.48% | 466 | 16:30 | 466 | 215 | 251 | WB | 16:30 |
| 460 | C.R. 44A (GRIFFIN RD) | 0.165 Mi W OF U.S. 27 (14th ST) | C | 22 | 19 | 24 | 9,222 | 9,157 | 8,722 | 8,612 | 9,003 | 8,869 | -0.79% | 791 | 17:45 | 791 | 309 | 482 | EB | 17:45 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-----------------------------|--------------------------------------|-----------|-------|-------|-------|--------------------------------------|-----------------------|------------------------|--------|--------|--------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| | | | | | | | 461 | C.R. 44C (GRIFFIN RD) | 0.061 Mi E OF C.R. 468 | C-1 | 16 | 19 | | | | 24 | 5,944 | 5,817 | 5,664 | 6,028 |
| 463 | MT HOMER RD | 0.1 Mi W OF KURT ST | C-1 | 15 | 19 | 26 | 3,730 | 3,885 | 3,771 | 3,970 | 3,780 | 3,971 | 0.55% | 394 | 16:30 | 394 | 204 | 190 | EB | 16:30 |
| 466 | THOMAS AV | 0.081 Mi N OF C.R. 44A/C.R. 44C | C | 15 | 19 | 24 | 8,087 | 8,500 | 8,091 | 9,236 | 7,671 | 8,877 | 1.09% | 850 | 17:30 | 850 | 369 | 481 | SB | 17:30 |
| 467 | C.R. 44 LEG A | 0.10 Mi NW OF U.S. 441 | C-1 | 16 | 19 | 25 | 1,337 | 1,248 | 1,290 | 1,416 | 1,416 | 954 | -6.49% | 100 | 11:30 | 77 | 64 | 13 | WB | 15:30 |
| 468 | C.R. 449 (SILVER LAKE ROAD) | 0.37 Mi S OF MORNINGSIDE DR | C-1 | 15 | 19 | 25 | 2,212 | 2,298 | 2,112 | 2,266 | 2,286 | 1,729 | -6.86% | 175 | 16:30 | 175 | 134 | 41 | NB | 16:30 |
| 471 | DAVID WALKER DR | 0.05 Mi W OF KURT ST (EUSTIS) | C | 15 | 19 | 26 | 5,099 | 5,205 | 5,553 | 5,553 | 5,768 | 5,889 | 3.14% | 551 | 16:45 | 551 | 301 | 250 | EB | 16:45 |
| 474 | C.R. 466A (PICCIOLA RD) | 0.20 Mi N OF PICCIOLA CUTOFF | C-1 | 10 | 19 | 24 | 8,100 | 7,298 | 6,347 | 6,945 | 6,678 | 6,534 | -2.73% | 550 | 16:30 | 550 | 313 | 237 | NB | 16:30 |
| 475 | C.R. 467 | 0.33 Mi W OF U.S. 27/U.S. 441 | C-1 | 15 | 19 | 24 | 5,918 | 6,186 | 5,728 | 6,630 | 5,769 | 6,283 | 0.39% | 606 | 17:15 | 606 | 259 | 348 | WB | 17:15 |
| 480 | C.R. 468 | 0.08 Mi S OF MYRTLE LAKE/URICK ST | C-1 | 9 | 19 | 24 | 6,150 | 6,280 | 6,169 | 6,169 | 6,623 | 7,040 | 2.90% | 662 | 17:15 | 662 | 312 | 350 | NB | 17:15 |
| 482 | C.R. 25A | 0.103 Mi N OF C.R. 25A/URICK ST | C-1 | 9 | 19 | 24 | 5,549 | 5,125 | 4,780 | 5,087 | 4,603 | 4,609 | -2.62% | 493 | 17:15 | 493 | 245 | 248 | NB | 17:15 |
| 483 | C.R. 44 | 0.10 Mi S OF TREASURE ISLAND RD | C-1 | 9 | 19 | 25 | 10,184 | 10,812 | 10,699 | 4,216 | 11,650 | 9,764 | -2.52% | | | | | | NB | 16:45 |
| 484 | LAKESHORE DR (EUSTIS) | 0.09 Mi E OF KING ST | C-1 | 11 | 19 | 26 | 6,950 | 6,078 | 5,874 | 6,822 | 6,189 | 6,448 | 1.49% | 585 | 16:45 | 585 | 320 | 265 | EB | 16:45 |
| 486 | ABRAMS RD | 0.06 Mi S OF S.R. 44 | C-1 | 7 | 19 | 27 | 4,807 | 5,151 | 5,145 | 5,419 | 5,083 | 4,777 | -1.87% | 486 | 16:30 | 486 | 237 | 250 | NB | 16:30 |
| 487 | ORANGE AV | 0.161 Mi E OF S.R. 19 (EUSTIS) | C | 11 | 19 | 26 | 11,233 | 7,735 | 12,986 | 13,180 | 11,963 | 11,813 | 11.17% | 1,027 | 17:00 | 1,027 | 568 | 459 | EB | 17:00 |
| 490 | C.R. 468 | 0.04 Mi N OF BERCKMAN ST | C-1 | 4 | 19 | 24 | 4,080 | 3,991 | 3,637 | 3,731 | 3,715 | 4,294 | 1.85% | 387 | 8:15 | 367 | 173 | 194 | NB | 17:15 |
| 491 | C.R. 466A | 0.10 Mi W OF U.S. 27/U.S. 441 | C-1 | 4 | 19 | 24 | 6,453 | 6,512 | 6,474 | 6,803 | 7,321 | 6,980 | 1.75% | 565 | 15:45 | 565 | 279 | 286 | EB | 15:45 |
| 492 | C.R. 466A | AT SUMTER CO LINE | C | 6 | 19 | 24 | 18,230 | 18,968 | 13,377 | 3,504 | 7,594 | 17,841 | -1.52% | 1,503 | 17:30 | 1,503 | 643 | 860 | SB | 17:30 |
| 493 | MICRO RACETRACK RD | 0.098 Mi N OF C.R. 466A | C | 6 | 19 | 24 | 8,714 | 9,147 | 9,401 | 8,073 | 9,912 | 9,826 | 1.81% | 899 | 16:00 | 899 | 411 | 488 | SB | 16:00 |
| 494 | RADIO RD | 0.084 Mi S OF C.R. 44 | C | 3 | 19 | 25 | 3,269 | 3,301 | 3,484 | 4,211 | 3,137 | 2,809 | -3.95% | 251 | 14:45 | 239 | 127 | 112 | NB | 16:45 |
| 495 | C.R. 25A (FRUIT PK.) | 0.063 Mi S OF U.S. 27/U.S. 441 | C | 4 | 19 | 24 | 8,371 | 7,858 | 7,541 | 8,053 | 7,653 | 7,235 | -2.04% | 658 | 16:30 | 658 | 322 | 336 | NB | 16:30 |
| 496 | C.R. 452 (EUSTIS) | 0.15 Mi W OF S.R. 19 | C | 2 | 19 | 26 | 13,140 | 13,386 | 13,376 | 14,937 | 12,827 | 13,700 | 0.58% | 1,087 | 17:00 | 1,087 | 599 | 487 | WB | 17:00 |
| 497 | C.R. 466B | 0.20 Mi S OF EMMAUS RD | C | 2 | 19 | 24 | 4,843 | 4,615 | 4,585 | 4,824 | 4,638 | 4,605 | -0.05% | 388 | 16:45 | 388 | 176 | 212 | NB | 16:45 |
| 498 | C.R. 44 | 0.13 Mi W OF C.R. 44/C.R. 44A | C-1 | 6 | 19 | 27 | 10,518 | 12,009 | 10,974 | 12,318 | 12,318 | 9,734 | -5.12% | 849 | 17:00 | 849 | 422 | 427 | WB | 17:00 |
| 499 | C.R. 473 | 0.083 Mi S OF C.R. 44 | C | 2 | 19 | 25 | 6,893 | 7,355 | 7,042 | 7,337 | 7,408 | 6,664 | -2.43% | 540 | 17:15 | 540 | 308 | 232 | NB | 17:15 |
| 500 | C.R. 44 | 0.07 Mi E OF C.R. 473 | C | 2 | 19 | 25 | 14,287 | 18,397 | 17,453 | 19,726 | 16,961 | 16,128 | -3.24% | 1,471 | 17:15 | 1,471 | 960 | 510 | EB | 17:15 |
| 501 | EMERALDA AV | 0.05 Mi N OF C.R. 44 | C | 35 | 18 | 25 | 3,626 | 3,704 | 3,673 | 4,216 | 3,809 | 3,768 | 0.43% | 366 | 17:15 | 366 | 235 | 132 | NB | 17:15 |
| 502 | C.R. 44 | 0.15 Mi W OF SR 19 | C-1 | 35 | 18 | 26 | 13,466 | 14,432 | 14,397 | 16,691 | 15,371 | 15,807 | 2.30% | 1,315 | 16:45 | 1,315 | 590 | 726 | WB | 16:45 |
| 503 | C.R. 44 | 0.14 Mi E OF SR 19 | C-1 | 35 | 18 | 26 | 12,550 | 13,310 | 12,089 | 13,328 | 12,807 | 12,240 | -2.07% | 1,088 | 17:00 | 1,088 | 550 | 538 | EB | 17:00 |
| 504 | C.R. 452 | 0.16 Mi N OF C.R. 44 | C-1 | 34 | 18 | 26 | 9,468 | 10,541 | 9,788 | 9,788 | 10,972 | 10,593 | 0.12% | 973 | 17:00 | 973 | 541 | 432 | NB | 17:00 |
| 506 | C.R. 44 | 0.39 Mi W OF GRAND ISLAND SHORES RD | C-1 | 33 | 18 | 26 | 13,343 | 13,678 | 13,073 | 15,294 | 15,162 | 13,326 | -0.65% | 1,104 | 16:45 | 1,104 | 558 | 546 | EB | 16:45 |
| 507 | C.R. 19A | 0.05 Mi W OF S.R. 19 | C-1 | 35 | 18 | 26 | 3,356 | 2,973 | 2,872 | 3,509 | 2,906 | 3,214 | 1.96% | 350 | 17:30 | 350 | 186 | 164 | WB | 17:30 |
| 508 | SOUTH FISH CAMP RD | 0.097 Mi N OF C.R. 44 | C-1 | 32 | 18 | 26 | 1,368 | 1,393 | 1,505 | 1,546 | 1,561 | 1,412 | 0.34% | 144 | 16:30 | 144 | 77 | 67 | NB | 16:30 |
| 509 | LAKE ELLA RD | 0.20 Mi W OF MICRO RACETRACK RD | C | 31 | 18 | 24 | 1,768 | 1,821 | 1,912 | 1,912 | 2,341 | 2,563 | 8.92% | 251 | 16:00 | 251 | 159 | 92 | EB | 16:00 |
| 510 | EAGLESNEST RD | 0.045 Mi E OF U.S. 27/U.S. 441 | C | 28 | 18 | 24 | 3,755 | 3,477 | 3,736 | 3,736 | 3,973 | 4,135 | 4.43% | 342 | 5:45 | 320 | 192 | 129 | EB | 15:15 |
| 511 | LAKE ELLA RD | 0.169 Mi W OF U.S. 27/U.S. 441 | C | 28 | 18 | 24 | 2,198 | 1,857 | 1,949 | 1,901 | 1,739 | 1,583 | -3.92% | 132 | 15:45 | 132 | 64 | 68 | EB | 15:45 |
| 512 | GRAYS AIRPORT RD | 0.10 Mi N OF EAGLESNEST RD | C | 27 | 18 | 24 | 2,314 | 2,136 | 2,225 | 2,586 | 2,547 | 2,646 | 5.51% | 258 | 17:15 | 258 | 102 | 155 | NB | 17:15 |
| 513 | ROLLING ACRES RD | 0.053 Mi N OF LAKE ELLA RD | C | 30 | 18 | 24 | 7,363 | 7,833 | 7,929 | 6,755 | 8,089 | 7,926 | 0.29% | 748 | 14:00 | 692 | 326 | 366 | SB | 16:00 |
| 514 | GOOSE PRAIRIE RD | 0.12 Mi W OF FELKINS RD | C | 25 | 18 | 25 | 2,685 | 2,672 | 2,763 | 3,120 | 2,882 | 2,799 | 1.17% | 271 | 16:45 | 271 | 173 | 98 | EB | 16:45 |
| 515 | GRIFFIN VIEW DR | 0.08 Mi E OF U.S. 27/U.S. 441 | C | 21 | 18 | 24 | 4,466 | 3,967 | 3,579 | 3,770 | 3,484 | 3,120 | -5.82% | 290 | 17:00 | 290 | 180 | 110 | EB | 17:00 |
| 517 | GRAYS AIRPORT RD | 0.10 Mi N OF GRIFFIN VIEW DR | C | 22 | 18 | 24 | 2,649 | 2,419 | 2,425 | 2,680 | 2,610 | 2,597 | 1.79% | 260 | 16:45 | 260 | 154 | 105 | NB | 16:45 |
| 518 | ARLINGTON AV | 0.097 Mi S OF W LADY LAKE BV | C | 20 | 18 | 24 | 1,762 | 1,848 | 1,593 | 1,841 | 1,841 | 1,557 | -4.20% | 139 | 15:00 | 139 | 55 | 84 | SB | 15:00 |
| 521 | LADY LAKE BV | 0.045 Mi E OF U.S. 27/U.S. 441 | C | 21 | 18 | 24 | 819 | 834 | 562 | 569 | 569 | 552 | -9.81% | 54 | 11:15 | 52 | 34 | 19 | EB | 17:45 |
| 522 | C.R. 466 | AT SUMTER CO LINE | C | 18 | 18 | 24 | 25,388 | 24,224 | 22,395 | 17,163 | 21,575 | 20,068 | -4.60% | 1,757 | 15:45 | 1,757 | 952 | 806 | EB | 15:45 |
| 523 | C.R. 466 | 0.10 Mi W OF CLAY AV | C | 17 | 18 | 24 | 18,598 | 16,724 | 16,274 | 16,274 | 16,931 | 14,604 | -3.33% | 1,243 | 14:45 | 1,238 | 693 | 545 | EB | 15:00 |
| 526 | ROLLING ACRES RD | 0.17 Mi N OF C.R. 466 | C | 17 | 18 | 24 | 15,585 | 16,347 | 16,851 | 16,851 | 16,999 | 16,190 | -0.24% | 1,458 | 10:45 | 1,269 | 668 | 601 | SB | 15:00 |
| 527 | LAKE GRIFFIN RD | 0.27 Mi W OF CAROLINA AV | C | 16 | 18 | 24 | 3,133 | 2,927 | 2,830 | 3,449 | 3,145 | 2,810 | -1.01% | 260 | 17:15 | 260 | 97 | 162 | WB | 17:15 |
| 530 | ROLLING ACRES RD | 0.10 Mi S OF U.S. 27/U.S. 441 | C | 8 | 18 | 24 | 17,211 | 17,679 | 17,349 | 13,562 | 17,618 | 15,614 | -3.06% | 1,390 | 11:00 | 1,231 | 677 | 554 | NB | 15:00 |
| 531 | C.R. 450 | 0.06 Mi W OF OWENS LN | C | 11 | 18 | 26 | 2,412 | 2,830 | 2,697 | 2,642 | 2,751 | 2,505 | -3.00% | 249 | 16:45 | 249 | 143 | 106 | WB | 16:45 |
| 532 | C.R. 452 | 0.20 Mi S OF SOUTH EM-EN-EL GROVE RD | C | 14 | 18 | 25 | 7,453 | 8,160 | 5,806 | 5,995 | 7,594 | 8,464 | 0.92% | 728 | 17:00 | 728 | 373 | 355 | NB | 17:00 |
| 533 | C.R. 450 | 0.08 Mi E OF SR 19 | C | 12 | 18 | 26 | 4,810 | 4,498 | 4,405 | 4,763 | 4,578 | 4,389 | -0.61% | 413 | 17:00 | 413 | 177 | 237 | EB | 17:00 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|----------------------------|--|-----------|-----|-----|-----|--------------------------------------|---------------------|-------------------------|--------|--------|--------|---|------------------------------|----------------------|--|-------|--------|--------|--------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| | | | | | | | 534 | C.R. 25 (TEAGUE TL) | 0.21 Mi S OF GRIFFIN AV | C | 8 | 18 | | | | 24 | 9,575 | 10,023 | 9,630 | 10,461 |
| 535 | GRIFFIN AV | 0.05 Mi E OF C.R. 25 | C | 8 | 18 | 24 | 3,021 | 2,716 | 2,654 | 2,654 | 2,483 | 3,095 | 3.32% | 287 | 11:00 | 287 | 191 | 96 | EB | 15:15 |
| 536 | GRIFFIN AV | 0.085 Mi W OF C.R. 25 | C | 8 | 18 | 24 | 10,715 | 9,169 | 9,182 | 9,839 | 8,889 | 9,822 | 1.73% | 871 | 15:45 | 871 | 534 | 337 | EB | 15:45 |
| 537 | SHAY BV | 0.158 Mi N OF GRIFFIN AV | C | 7 | 18 | 24 | 3,886 | 2,842 | 2,550 | 2,550 | 2,180 | 2,081 | -7.49% | 209 | 13:45 | 177 | 98 | 79 | NB | 15:15 |
| 538 | U.S. 27/U.S. 441 | 0.10 Mi S OF SUMTER CO LINE | C | 6 | 18 | 24 | 37,440 | 36,327 | 32,106 | 32,106 | 35,451 | 31,813 | -3.26% | 2,741 | 12:15 | 2,641 | 1,303 | 1,338 | SB | 15:00 |
| 539 | MARION COUNTY RD | 0.15 Mi E OF C.R. 25 | C | 5 | 18 | 24 | 2,377 | 2,145 | 2,200 | 2,364 | 2,499 | 2,107 | -0.45% | 184 | 15:45 | 184 | 114 | 70 | EB | 15:45 |
| 540 | C.R. 25 | AT MARION CO LINE | C | 5 | 18 | 24 | 10,954 | 10,916 | 10,696 | 11,418 | 11,104 | 9,153 | -4.31% | 843 | 17:00 | 843 | 580 | 263 | NB | 17:00 |
| 541 | C.R. 450 | 0.18 Mi W OF ST THOMAS AV, AT MARION C | C | 5 | 18 | 26 | 1,557 | 1,658 | 1,808 | 1,831 | 1,859 | 1,574 | -1.29% | 168 | 16:45 | 168 | 79 | 88 | WB | 16:45 |
| 542 | C.R. 42 | AT MARION CO LINE | C | 31 | 17 | 27 | 4,338 | 4,434 | 4,866 | 5,029 | 11,595 | 4,496 | 0.35% | 435 | 16:30 | 435 | 222 | 214 | WB | 16:30 |
| 601 | C.R. 435 | AT ORANGE CO LINE | D | 32 | 19 | 28 | 5,618 | 4,872 | 5,697 | 5,834 | 5,667 | 5,331 | 2.27% | 510 | 16:45 | 510 | 190 | 320 | SB | 16:45 |
| 602 | OLD 441/SR. 500A (MT DORA) | 0.03 Mi S OF ROBIE AV | D | 32 | 19 | 27 | 5,447 | 5,090 | 4,957 | 6,813 | 5,980 | 5,219 | 0.62% | 508 | 17:00 | 508 | 290 | 218 | NB | 17:00 |
| 603 | C.R. 46 (SANFORD RD) | 0.18 Mi W OF U.S. 441 | D | 32 | 19 | 27 | 7,028 | 7,164 | 6,335 | 6,269 | 6,812 | 6,648 | -1.85% | 669 | 16:45 | 669 | 333 | 336 | WB | 16:45 |
| 604 | ROUND LAKE RD | 0.17 Mi S OF S.R. 46 | D | 35 | 19 | 27 | 5,453 | 6,127 | 5,388 | 5,627 | 5,459 | 5,095 | -4.51% | 474 | 16:45 | 474 | 229 | 245 | SB | 16:45 |
| 605 | HIGHLAND ST | 0.04 Mi N OF 5th AV | C-1 | 29 | 19 | 27 | 2,277 | 2,307 | 2,744 | 2,979 | 2,648 | 2,491 | 1.93% | 343 | 6:45 | 273 | 160 | 113 | NB | 16:30 |
| 606 | C.R. 437 | 0.17 Mi S OF S.R. 46 | D | 30 | 19 | 28 | 9,108 | 8,271 | 8,779 | 9,062 | 7,868 | 7,743 | -1.64% | 684 | 16:00 | 684 | 278 | 406 | NB | 16:00 |
| 607 | C.R. 435 | 0.091 Mi S OF S.R. 46 | D | 29 | 19 | 28 | 7,465 | 8,282 | 7,565 | 7,525 | 7,747 | 6,930 | -4.36% | 638 | 16:45 | 638 | 320 | 318 | NB | 16:45 |
| 608 | SR46 | EAST OF NORTH CR437 | D | 30 | 19 | 28 | 16,939 | 16,834 | 16,019 | 16,019 | 13,402 | 12,802 | -6.62% | 1,070 | 17:00 | 1,070 | 525 | 545 | EB | 17:00 |
| 609 | C.R. 437 | 0.08 Mi N OF S.R. 46 | D | 30 | 19 | 28 | 12,566 | 13,239 | 13,785 | 13,374 | 11,589 | 10,985 | -4.56% | 936 | 16:45 | 936 | 394 | 542 | SB | 16:45 |
| 610 | S.R. 46 | 0.17 Mi E OF C.R. 46A | D | 25 | 19 | 28 | 22,898 | 25,751 | #N/A | 23,841 | 19,122 | 15,425 | -12.03% | 1,339 | 16:45 | 1,339 | 575 | 764 | WB | 16:45 |
| 611 | SR 46 | EAST OF CR 435 | C | 29 | 19 | 28 | 3,805 | 13,348 | 10,781 | 10,928 | 9,375 | 9,686 | -7.71% | 836 | 16:45 | 836 | 412 | 424 | WB | 16:45 |
| 612 | C.R. 46A | 0.11 Mi N OF S.R. 46 | D | 25 | 19 | 28 | 9,103 | 9,706 | 9,262 | 9,262 | 8,335 | 15,878 | 13.09% | 1,456 | 16:45 | 1,456 | 636 | 821 | SB | 16:45 |
| 613 | ROUND LAKE RD | 0.05 Mi S OF WOLF BRANCH RD | D | 26 | 19 | 27 | 3,328 | 4,460 | 7,468 | 6,467 | 6,233 | 5,581 | 5.77% | 637 | 7:30 | 493 | 186 | 306 | NB | 17:00 |
| 614 | WOLF BRANCH RD | 0.075 Mi W OF C.R. 437 | D | 19 | 19 | 28 | 6,263 | 6,723 | 7,402 | 7,022 | 5,836 | 5,394 | -5.36% | 501 | 7:30 | 470 | 272 | 198 | EB | 17:00 |
| 615 | WOLF BRANCH RD | 0.12 Mi E OF U.S. 441 | D | 29 | 19 | 27 | 12,087 | 13,096 | 14,369 | 15,021 | 11,788 | 11,808 | -2.55% | 1,076 | 17:00 | 1,076 | 464 | 612 | WB | 17:00 |
| 616 | LIMIT AV | .01 Mi W OF U.S. 441 | D | 20 | 19 | 27 | 2,832 | 3,058 | 3,088 | 3,164 | 2,838 | 2,677 | -3.27% | 282 | 7:45 | 271 | 143 | 128 | WB | 15:15 |
| 618 | WAYCROSS AV | 0.126 Mi W OF S.R. 44 | C-1 | 18 | 19 | 27 | 5,259 | 5,266 | 5,722 | 5,811 | 5,803 | 5,414 | 0.70% | 554 | 17:00 | 554 | 195 | 359 | WB | 17:00 |
| 619 | C.R. 437 | 0.09 Mi S OF S.R. 44 | D | 7 | 19 | 28 | 9,750 | 9,906 | 10,305 | 10,522 | 9,608 | 8,178 | -4.68% | 775 | 16:15 | 775 | 455 | 320 | NB | 16:15 |
| 620 | BRITT RD | 0.06 Mi S OF S.R. 44 | D | 9 | 19 | 27 | 2,634 | 3,420 | 4,041 | 4,927 | 3,964 | 4,202 | 5.28% | 440 | 7:30 | 403 | 191 | 212 | NB | 16:30 |
| 621 | CR46A | SOUTH OF SR44 | B | 8 | 19 | 28 | 9,046 | 8,995 | 8,256 | 10,500 | 8,327 | 7,295 | -5.10% | 658 | 16:30 | 658 | 260 | 398 | NB | 16:30 |
| 622 | ESTES RD | 0.035 Mi N OF S.R. 44 | C-1 | 8 | 19 | 27 | 3,518 | 3,782 | 3,456 | 3,924 | 3,880 | 3,911 | 0.84% | 365 | 15:45 | 365 | 131 | 234 | SB | 15:45 |
| 623 | ORANGE AV | 720 Ft E OF C.R. 44 (BYPASS) | C-1 | 7 | 19 | 27 | 14,203 | 14,732 | 14,184 | 14,184 | 14,218 | 11,942 | -5.11% | 1,023 | 16:30 | 1,023 | 444 | 579 | WB | 16:30 |
| 624 | BATES AV | 0.07 Mi E OF C.R. 44 | C-1 | 2 | 19 | 26 | 1,490 | 1,499 | 1,785 | 1,572 | 1,572 | 1,480 | -0.31% | 323 | 8:45 | 257 | 92 | 165 | WB | 16:00 |
| 625 | C.R. 439 | 0.08 Mi N OF S.R. 44 | D | 10 | 19 | 27 | 4,443 | 4,387 | 4,228 | 4,588 | 4,420 | 4,450 | 0.36% | 391 | 16:45 | 391 | 131 | 260 | NB | 16:45 |
| 626 | C.R. 44 | 0.10 Mi N OF S.R. 44 | C-1 | 7 | 19 | 27 | 8,418 | 11,439 | 10,568 | 10,582 | 10,582 | 8,414 | -7.39% | 768 | 16:15 | 768 | 445 | 323 | NB | 16:15 |
| 627 | C.R. 437 | 0.105 Mi S OF C.R. 44A | D | 31 | 18 | 28 | 5,661 | 6,011 | 5,967 | 6,531 | 5,784 | 5,477 | -2.30% | 529 | 17:00 | 529 | 198 | 331 | NB | 17:00 |
| 628 | C.R. 44A | 0.10 Mi W OF ESTES RD | C-1 | 5 | 19 | 27 | 4,706 | 5,104 | 4,957 | 6,198 | 5,481 | 5,191 | 0.42% | 475 | 17:00 | 475 | 213 | 262 | EB | 17:00 |
| 629 | CR 44A | 0.17 Mi N. OF CR 44A | C-1 | 5 | 19 | 27 | 2,092 | 2,171 | 1,960 | 2,227 | 2,273 | 2,140 | -0.36% | 199 | 16:15 | 199 | 111 | 87 | NB | 16:15 |
| 630 | C.R. 44A | 0.18 Mi W OF C.R. 439 | D | 34 | 18 | 27 | 4,441 | 4,741 | 4,746 | 4,975 | 4,975 | 4,319 | -2.31% | 380 | 16:45 | 380 | 187 | 193 | EB | 16:45 |
| 631 | C.R. 44A (EAST) | 0.6 Mi E OF C.R. 439 | D | 34 | 18 | 27 | 3,858 | 5,653 | 4,057 | 4,057 | 3,874 | 3,748 | -9.77% | 338 | 16:45 | 338 | 177 | 162 | EB | 16:45 |
| 632 | C.R. 44A | 0.08 Mi W OF S.R. 44 | D | 35 | 18 | 28 | 1,381 | 1,520 | 1,458 | 1,752 | 1,647 | 1,792 | 4.19% | 166 | 6:45 | 162 | 103 | 59 | EB | 16:15 |
| 633 | C.R. 450A | 0.06 Mi W OF C.R. 44A NORTH | D | 20 | 18 | 27 | 1,498 | 1,767 | 1,800 | 1,822 | 1,822 | 1,805 | 0.53% | 166 | 7:45 | 155 | 87 | 69 | WB | 16:30 |
| 634 | C.R. 44A (NORTH) | 0.2 Mi N OF C.R. 450A | D | 20 | 18 | 27 | 1,837 | 1,838 | 1,750 | 1,999 | 1,944 | 1,917 | 1.06% | 201 | 16:45 | 201 | 133 | 68 | NB | 16:45 |
| 635 | ROYAL TRAILS RD | 0.11 Mi N OF S.R. 44 | D | 18 | 18 | 29 | 1,766 | 1,700 | 1,674 | 1,759 | 1,759 | 1,716 | 0.23% | 148 | 17:00 | 148 | 41 | 108 | WB | 17:00 |
| 636 | C.R. 439 | 0.10 Mi S OF C.R. 42 | D | 3 | 18 | 27 | 3,501 | 3,709 | 3,665 | 4,204 | 11,072 | 3,593 | -0.79% | 333 | 17:00 | 333 | 104 | 229 | SB | 17:00 |
| 637 | C.R. 42 | 0.58 Mi E OF C.R. 450 | D | 33 | 17 | 27 | 4,969 | 5,127 | 5,378 | 6,201 | 5,735 | 5,311 | 0.89% | 501 | 16:15 | 501 | 254 | 247 | EB | 16:15 |
| 638 | C.R. 42 | 0.14 Mi W OF C.R. 450 | D | 32 | 17 | 27 | 3,968 | 4,128 | 4,388 | 5,276 | 5,347 | 4,383 | 1.51% | 430 | 17:45 | 430 | 224 | 206 | EB | 16:00 |
| 801 | C.R. 42 | 0.15 Mi N OF RANCHO LN | E | 20 | 17 | 28 | 3,153 | 3,523 | 3,503 | 3,921 | 3,385 | 3,663 | 0.98% | 313 | 17:15 | 313 | 151 | 162 | SB | 17:15 |
| 803 | C.R. 42 | 0.16 Mi W OF CROWS BLUFF RD | E | 38 | 17 | 29 | 4,635 | 4,980 | 4,726 | 5,214 | 5,570 | 5,038 | 0.29% | 459 | 17:00 | 459 | 150 | 309 | WB | 17:00 |
| 805 | C.R. 445A | 0.18 Mi E OF S.R. 19 | E | 8 | 16 | 27 | 1,789 | 1,915 | 2,060 | 2,270 | 1,898 | 2,009 | 1.21% | 170 | 16:00 | 170 | 91 | 79 | EB | 16:00 |
| 806 | C.R. 445A | 0.11 Mi W OF ASTOR PARK CUTOFF RD | E | 37 | 15 | 27 | 2,363 | 2,902 | 2,657 | 2,657 | 2,531 | 2,382 | -4.81% | 196 | 14:15 | 193 | 102 | 92 | EB | 15:45 |

2022 Lake County Annual Traffic Counts

| MAP STA # | ROAD NAME | LOCATION | Map Sheet | S E C | T W P | R N G | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED PEAK HR VOLUME 2022 | BEGIN PEAK HOUR 2022 | ADJUSTED 2022 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45) | | | | |
|-----------|-----------|-------------------|-----------|-------|-------|-------|--------------------------------------|-------|-------|-------|-------|-------|---|------------------------------|----------------------|--|-------|-------|--------|-------|
| | | | | | | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | | | | Total | NB/EB | SB/WB | Pk Dir | Time |
| 807 | S.R. 19 | AT MARION CO LINE | E | 30 | 15 | 28 | 2,251 | 2,086 | 2,131 | 2,629 | 1,905 | 1,800 | -3.61% | 149 | 16:15 | 149 | 70 | 79 | SB | 16:15 |
| 808 | S.R. 40 | AT MARION CO LINE | E | 39 | 15 | 28 | 4,814 | 4,470 | 4,956 | 4,956 | 6,532 | 4,478 | 0.05% | 341 | 15:45 | 341 | 149 | 192 | EB | 15:45 |

Red text denotes the count was not performed in that year and the previous year data was input.

***** - Data not available for that year

N/A = not available due to lack of previous years data

U/C Denotes station under construction during data collection period.

5 -Year Annual Average Percentage Growth Rate is computed as follows:

$$\text{"5-Year Annual Average Percentage Growth Rate"} = (1 + (2022 \text{ AADT} - 2017 \text{ AADT}) / (2017 \text{ AADT}))^{(1 / (2022 - 2017))} - 1$$

Appendix D: Traffic Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 8025 - NORTH HANCOCK RD, 400 FT N OF SR-50 - OFF SYSTEM

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2024 | 17500 | F | N | 8600 | S | 8900 | 9.00 | 53.70 | 2.40 |
| 2023 | 17100 | C | N | 8400 | S | 8700 | 9.00 | 53.20 | 2.40 |
| 2022 | 14200 | S | N | 6900 | S | 7300 | 9.00 | 54.50 | 7.60 |
| 2021 | 14000 | F | N | 6800 | S | 7200 | 9.00 | 53.80 | 14.80 |
| 2020 | 14000 | C | N | 6800 | S | 7200 | 9.00 | 54.10 | 6.80 |
| 2019 | 16600 | C | N | 7900 | S | 8700 | 9.00 | 54.30 | 9.90 |
| 2018 | 17200 | F | N | 8400 | S | 8800 | 9.00 | 54.20 | 13.00 |
| 2017 | 16800 | C | N | 8200 | S | 8600 | 9.00 | 54.20 | 10.70 |
| 2016 | 14600 | C | N | 7000 | S | 7600 | 9.00 | 53.90 | 12.60 |
| 2015 | 14300 | T | N | 7000 | S | 7300 | 9.00 | 54.60 | 12.60 |
| 2014 | 13900 | S | N | 6800 | S | 7100 | 9.00 | 54.50 | 11.30 |
| 2013 | 13700 | F | N | 6700 | S | 7000 | 9.00 | 54.70 | 10.90 |
| 2012 | 13700 | C | N | 6700 | S | 7000 | 9.00 | 55.10 | 11.00 |
| 2011 | 15800 | C | N | 7700 | S | 8100 | 9.00 | 54.20 | 10.20 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0457 - N HANCOCK, MONTVERDE

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|-------------|-----------|----------|----------|
| 2024 | 9486 C | N 4959 | S 4527 | 9.00 | 59.20 | 9.60 |
| 2023 | 8122 C | N 4201 | S 3921 | 9.00 | 59.90 | 10.90 |
| 2022 | 6297 C | N 3322 | S 2975 | 9.00 | 58.40 | 12.40 |
| 2021 | 5054 C | N 2688 | S 2366 | 9.00 | 60.30 | 11.40 |
| 2020 | 4433 C | N 2310 | S 2123 | 9.00 | 54.10 | 10.00 |

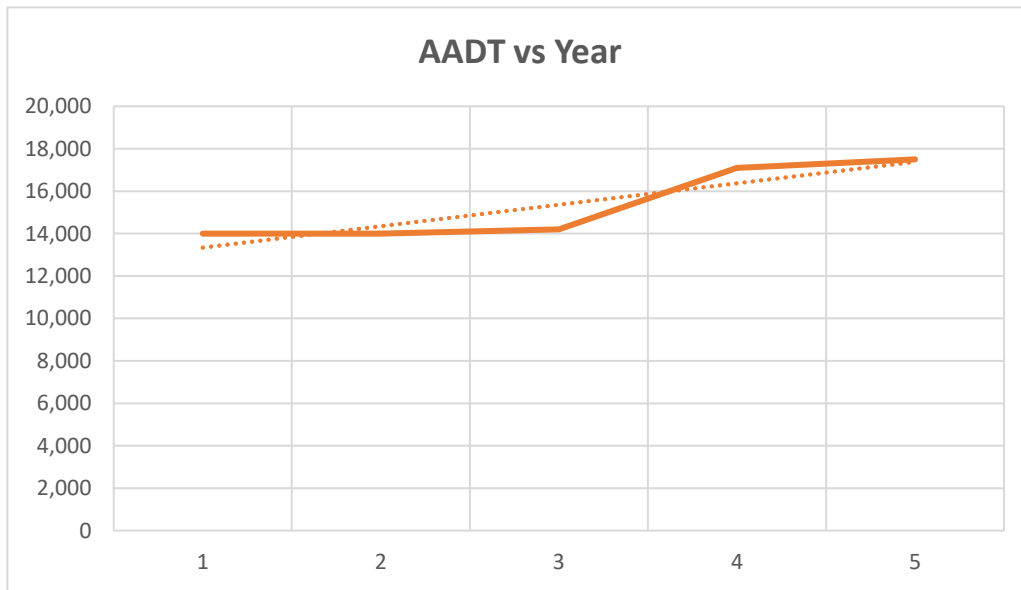
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix E: Historical Trends Analysis

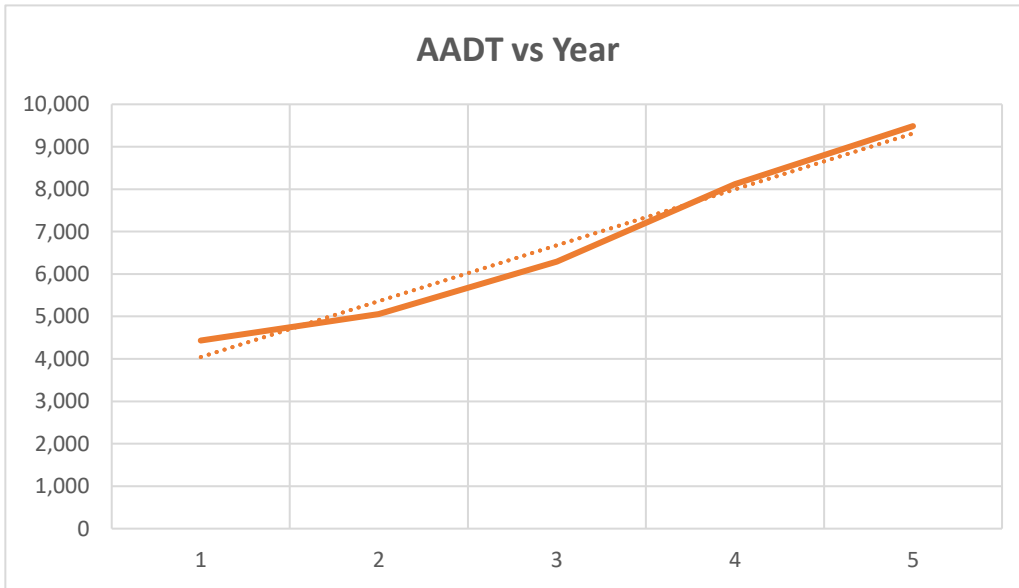
LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|--------|--------------|
| 2020 | 14,000 | |
| 2021 | 14,000 | 0.000000 |
| 2022 | 14,200 | 0.014286 |
| 2023 | 17,100 | 0.204225 |
| 2024 | 17,500 | 0.023392 |
| | | |
| Avg Annual Growth Rate | | 6.05% |



LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|-------|---------------|
| 2020 | 4,433 | |
| 2021 | 5,054 | 0.140086 |
| 2022 | 6,297 | 0.245944 |
| 2023 | 8,122 | 0.289821 |
| 2024 | 9,486 | 0.167939 |
| | | |
| Avg Annual Growth Rate | | 21.09% |



From: [Hai Le](#)
To: [Joyce Heffington](#)
Cc: [Fred Miller](#)
Subject: Re: Citrus Ridge Commercial
Date: Friday, April 24, 2026 3:32:10 PM
Attachments: [image001.png](#)
[image002.png](#)
[2026.04.15_Public Facilities Analysis.pdf](#)
[Outlook-ph5spos2.png](#)

Hi Joyce,

The proposed Sanitary Sewer and Potable Water is not correct.

Per City of Minneola Land Development Code Section 42-98:

Shopping Center = 0.4 ERU per 1,000 SF. (1000 SF here is the Building Square Feet, not the land square feet). They should calculate the ERU base on Building Square Feet instead of the whole Lot land.

Thanks,

Hai

Hai Le, EIT
Project Engineer
Phone: 352-394-3598 Ext 174
<https://www.minneola.us/>
"Central Florida's High Point"



Please note:

Florida has a very broad public records law. Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure. If you do not want your e-mail address released in response to a public record request do not electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Joyce Heffington <jheffington@minneola.us>

Sent: Friday, April 24, 2026 1:22 PM

To: Gabriela Castro <gcastro@inspireplacemaking.com>; Antonio Trevino <atrevino@minneola.us>; Bill Hudson <whudson@safebuilt.com>; Daniel DiBiasie <ddibiasie@minneola.us>; Dariush Dashtaki <ddashtaki@Minneola.US>; Eric Raasch <eraasch@inspireplacemaking.com>; Fred Miller <fmiller@minneola.us>; Grant Watson <grant@stoneandgerken.com>; Hai Le <hle@Minneola.US>;

Jennifer Cotch <jennifer@stoneandgerken.com>; Mark Johnson <mjohnson@minneola.us>; Misty Twiss <mtwiss@minneola.us>; Pat Tyjeski <ptyjeski@inspireplacemaking.com>; Reardon, Burl <Burl.Reardon@tetrattech.com>; Ryan Dongalo LCPW (ryan.dongalo@lakecountyfl.gov) <ryan.dongalo@lakecountyfl.gov>; Scott Gerken <scott@stoneandgerken.com>; Seth Lynch (slynch@lakecountyfl.gov) <slynch@lakecountyfl.gov>; Thomas Grimms <tgrimms@Minneola.US>
Subject: Citrus Ridge Commercial

[4-21-26 Citrus Ridge](#)

I know you just received this this week, but I have to have comments by Monday Morning because it has to go out to P & Z.

Joyce Heffington, AICP
City of Minneola
CRA Administrator



Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

April 16, 2026

VIA EMAILJoyce Heffington AICP
City of Minneola
jheffington@Minneola.usEric Raasch
Inspire Placemaking
eraasch@inspireplacemaking.com

**Re: *Citrus Grove Road Commercial PUD – Renamed to Citrus Ridge Commercial PUD
Annexation, Rezoning, Comp Plan Amendment & Developer Agreement***

Dear Joyce and Eric:

In response to Review Comments dated March 11, 2026, we provide the following responses to comments for your review and consideration.

Tetra Tech – PUD

1. Section 7-Utilities. The proposed conceptual plan and intended uses are not generally anticipated to generate significant wastewater or water demands. The City is in the process of expanding the wastewater treatment plant. The applicant is cautioned that depending upon the timing of the plan reviews and project construction, there may be limitations on available City utility capacity.

RESPONSE: Acknowledged.

2. Section 10-Grading allows site grading with a 20-foot maximum limit. This is not a substantial deviation from the City's Land Development Code typical site grading limit of 15-feet.

RESPONSE: Acknowledged.

3. Max wall height of 12-feet is proposed in Section 10 -Grading. This is a substantial deviation from the City's typical 6-foot maximum wall height. The proposed 12-foot wall does list provision such that the walls are to be of uniform color and match the building materials

RESPONSE: Multiple other approved PUDs and projects in the area, including Minneola Ridge, AdventHealth and Hills City Center, have been approved for wall heights greater than 12 feet (including 18' foot high walls). This request is necessary to accommodate the unique topographical challenges that exist on the site. Section 10 of the ordinance accounts for the additional requirements related to any such retaining walls on site.

Tetra Tech – Concurrency

1. A traffic study was mentioned but not provided. Defer to Lake County and Traffic Review Consultant.

RESPONSE: A traffic study has been provided and comments from the County related to the same are being addressed.

2. A proposed access point from Citrus Grove Road (access #1B) is shown within the existing turnlane. *Inspire defers to Lake County Public Works with regard to access from Citrus Grove Road.*

RESPONSE: The access will be worked out with the County at permitting; the Concept Plan has been updated to modify the existing access point to being bi-directional (Right-in, right-out and left in) with a full access contemplated at the intersection of Camp Lake Commerce Drive (fka Turkey Farm Road) and Citrus Grove Road. That access and the internal roadway configuration on the project site may have to be modified depending on permitting issued by the County.

3. The City is in the process of expanding the wastewater treatment plant. The applicant is cautioned that depending upon the timing of plan reviews and construction, there may be limitations on available City utility capacity.

RESPONSE: Acknowledged.

4. The applicant is cautioned that concurrency review and approval does not guarantee or reserve capacity.

RESPONSE: Acknowledged.

Tetra Tech – Conceptual Master Plan

1. Allowed uses, setbacks, open space, block lengths, radius, densities, pedestrian trail requirements, roadway connection requirements, right-of-way dedication requirements, PUD development agreement criteria, and all other overall development criteria are deferred to the PUD agreement, City Attorney, and Planning as applicable.

RESPONSE: Acknowledged.

2. The concept plan consists of a commercial subdivision along Citrus Grove Road consisting of car wash, fast food, retail, coffee, gas/convenience, and self-storage uses and associated access and storm management. No engineering comment on the concept plan, defer to final design.

RESPONSE: Acknowledged. Please note that uses on the Concept Plan were for illustrative purposes; uses are now described only under allowable uses on the Master Development Plan and within the PUD Ordinance.

3. The applicant does not appear to own all the parcels involved.

RESPONSE: Acknowledged. The City Parcel will need to be acquired by the applicant to make the current plan work.

Fire:

1. Fire needs secondary access to the coffee property and self-storage facility.

RESPONSE: Acknowledged. Concept plan has been revised accordingly.

County:

1. All access management shall be in accordance with the Comprehensive Plan and Land Development Regulations, as amended.
 - a. The full access from the Gas station will not be permitted as full access because it does not meet the spacing requirement as per LDR 9.05.05. it can only be directional or right in right out.

RESPONSE: The access will be worked out with the County at permitting; the Concept Plan has been updated to modify the existing access point to being bi-directional (Right-in, right-

out and left in) with a full access contemplated at the intersection of Camp Lake Commerce Drive (fka Turkey Farm Road) and Citrus Grove Road. That access and the internal roadway configuration on the project site may have to be modified depending on permitting issued by the County.

- b. The intersection at proposed Turkey Farm Road in which the development will also accessing needs to be look at if it warrants a signal for the proposed development.

RESPONSE: As we get through site planning, we will review for a signal warrant.

Inspire

We have conducted a second review of the Future Land Use Map (FLUM) amendment and Planned Unit Development rezoning for the above-referenced project. The site is 17.74 acres in size and the applicant is requesting a Future Land Use Map amendment from Lake County Urban Low and City of Minneola – Mixed-Use Development Grassy Lake (MURD-OVERLOOK) to City of Minneola General Commercial. Additionally, the applicant is requesting a rezoning from Lake County Agricultural and City of Minneola Planned Unit Development - Residential (PUD-R) to City of Minneola Planned Unit Development (PUD) Citrus Grove Road Commercial. A portion of this project is currently located in unincorporated Lake County and there is an annexation being proposed concurrent with this request. No site visit was conducted

Inspire - Planning – General Comments

1. The applicant provided a warranty deed that conveyed a portion of the property to the City. *Inspire defers to City staff and the City Attorney's Office on the process for confirming agent authorization for this project.*

RESPONSE: Acknowledged.

2. A traffic study has not been provided. A traffic methodology was provided and comments on that methodology were sent to the applicant. *Please updated the methodology as directed by the comments and provide a traffic study for review with the resubmittal.*

RESPONSE: A traffic study has been provided and comments from the County related to the same are being addressed.

3. A proposed access point from Citrus Grove Road (access #1) is shown within the existing turn lane. *Inspire defers to Lake County Public Works with regard to access from Citrus Grove Road.*

RESPONSE: The access will be worked out with the County at permitting.

4. Please add a note to restrict the ability to convert the proposed commercial entitlements into residential uses under the Live Local Act. The applicant included this information on the site data sheet. *Please include this information within the Development Agreement.*

RESPONSE: This note has been added to the plans.

5. Access is proposed to Turkey Farm Road to the north. *Please note that this access is required to be coordinated with the property owner to the north, consistent with the ongoing negotiations with the Citrus Grove / Founder's Ridge team.*

RESPONSE: Plans for Camp Lake Commerce Drive (fka Turkey Farm Road) have already been approved and access will be provided in accordance with those plans, as may be amended.

6. The project to the north is named the Citrus Grove PUD. *Inspire recommends renaming this PUD to avoid confusion with the adjacent project.*

RESPONSE: This PUD has been renamed to Citrus Ridge Commercial PUD.

Inspire - Land Development Code

7. **Section 102-440 (b)** lists the requirements for the master development plan. The following items were not provided on the master plan. *Please revise the master plan to contain the following information:*
 - a. Percentage of open space and location
 - b. Typical road section

RESPONSE: The plan has been updated accordingly.

Inspire – Comprehensive Plan

8. **FLU Policy 1.1.3.5** states that the map shall not designate more commercial areas than those which existing and planned public facilities and roadways can be supported at adopted minimum level of service standards. A public facilities analysis was included with this resubmittal, however the maximum density or floor area ratio allowed within each FLUM designation was not provided and a transportation analysis was not included. *Please revise to include maximum allowed density and intensity and include a traffic analysis.*

RESPONSE: The analysis was updated to provide a total maximum intensity of development per the Comp Plan.

9. **Policy 1-2.4.2** states that the City shall permit non-polluting light industrial land uses within General Commercial districts on a conditional basis and that the mix of industrial within General Commercial designation shall not exceed 25 percent of its total land area. The self storage and car wash uses are only permitted in industrial zoning districts. *Please provide percentage of the land area proposed for light industrial uses. The land area shall include platted lots and portion of associated offsite stormwater pond.*

RESPONSE: The mix of proposed light industrial shall not exceed 25 percent of the total land area.

10. **Policy 1-3.1.2** states that the City shall require all applicants pursuing an amendment to the Future Land Use Map to demonstrate that all facilities or service capacities are currently available or shall be available after the implementation of scheduled capital improvements, to meet the general needs of the proposed use. A public facilities analysis was included with this resubmittal, however the maximum density or floor area ratio allowed within each FLUM designation was not provided and a transportation analysis was not included. *Please revise to include maximum allowed density and intensity and include a traffic analysis.*

RESPONSE: The analysis was updated to provide a total maximum intensity of development per the Comp Plan. A traffic study has been provided.

Inspire - Development Agreement

11. **Section 5** states the conceptual site plan provided is for illustrative purposes and the project is not required to be developed in accordance to the site plan. *Inspire recommends removing this language.*

RESPONSE: The applicant has spoken with Eric Raasch about the Concept Plan- it is for illustrative purposes and is not meant to bind the applicant. The applicant would otherwise have been only required to provide a general bubble plan with site development standards noted thereon; instead, the applicant is providing more detailed information to illustrate what a realistic development will look like on this Property based upon interest from various tenants.

12. **Section 6** is requesting deviation from the City's architectural requirements including a request to only consider the facades facing Citrus Grove Road as primary facades, a request to allow corrugated metal panels as exterior building materials, and a request to allow any regional or national chain to not have to follow the design guidelines. *Inspire recommends removing this language.*

RESPONSE: The purpose of a PUD zoning is to permit modifications to the existing code while still meeting the overall spirit and intent of the Comp Plan and code. The ordinance has been updated to specify the limited architectural modifications requested for potential tenants.

13. **Section 7** states that prepayment of utility impact fees and acceptance by City of such fees shall reserve capacity for the prepaid units. It is Inspire's understanding that the City does not reserve capacity for utilities. *Inspire defers to City staff on this item.*

RESPONSE: Acknowledged.

14. **Section 10** includes maximum elevation changes and retaining wall heights that deviate from the City's land development code. The applicant is requesting a maximum elevation change from 15' to 20' and maximum retaining wall height from 6' to 12'. *Informational comment, no response required. This information will be presented to City Council for consideration.*

RESPONSE: The purpose of a PUD zoning is to permit modifications to the existing code while still meeting the overall spirit and intent of the Comp Plan and code. The elevation and retaining wall modifications are necessary to accommodate the unique topographical challenges on the Property.

15. **Section 10** requests the replacement of canopy trees with understory trees underneath powerlines and retaining walls. *Inspire recommends revising Section 10.b to require the minimum number of canopy trees to be relocated to other portions of the site.*

RESPONSE: Section 10(b) has been updated accordingly.

16. **Section 10** requests that landscaping allowed in Florida Friendly Landscaping Guide to Plant Selections and Landscape Design may be used in addition to the City approved plant list. *Informational comment, no response required. This information will be presented to City Council for consideration.*

RESPONSE: Acknowledged

17. **Section 11** requests the ability to provide stormwater management either on or off site. *Inspire defers to Engineering and Public Works regarding off-site stormwater management. This information will be presented to City Council for consideration.*

RESPONSE: This request is for flexibility in site design. If a neighboring property owner will allow for offsite stormwater management and both properties meet applicable code requirements, there should be no issue. Section 11 of the ordinance has been updated to note that each property shall meet its respective stormwater retention requirements.

18. **Section 14** requests reduced parking standards from the City’s LDC. *Please provide a parking study justifying each parking deviation and standards for the quick service restaurants with drive-thru, retail, mini warehousing, car wash, personal services, offices, and medical offices.*

RESPONSE: Uses will be determined later and therefore parking standards have been modified to default to City Code, except for Mini-Warehouse which shall follow national standards in the ITE Parking Generation Manual for parking requirements. The ITE PGM is what would be utilized by a traffic engineer when evaluating parking requirements under a parking study and therefore provide a sound basis for parking requirements for the lowest traffic generating use proposed.

Inspire – Master Plan Development

19. The proposed building setbacks differ from those allowed within the B-1 or I-1 zoning districts. The table below shows the differences between the proposed setbacks and the City’s LDC.

| | Proposed | B-1 | I-1 |
|----------------------|----------|-----|-----|
| Front (Citrus Ridge) | 15’ | 25’ | 25’ |
| Side | 15’ | 25’ | 25’ |
| Rear | 15’ | 25’ | 25’ |
| Internal | 10’ | 12’ | 10’ |

Informational comment, no response required. This information will be presented to City Council for consideration.

RESPONSE: The purpose of a PUD zoning is to permit modifications to the existing code while still meeting the overall spirit and intent of the Comp Plan and code. Please note that the plan has been modified to increase the front building setback along Citrus Grove Road to 25’, which mirrors B-1

code. These buffers are the minimum modifications to code necessary to permit an efficient site design, proper circulation and accessibility.

20. The proposed landscape buffers proposed differ from those allowed within the B-1 or I-1 zoning districts. The table below shows the differences between the proposed landscape buffers and the City’s LDC. *Informational comment, no response required. This information will be presented to City Council for consideration*

| | Proposed | B-1 | I-1 |
|------------------------|----------|--|------------------------------------|
| Front (Citrus Ridge) | 10’ | 20’ | 25’ |
| Side (adjacent to ROW) | 10’ | B-1 to I-1:
20’ | I-1 to I-1: 20’ |
| Rear | 10’ | | |
| Internal/adjacent | 5’ | B-1 to B-1:
10’
B-1 to I-1:
10’ | I-1 to I-1: 20’
I-1 to B-1: 30’ |

RESPONSE: Chart A-1 in City code section 110-3 provides that buffers for PUDs are to be reviewed individually with each application. These buffers permit an efficient site design that provides for necessary utility and other easements while still keeping Class A code required plantings across the site. The landscape buffer is appropriate given that the property is adjacent to public roadways on all sides.

21. The maximum building height differs from the maximum building height allowed in the B-1 or I-1 zoning districts. The applicant is requesting a maximum building height of 50’ which is higher than the typical 35’ allowed in B-1 and I-1. *Informational comment, no response required. This information will be presented to City Council for consideration.*

RESPONSE: There is only one building being requested above 35’ and it is a self-storage building, located at the rear of the Property adjacent to the Camp Lake Commerce Park (which is permitted to have 75’ tall buildings). However, the building will now not be taller than 42’, so Section 6 of the ordinance has been updated accordingly.

22. The landscaping buffers shown on the master plan identify width but not type. *Please include type of buffer to landscape type.*

RESPONSE: Landscape buffers are Class A; the plan has been updated accordingly.

23. Some allowable uses identified on the master development plan are identified as special exceptions and have additional standards to adhere to and require approval by City Council. The proposed allowable uses language does not state whether the additional criteria found in chapter 106 of the LDC will apply. *Please revise the plan to state that additional criteria will apply.*

RESPONSE: A PUD zoning establishes its own allowable uses and development standards, so no special exceptions or conditional uses would therefore be required. Regardless, certain approval criteria from code have been added to Section 6 of the ordinance.

24. Daycares, establishments selling alcoholic beverages for on or off-site consumption, and convenience stores with fuel operations are special exceptions in B-1 as well as carwashes which would require a conditional use and would typically require approval by the City Council. The applicant is requesting to allow those by right. *Informational comment, no response required. This information will be presented to City Council for consideration.*

RESPONSE: A PUD zoning establishes its own allowable uses and development standards, so no special exceptions or conditional uses would therefore be required. However, despite not being zoned B-1, additional special exception and conditional use criteria from code have been added to Section 6 of the ordinance. Daycare uses have been removed from the plan.

We appreciate your review of the enclosed information. Thank you for your time and assistance!

Sincerely,



Tara L. Tedrow, Esq.

cc: Patricia A. Tyjeski, Inspire

Legal Description for Citrus Ridge Retail PUD Properties

Alt Keys 1028957 and 3910223

THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 28 EAST, LAKE COUNTY, FLORIDA.

LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 519, PAGE 585, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2598, PAGE 795, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5077, PAGE 1814, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

Alt Key 3850819

THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 28 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATIVE TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.86 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 87.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°38'38"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°38'38"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.



Citrus Grove Road PUD

Minneola, Florida

TRAFFIC IMPACT STUDY

Prepared for:

Skorman Development Corp.
6000 Metrowest Blvd., Suite 111
Orlando Florida 32835

Prepared by:

PTG

Premier Traffic Group

PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

May 2026

EXECUTIVE SUMMARY

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 3,553 net new daily trips, of which 253 and 267 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- It is recommended that the southbound approach of the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.
- Based on this analysis conducted herein, the existing eastbound left turn storage lanes on Citrus Grove Road at the project access intersections (i.e. at Turkey Farm Road and the Project Access Driveway) are adequate in length to accommodate the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Premier Traffic Group a dba of Karma Consultancy, LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Citrus Grove Road PUD

LOCATION: Minneola, Florida

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Vasu T. Persaud, PE

P.E. #: Florida P.E. No. 72790

DATE: May 16th, 2026

SIGNATURE: _____

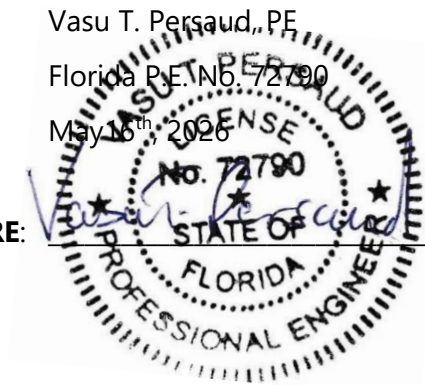


TABLE OF CONTENTS

| | | |
|---|---|-----------|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | Data and Methodology..... | 1 |
| 1.2 | Study Area..... | 2 |
| 1.3 | Planned and Programmed Improvements..... | 2 |
| 2.0 | EXISTING TRAFFIC CONDITIONS | 3 |
| 2.1 | Roadway Segment Analysis..... | 3 |
| 2.2 | Intersection Capacity Analysis..... | 3 |
| 3.0 | TRIP GENERATION | 5 |
| 3.1 | Trip Generation | 5 |
| 3.2 | Trip Distribution/Assignment..... | 5 |
| 4.0 | PROJECTED TRAFFIC CONDITIONS | 7 |
| 4.1 | Background Traffic Projection | 7 |
| 4.2 | Roadway Segment Analysis..... | 7 |
| 4.3 | Intersection Capacity Analysis..... | 8 |
| 4.4 | Turn Lane Analysis | 9 |
| 5.0 | MULTIMODAL ASSESSMENT | 10 |
| 6.0 | STUDY CONCLUSIONS | 11 |
|
Appendix A: Preliminary Concept Plan | | |
|
Appendix B: Methodology Coordination | | |
|
Appendix C: Lake County CMS | | |
|
Appendix D: Traffic Volumes | | |
|
Appendix E: Existing Intersection Analysis Output | | |
|
Appendix F: Historical Trends Analysis | | |
|
Appendix G: Projected Intersection Analysis Output | | |

LIST OF TABLES

| | |
|--|---|
| Table 1: Existing Roadway Segment Capacity Analysis | 3 |
| Table 2: Existing Intersection Capacity Analysis | 4 |
| Table 3: Trip Generation | 5 |
| Table 4: Projected Roadway Segment Capacity Analysis | 7 |
| Table 5: Projected Intersection Capacity Analysis | 8 |

LIST OF FIGURES

| | |
|--------------------------------------|---|
| Figure 1: Project Location Map | 1 |
| Figure 2: Trip Distribution Map..... | 6 |

1.0 INTRODUCTION

The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road **Appendix A**.

1.1 Data and Methodology

Data used in the analysis consisted of site plan/development information provided by the Project Engineers, AM and PM peak hour intersection traffic counts obtained by PTG and roadway segment traffic volumes obtained from Lake County and the Florida Department of Transportation (FDOT). The analysis was conducted in accordance with the Traffic Impact Analysis (TIA) *Methodology Memorandum* prepared for the project. A copy of the methodology coordination is provided in **Appendix B**.

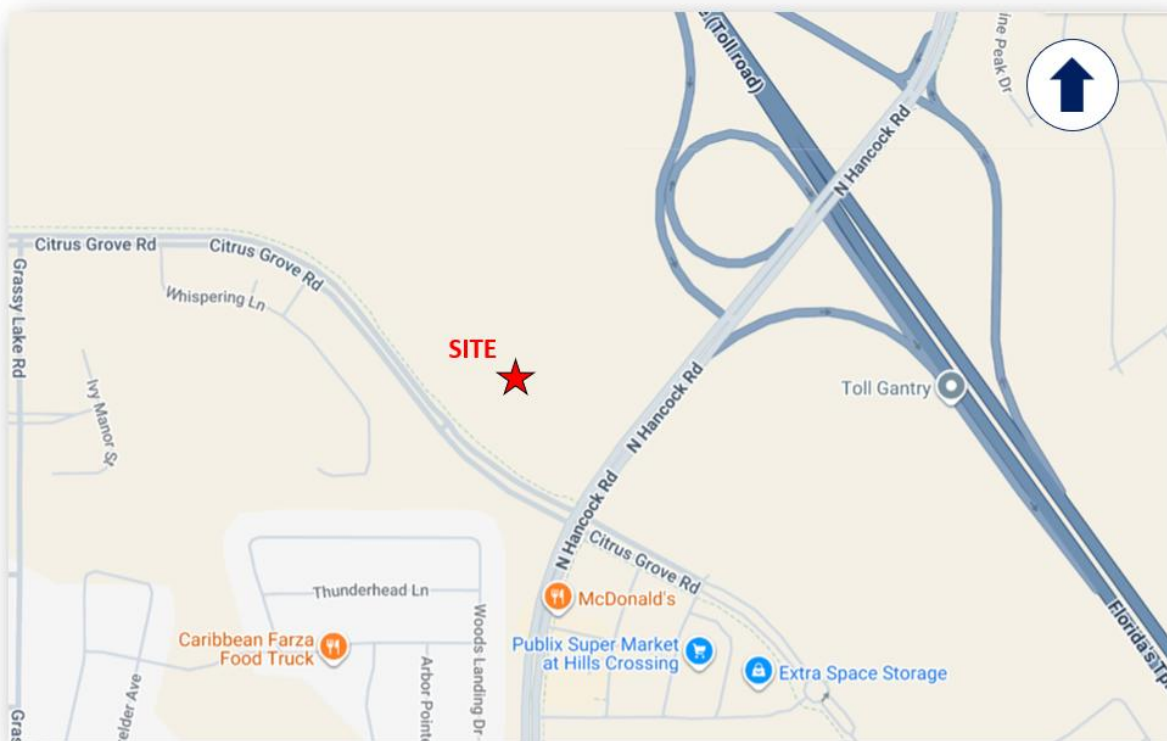


Figure 1: Project Location Map

1.2 Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road
 - Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

1.3 Planned and Programmed Improvements

Only roadway improvements that are approved and fully funded for construction were considered as part of the study.

It was assumed that improvements to Turkey Farm Road would be in place by time of buildout of the proposed project.

None of the planned new alignment roadway projects in the area were considered due to construction funding and timeline uncertainty.

2.0 EXISTING TRAFFIC CONDITIONS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of the existing roadway segment capacities and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Analysis

Table 1 summarizes the existing roadway segment capacity analysis for study segment within a one (1) mile radius of the proposed development. The existing roadway segment conditions were analyzed by comparing the existing traffic volumes observed on the study roadway segments to the service volumes at the adopted Level of Service (LOS) standard for the roadway segments. The LOS data was obtained from the latest *Lake County Transportation Management System Spreadsheet*, excerpts of which are included in **Appendix C**.

Table 1: Existing Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Existing Vol Count | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|--------------------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 730 | NB/EB | 266 | Yes |
| | | | | | | SB/WB | 473 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 730 | NB/EB | 266 | Yes |
| | | | | | | SB/WB | 473 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 730 | NB/EB | 94 | Yes |
| | | | | | | SB/WB | 33 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 4 | D | 1748 | NB/EB | 656 | Yes |
| | | | | | | SB/WB | 514 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1748 | NB/EB | 672 | Yes |
| | | | | | | SB/WB | 1201 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | D | 410 | NB/EB | 15 | Yes |
| | | | | | | SB/WB | 22 | Yes |

Note: Segment volumes derived from turning movement counts

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS) standard.

2.2 Intersection Capacity Analysis

Table 2 summarizes the results of the existing intersection capacity analysis. The existing intersection capacity analysis was conducted for the AM and PM peak hour using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*. The turning movement count data and the existing AM and PM peak hour Turning Movement Volumes are the are included in **Appendix D**. It should be noted that the raw turning movement counts were

obtained during the peak season so the counts were not seasonally adjusted using a factor obtained from the *FDOT Traffic Online* website.

Table 2: Existing Intersection Capacity Analysis

| Intersection | Control | Time | EB | | WB | | NB | | SB | | Overall | |
|---------------------------------------|---------|--------|-------|-----|-------|-----|-------|-----|-------|-----|---------|-----|
| | | Period | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Hancock Rd & Education Ave | Signal | AM | 75.0 | E | 59.1 | E | 19.4 | B | 23.4 | C | 30.5 | C |
| | | PM | 67.8 | E | 62.1 | E | 11.0 | B | 14.4 | B | 20.8 | C |
| Hancock Rd & Hamlin Ridge/Jorhagen Dr | Signal | AM | 50.8 | D | 41.8 | D | 8.3 | A | 12.3 | B | 15.4 | B |
| | | PM | 49.5 | D | 44.6 | D | 6.2 | A | 8.1 | A | 11.0 | B |
| Hancock Rd Citrus Grove Rd | Signal | AM | 26.8 | C | 27.2 | C | 19.0 | B | 18.8 | B | 21.0 | C |
| | | PM | 32.8 | C | 32.8 | C | 19.7 | B | 20.7 | C | 23.5 | C |
| Hancock Rd & Florida Turnpike EB Ramp | Signal | AM | 22.0 | C | -- | -- | 3.9 | A | 5.5 | A | 5.8 | A |
| | | PM | 24.6 | C | -- | -- | 4.2 | A | 5.8 | A | 6.4 | A |
| Hancock Rd & Florida Turnpike WB Ramp | Signal | AM | -- | -- | 15.9 | B | 9.9 | A | 18.0 | B | 15.3 | B |
| | | PM | -- | -- | 18.2 | B | 11.0 | B | 19.8 | B | 16.9 | B |
| Citrus Grove Rd & Scrub Jay Ln | Stop | AM | 0.0 | A | 0.0 | A | -- | -- | 14.1 | B | -- | -- |
| | | PM | 0.1 | A | 0.0 | A | 16.3 | C | -- | -- | -- | -- |

The analysis indicates that the study intersections generally operate adequately during the AM and PM peak hour period. The detailed *Synchro* worksheets are included in **Appendix E**.

Note: Existing basic intersection timings were used in the analysis with the same adjusted green times used for both the existing and project conditions to allow for an “apples to apples” comparison of operations.

3.0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The estimated project buildout is 2028.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 12th Edition*. The calculation indicated that the proposed development would generate a total of 3,553 net new daily trips of which 253 and 267 will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included as part of the *Methodology Memorandum* in **Appendix B**.

Table 3: Trip Generation

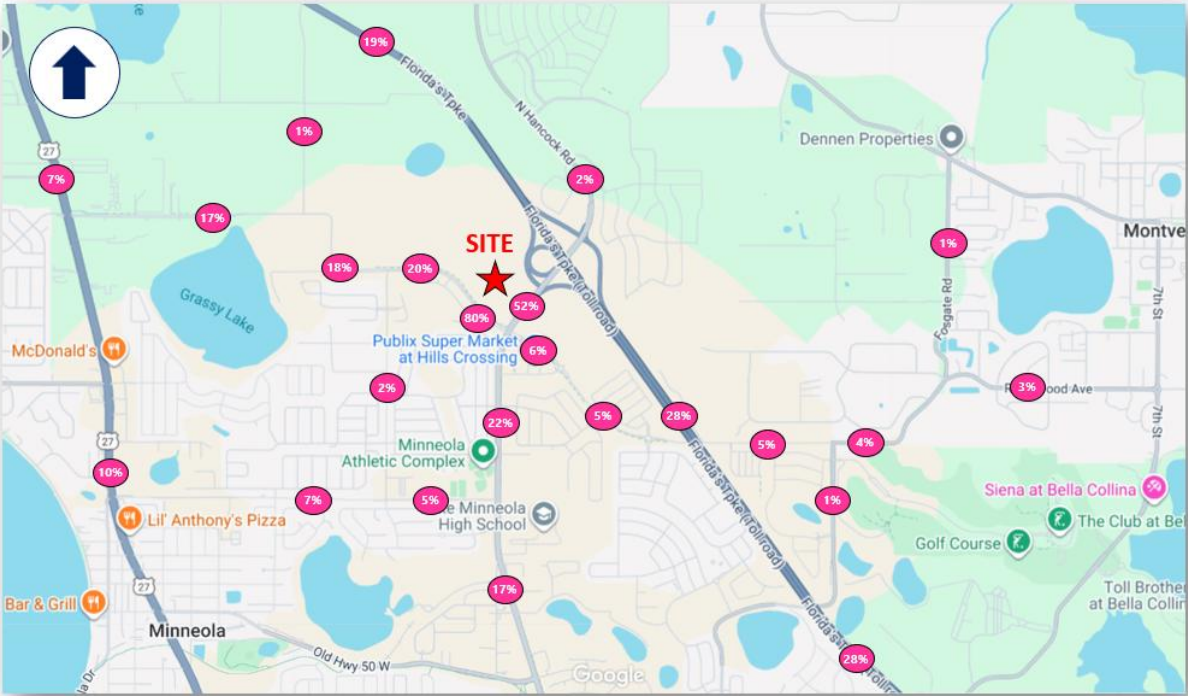
| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|---------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 8,575 | -- | 364 | 348 | 712 | -- | 317 | 307 | 624 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Restaurant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 3,553 | -- | 130 | 123 | 253 | -- | 135 | 132 | 267 |

Note: ITE Trip generation equation used as the R-squared value is greater than 0.7

3.2 Trip Distribution/Assignment

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project. A model plot showing the trip distribution pattern is provided as part of the *Methodology Memorandum* in **Appendix B**. The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgement.

Figure 2 provides the finalized trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.



4.0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to determine the proposed development's impact on the roadway segment capacities and to evaluate the operations of the study intersections. The project buildout year for the analysis is 2028.

4.1 Background Traffic Projection

Projected traffic volumes consist of background traffic combined with site-generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted using Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website on Hancock Road (see **Appendix F**). Based on this historical trend analysis, growth rates of 6.05% and 21.09% was calculated, leading to an average annual growth rate of 13.57%. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

4.2 Roadway Segment Analysis

Table 4 summarizes the results of the projected study roadway segment capacity analysis. The Projected roadway segment conditions were analyzed by comparing the projected traffic volumes on the study segments to their respective service volumes at the adopted Level of Service (LOS) standard.

The total projected traffic volume is composed of background traffic and project trips. Projected background traffic was estimated using the annual growth rate discussed in the previous section.

Table 4: Projected Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Backg'd Vol | Trip Dist | Project Vol | Total Vol | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|-------------|-----------|-------------|-----------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 730 | NB/EB | 338 | 18% | 41 | 379 | Yes |
| | | | | | | SB/WB | 601 | | 43 | 644 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 730 | NB/EB | 338 | 18% | 41 | 379 | Yes |
| | | | | | | SB/WB | 601 | | 43 | 644 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 730 | NB/EB | 120 | 18% | 41 | 161 | Yes |
| | | | | | | SB/WB | 42 | | 43 | 85 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 4 | D | 1,748 | NB/EB | 834 | 2% | 5 | 839 | Yes |
| | | | | | | SB/WB | 653 | | 5 | 658 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,748 | NB/EB | 854 | 52% | 119 | 973 | Yes |
| | | | | | | SB/WB | 1527 | | 123 | 1650 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | D | 410 | NB/EB | 19 | 1% | 2 | 21 | Yes |
| | | | | | | SB/WB | 28 | | 2 | 30 | Yes |

Note: Total Vol = Existing Vol x [1+(13.57% x 2 years)] + Project Vol

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS).

4.3 Intersection Capacity Analysis

Table 5 summarizes the results of the projected intersection capacity analysis. The projected intersection capacity and operational analysis was conducted using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)* and was performed for the AM and PM peak hours. The projected volumes for the intersection capacity and operations analysis were calculated as previously discussed. Projected background traffic was estimated using the annual growth rate as previously discussed. The projected peak hour volumes are also provided **Appendix D**.

Table 5: Projected Intersection Capacity Analysis

| Intersection | Control | Time | EB | | WB | | NB | | SB | | Overall | |
|--|---------|--------|-------|-----|-------|-----|-------|-----|-------|-----|---------|-----|
| | | Period | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Hancock Rd & Education Ave | Signal | AM | 90.8 | F | 63.1 | E | 44.0 | D | 64.0 | E | 61.2 | E |
| | | PM | 74.6 | E | 63.9 | E | 19.3 | B | 20.3 | C | 27.6 | C |
| Hancock Rd & Hamlin Ridge/Jorhagen Dr | Signal | AM | 57.4 | E | 40.5 | D | 11.6 | B | 18.8 | B | 20.4 | C |
| | | PM | 49.9 | D | 44.0 | D | 8.0 | A | 10.5 | B | 12.8 | B |
| Hancock Rd Citrus Grove Rd | Signal | AM | 29.6 | C | 33.2 | C | 22.6 | C | 23.0 | C | 25.4 | C |
| | | PM | 47.7 | D | 52.1 | D | 27.4 | C | 27.7 | C | 33.9 | C |
| Hancock Rd & Florida Turnpike EB Ramp | Signal | AM | 33.8 | C | -- | -- | 4.4 | A | 7.3 | A | 8.4 | A |
| | | PM | 34.7 | C | -- | -- | 5.1 | A | 8.2 | A | 9.4 | A |
| Hancock Rd & Florida Turnpike WB Ramp | Signal | AM | -- | -- | 20.2 | C | 14.7 | B | 25.3 | C | 20.3 | C |
| | | PM | -- | -- | 24.3 | C | 17.3 | B | 30.2 | C | 24.1 | C |
| Citrus Grove Rd & Scrub Jay Ln | Stop | AM | 0.0 | A | 0.0 | A | -- | -- | 20.7 | C | -- | -- |
| | | PM | 0.1 | A | 0.0 | A | -- | -- | 25.3 | D | -- | -- |
| Citrus Grove Rd & Turkey Farm Rd/Wild Aster Wy | Stop | AM | 0.9 | A | 0.0 | A | -- | -- | 18.0 | C | -- | -- |
| | | PM | 0.7 | A | 0.0 | A | -- | -- | 75.7 | F | -- | -- |
| Citrus Grove Rd & Project Access | Stop | AM | 0.5 | A | 0.0 | A | -- | -- | 9.4 | A | -- | -- |
| | | PM | 0.5 | A | 0.0 | A | -- | -- | 12.0 | B | -- | -- |

Note: Planning level signal timings utilized for projected conditions

The analysis indicates that the study intersections are projected to continue to generally operate adequately during both the AM and PM peak hour period. The *Synchro* analysis worksheets are included in **Appendix G**. It is recommended that the southbound approach of the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.

4.4 Turn Lane Analysis

A review was conducted to assess the adequacy of the existing eastbound left turn lanes on Citrus Grove Road at the project access intersections (i.e. At Turkey Farm Road and the Project Access Driveway). The review was conducted to ensure that sufficient storage is available to serve the projected traffic volumes.

Total Turn Lane Length Required = Vehicular Deceleration Distance + Queue Storage
Deceleration @ 45 mph = 185' (incl. 50' taper), per FDOT FDM, Ex 212-1
Queue = 95th percentile queue from Synchro = 0.2 vehicles, use 1 vehicle minimum = 25'
Total Turn Lane Length Required = 185' + 25' = **210'** (incl. 50' taper)
Existing turn lane length = **385'** (incl. 50' taper)

In summary, based on this analysis, the existing eastbound left turn storage lanes on Citrus Grove Road at the project access intersections (i.e. at Turkey Farm Road and the Project Access Driveway) are adequate in length to accommodate the proposed development.

5.0 MULTIMODAL ASSESSMENT

An assessment was done of the immediate project site and proposed project site plans as it relates to multimodal transportation options.

Existing multimodal provisions in the area primarily include sidewalks with striped crosswalks on the south side of Citrus Grove Road and a multi-use trail on the north side of Citrus Grove Road. The proposed project would further facilitate multimodal connectivity by providing on-site/site-related sidewalk connectivity. In general, the site plan is consistent with the County guidelines that will encourage the following:

- Safe, adequately lit and well-maintained pathways (on-site)
- Bicycle connectivity
- Identifiable crosswalks
- Removal of natural and/or built barriers that discourage walking
- Compliance with Americans with Disabilities Act requirements
- Buffering between vehicular areas and sidewalks
- Linkage to existing or future walkway and/or bikeway network and transit route

Further information on multimodal provisions is documented by the site civil engineer on the site plans.

6.0 STUDY CONCLUSIONS

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

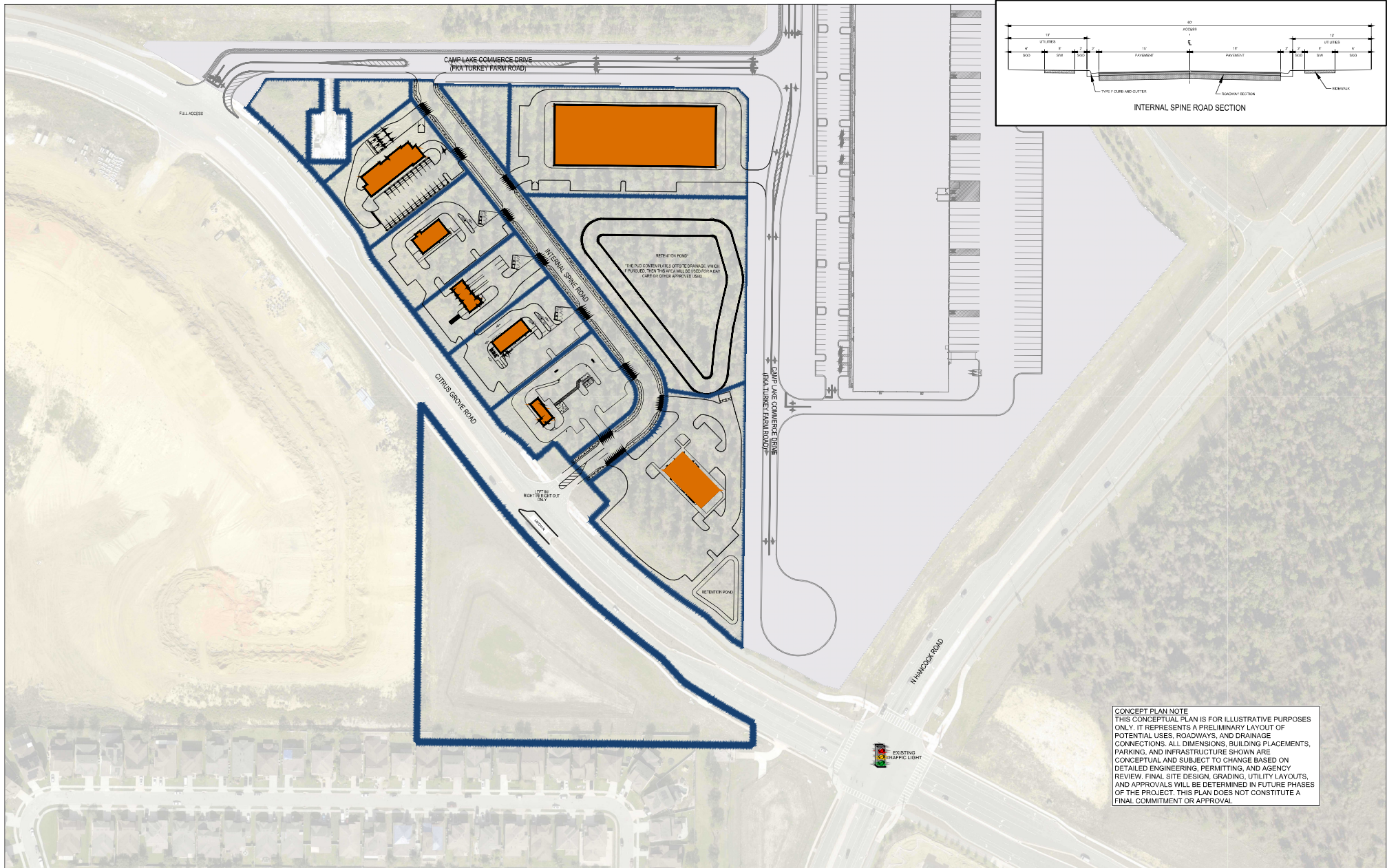
The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 3,553 net new daily trips, of which 253 and 267 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- It is recommended that the southbound approach of the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.
- Based on this analysis conducted herein, the existing eastbound left turn storage lanes on Citrus Grove Road at the project access intersections (i.e. at Turkey Farm Road and the Project Access Driveway) are adequate in length to accommodate the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

APPENDIX

Appendix A: Preliminary Concept Plan



CONCEPTUAL SITE PLAN
 CITRUS RIDGE COMMERCIAL PUD
 MINNEOLA, FLORIDA

SKORMAN DEVELOPMENT, LLC

PROJECT NO. 24-0406.000
 PLAN SCALE: 1" = 80'
 DATE: 04/13/2026

DISCLAIMER: CONCEPTUAL SITE LAYOUT HAS BEEN PREPARED WITH THE BEST INFORMATION AVAILABLE AND DOES NOT REPRESENT FINAL ENGINEERING ELEMENTS. THIS PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL ENGINEERING ANALYSIS AND SHALL ONLY BE UTILIZED AS AN ESTIMATE FOR DEVELOPMENT FEASIBILITY.



Appendix B: Methodology Coordination

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**

Traffic Impact Analysis Comments Responses
Inspire Placemaking Collective Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. Apply 2025 Lake County Traffic Counts and segment limits from the 2023 Lake County CMP Database for the roadway capacity/segment analyses.

Response: The roadway capacity/segment analysis requires PM peak hour traffic count data. Such hourly data is not provided on the Lake County Traffic Counts map, only daily data. Therefore, as is typically and for consistency, the Lake County CMP Database volumes were utilized and growth rates applied as footnoted in the TIA report tables. The 2023 Lake County CMP segment limits were utilized. *Note: This comment does not alter the result of the study.*

2. For the Existing Roadway Segment Capacity Analysis include an assessment that shows what percentage of the projected generated traffic versus the roadway capacity to determine if it consumes 5% or more to determine the study area.

Response: This significance analysis was done as part of the TIA methodology previously submitted and reviewed by the City (see Table 2, Methodology Memorandum in Appendix B. *Note: This comment does not alter the result of the study.*

3. Please include the following planned improvements as part of the analysis: (a) New 2-lane roadway on N Hancock Rd from CR 561A to CR 455; (b) N Hancock Rd from SR 91 to CR 561A widened to 4 lanes

Response: The section of N Hancock Rd from CR 561A to CR 455 was not included in the study and is outside the one (1) mile impact area and does not meet the 5% significance test. The section of N Hancock Rd from SR 91 to CR 561A was analyzed as a four-lane roadway as requested. *Note: This comment does not alter the result of the study.*

4. Reference that the ITE Trip Generation Manual, 12th Edition, was applied in calculating the trip generation.

Response: Text was updated as requested to state that the ITE 12th edition was used. *Note: This comment does not alter the result of the study.*

5. Based on when the counts were conducted a 1% Seasonal Factor should be applied to the existing turning movement counts.

Response: The raw turning movement counts were obtained during the peak season (February 2026) so the counts were not and do not need to be seasonally adjusted using a factor. This is mentioned in Section 2.2. *Note: This comment does not alter the result of the study.*

6. The amount of pass-by traffic exceeds 10% of the background traffic on N Hancock Road between the Turnpike and Old Hwy 50 and exceeds 25% of the total trips generated. Modify the number of pass-by trips to be no greater than 25% of the existing background traffic on N Hancock Road in this area during peak periods, which is still a high percentage of existing traffic that would visit the development. Show the calculations in the trip generation table.

Response: The 10% and 25% thresholds cited in this comment is acknowledged. However, three aspects are important for context:

- (a) The proposed project has land uses with high pass-by rates, and the calculations in the Trip Generation section are intended to document the penchant for high pass-by trips to and from these land uses.
- (b) The pass-by calculation in Table 3 does not alter the total development trips used in the intersection analysis. That is, irrespective of the pass-by percentage, the same total project trips are utilized in the intersection analysis.
- (c) The pass-by percentage should be assessed on the entering traffic volumes at the Hancock Road and Citrus Grove Boulevard Intersection. This assessment should be based on the entering volume in the projected conditions (not existing conditions) since the project buildout is a future condition. The projected PM peak hour intersection entering traffic is $2,461 \times [1 + (13.57\% \times 2 \text{ years})] = 3,129$. The twenty-five (25%) pass-by threshold is therefore 782 vehicles. The projected pass-by trips calculated for the project is 357, which is less than the 25% trip threshold. That is, the study already reflects this comment. *Note: This comment does not alter the result of the study.*

END

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**

Traffic Impact Analysis Comments Responses
Kevin Carney Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

General Note: These comments provided by this reviewer do not appear to reflect a full understanding of the technical and procedural methods applicable to traffic impact studies. However, as public input is respected, the following responses are provided as a courtesy and for documentation purposes. The comments themselves do not alter the result of the study and/or were already made by County/City staff/reviewers and addressed separately.

Comment 1: Citrus Grove alignment included?

Response: The Citrus Grove Road realignment was not considered because, as is typical with traffic impact studies, only projects approved and fully funded within the timeframe of the project buildout would be considered.

Comment 2: Traffic volumes figure orientation?

Response: Traffic volume figures are a schematic representation of roadways. Roadway orientation does not affect level of service calculations which is the critical intent of the study.

Comment 3: Neighborhood volumes not shown/included?

Response: The level of service of these approaches are assumed to be unchanged as no project traffic is being added to them. For this reason, the neighborhood volumes and approaches are not analyzed.

Comment 4: Do a traffic count at a project access driveway intersections?

Response: The project access driveways do not exist today or there is no traffic on the side street approaches of the project access intersections. Therefore, there is no traffic to count at these intersections during the existing conditions.

Comment 5: Access driveway is supposed to be a Ri/Ro driveway?

Response: The study was updated as this feedback was already received from the County.

Comment 6: Intersection analysis not provided in Full Buildout analysis.

Response: No intersection analysis was conducted as only segment operations were evaluated for the maximum buildout scenario. This is typically the procedure followed for comprehensive plan-type applications

MEMORANDUM

RE: Citrus Grove Road PUD TIA
Minneola, FL
Traffic Impact Analysis Comments Responses
02/18/2026
Job # 25174

The following provides responses to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. For calculating trip generation apply the ITE Trip Generation Manual, 12th Edition.

Response: Trip Generation manual updated to the 12th edition.

2. Check that the number of pass-by trips do not exceed 10% of the background traffic on Citrus Grove Road.

Response: The typical 10% pass-by restriction suggested by FDOT is not appropriate for use on Citrus Grove Road as the pass-by trips would come from Hancock Road and use Citrus Grove Road to get to the site. The total pass-by trips is approximately 10% of the entering trips at the Hancock Road and Citrus Grove Road today, even without the growth expected in the future.

3. Include the following intersections as part of the analysis, as these intersections are within one mile and are on roadways that have a significant impact from site traffic:

- a. Citrus Grove Rd and Scrub Jay Ln**
- b. N. Hancock Rd and Hamlin Ridge Rd**
- c. N. Hancock Rd and Education Ave**

Response: Intersections added as requested

4. The project volumes shown in Table 2 do not equate using the projected AM peak trip generation and the directional distribution. Please check the volumes.

Response: Table 2 uses the PM peak hour to test roadway significance as that assesses the highest volume traffic conditions.

- 5. Include all segments in Table 2 that have a significant impact and within a 1 mile radius of the site. Also, the analysis shows that Scrub Jay Lane and N. Hancock Rd between CR 561A and SR 91 are not significant.**

Response: Additional segments added as requested.

- 6. Include the calculation of the proposed growth rate for background traffic.**

Response: Background growth rate and committed trips added with supporting discussion.

END

METHODOLOGY MEMORANDUM

RE: Citrus Grove Road PUD
Minneola, FL
Traffic Impact Analysis Methodology
3/24/2026
Job # 25174

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above-referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by the City of Minneola, Lake County and the Florida Department of Transportation (FDOT).

Project Description

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located in the northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

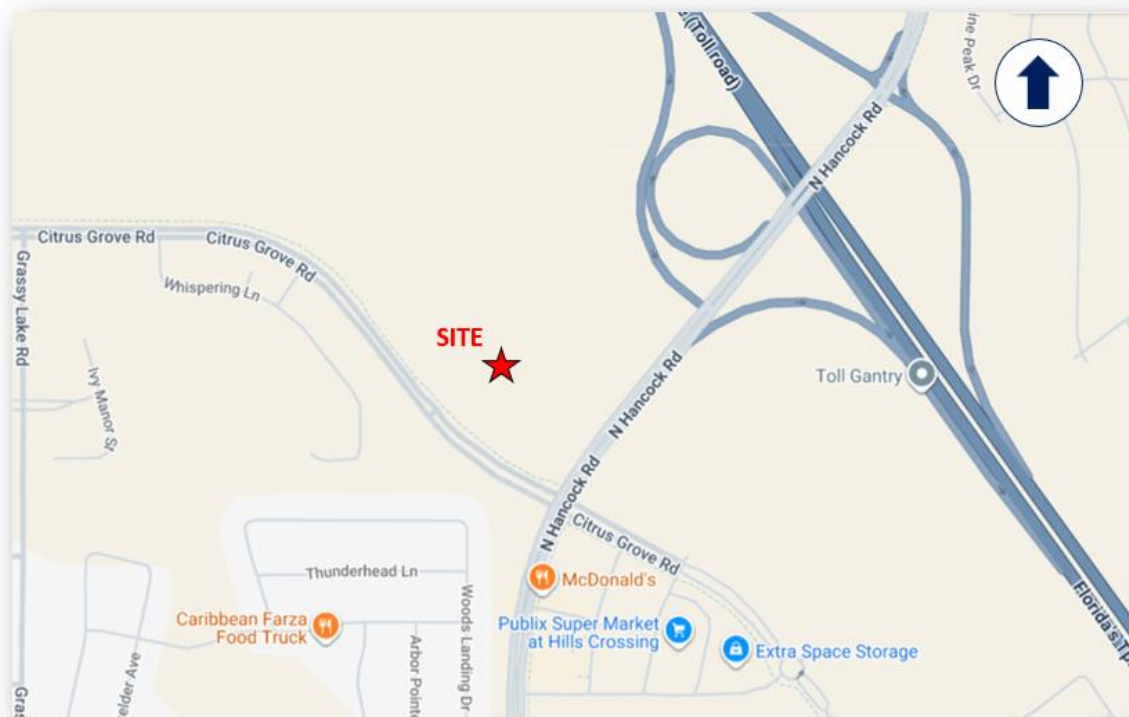


Figure 1: Project Location Map

Site Access

Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road. **Attachment A** provides the concept plan for the site.

Trip Generation

Table 1 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The calculation revealed that the proposed development will generate a total of 4,511 new daily trips of which 451 and 465 trips will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included for reference in **Attachment B**.

Table 1: Trip Generation

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|--------------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 565 | Day Care Center (Students) | 250 Students | 3.83 | 958 | 0.79 | 105 | 93 | 198 | 0.79 | 93 | 105 | 198 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 9,533 | -- | 469 | 441 | 910 | -- | 410 | 412 | 822 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Resturant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 4,511 | -- | 235 | 216 | 451 | -- | 228 | 237 | 465 |

Note: Land uses to be refined further in the TIA report.

Trip Distribution

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project (see **Attachment C** for model plot). The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgment.

Figure 2 provides the final trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

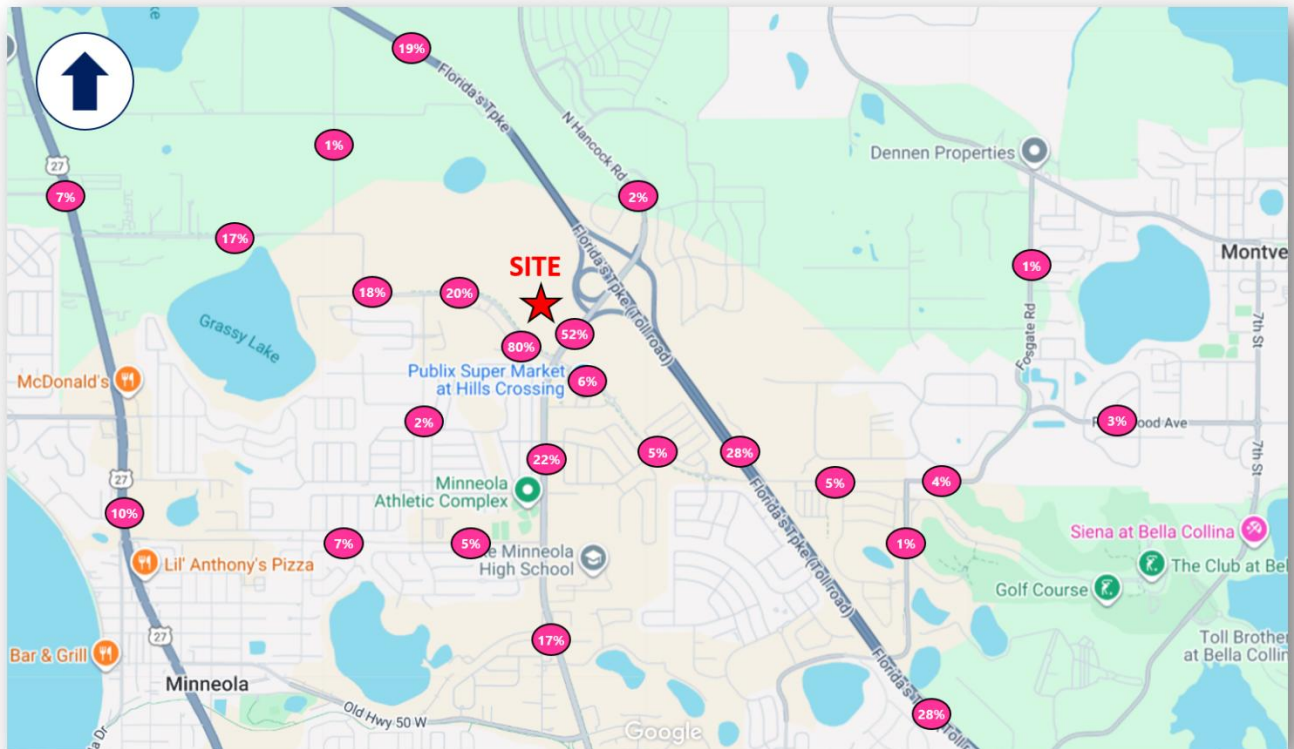


Figure 2: Trip Distribution Map

Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road

- Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

Table 2: Roadway Segment Significance Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Trip Dist | Project Vol | % of Capacity | Signif at 5% |
|--------|-------------------|--|-------|----------|-----------------|-------|-----------|-------------|---------------|--------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 18% | 41 | 6.61% | Yes |
| | | | | | | SB/WB | | 43 | 6.94% | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 2% | 5 | 0.63% | No |
| | | | | | | SB/WB | | 5 | 0.63% | No |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,800 | NB/EB | 52% | 119 | 6.61% | Yes |
| | | | | | | SB/WB | | 123 | 6.83% | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 1% | 2 | 0.49% | No |
| | | | | | | SB/WB | | 2 | 0.49% | No |

Multimodal Assessment

An assessment of multimodal options will be documented for: Transit, Bicycle and Pedestrian.

Projected Conditions Analysis

The projected conditions analysis will be conducted within the following framework:

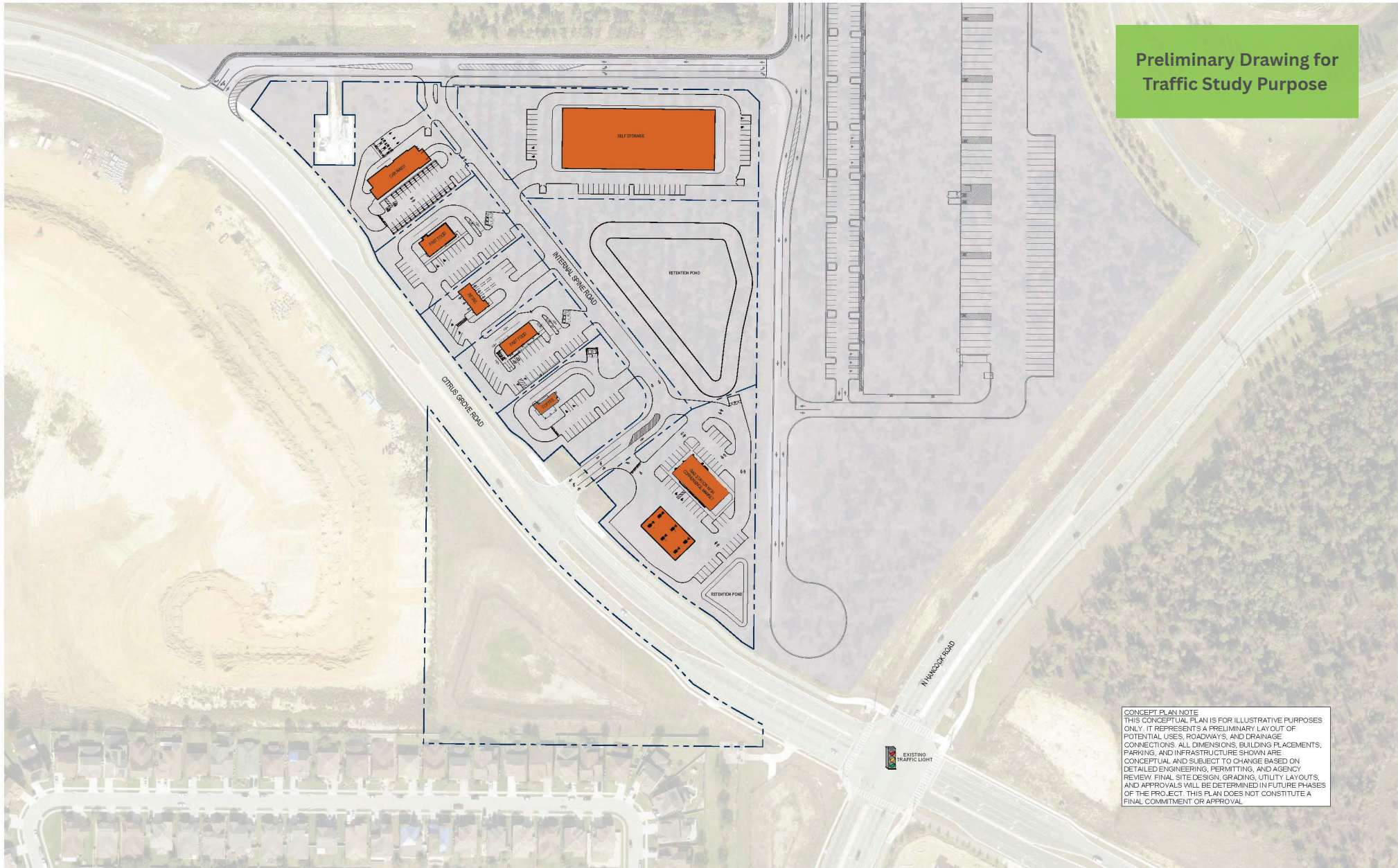
- *Counts:* Traffic counts will be obtained during the AM and PM peak periods and adjusted using a peak season factor as necessary.
- *Growth Factors:* Growth factors, derived from historical traffic volume data, will be applied to existing traffic counts to develop projected/buildout background traffic volumes.
- *Analysis Periods:* Analyses will be performed for existing (2026) and projected/buildout conditions (2028).
- *Projected Conditions Traffic:* Project buildout traffic volumes will be added to the future background traffic volumes to obtain total project/buildout traffic volumes.
- *Roadway Analysis:* Roadways segments will be evaluated using the Lake County and FDOT service volume capacities, as applicable.
- *Intersection Analysis:* Intersection capacity analysis will be performed using the latest operational analysis procedures documented in the *Highway Capacity Manual* as applied using the Synchro software.
- *Turn Lane Analysis:* Turn Lane analysis will be performed for all the site access driveways based on FDOT requirements.

Traffic Impact Study Report

The traffic report prepared will summarize the study procedures, analyses and recommendations.

END

Attachment A
Preliminary Concept Plan



Preliminary Drawing for
Traffic Study Purpose

CONCEPT PLAN NOTE
THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.

Attachment B
Trip Generation Information

Land Use: 151 Mini-Warehouse

Description

A mini-warehouse is a building or a series of buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. The site may also include additional storage area for recreational vehicles.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035, 1263

Mini-Warehouse (151)

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

Setting/Location: General Urban/Suburban

Number of Studies: 11

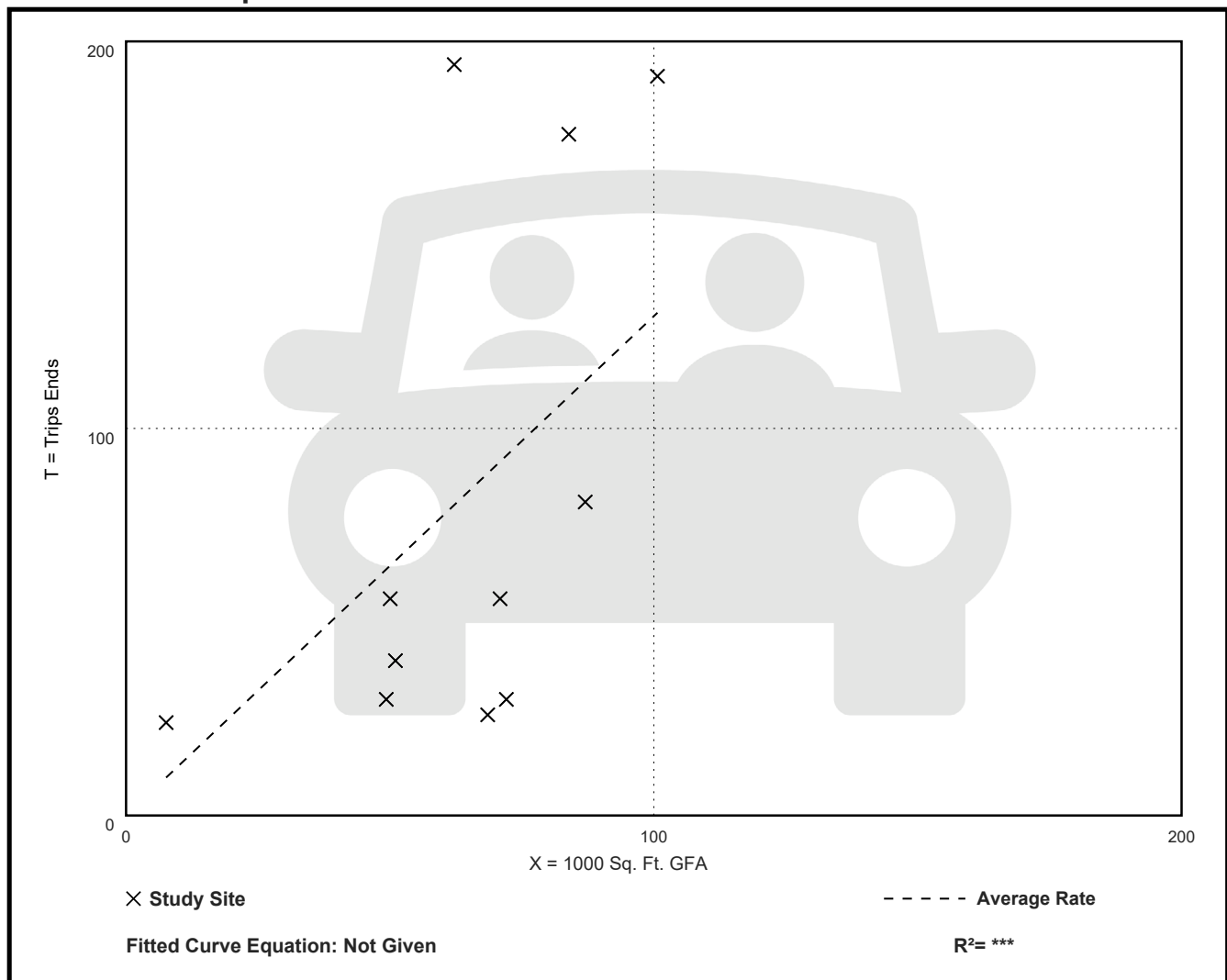
Avg. 1000 Sq. Ft. GFA: 64

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.29 | 0.38 - 3.16 | 0.89 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

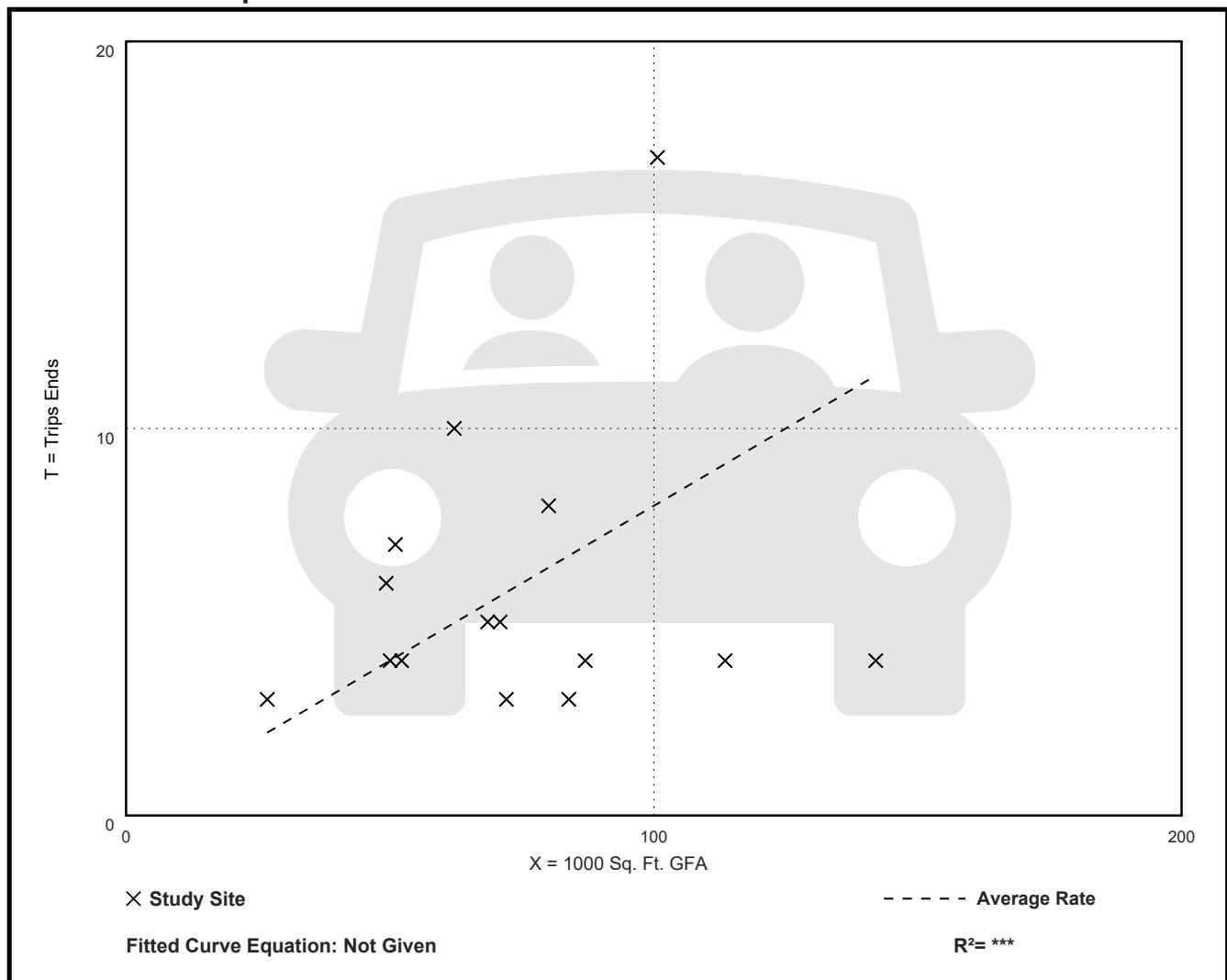
Avg. 1000 Sq. Ft. GFA: 74

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.08 | 0.03 - 0.17 | 0.05 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 16

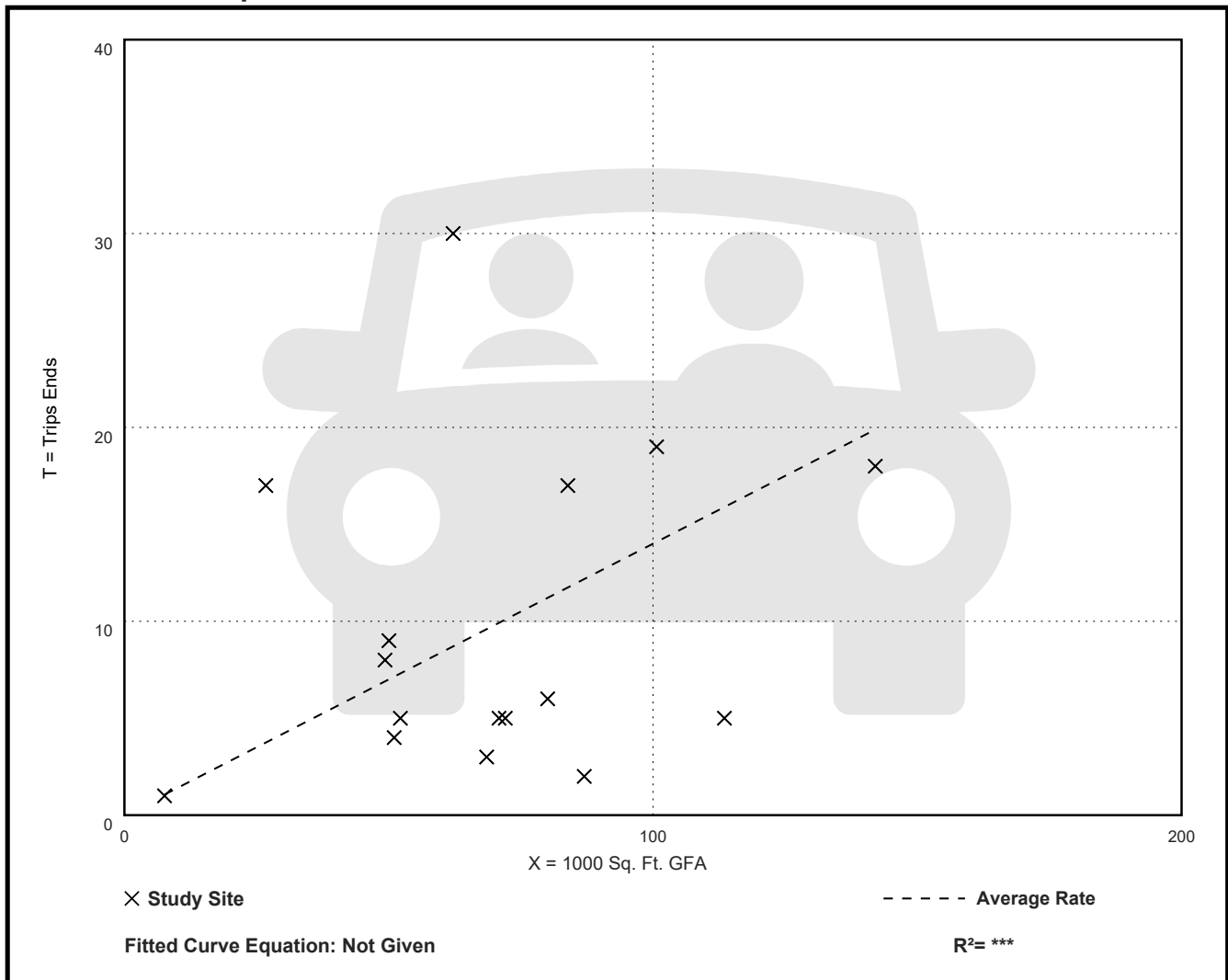
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.14 | 0.02 - 0.64 | 0.13 |

Data Plot and Equation



Land Use: 565

Day Care Center

Description

A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Florida, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, and Wisconsin.

Source Numbers

335, 336, 337, 355, 418, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981, 1236

Day Care Center (565)

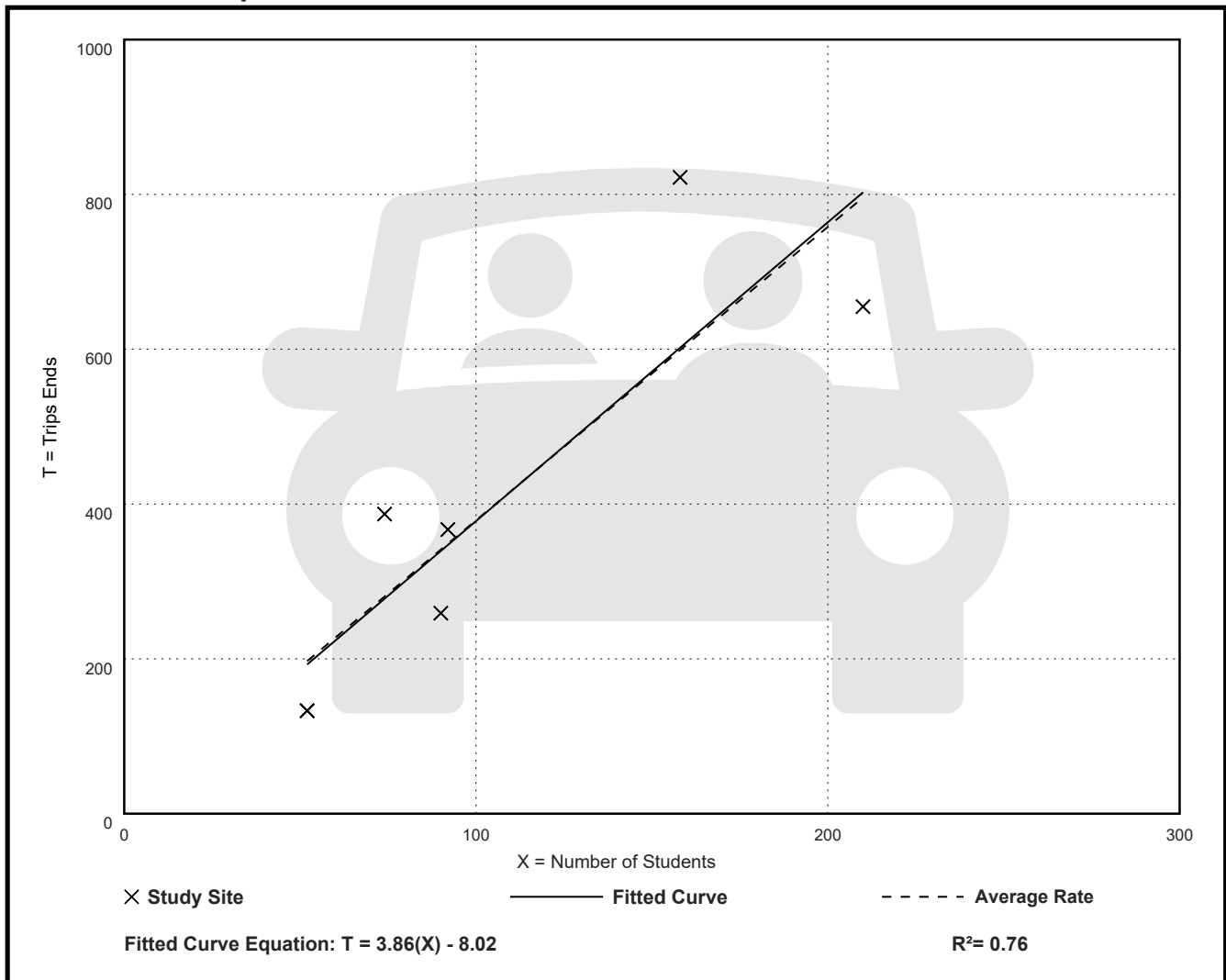
Vehicle Trip Ends vs: Students
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.79 | 2.56 - 5.23 | 1.13 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: 63

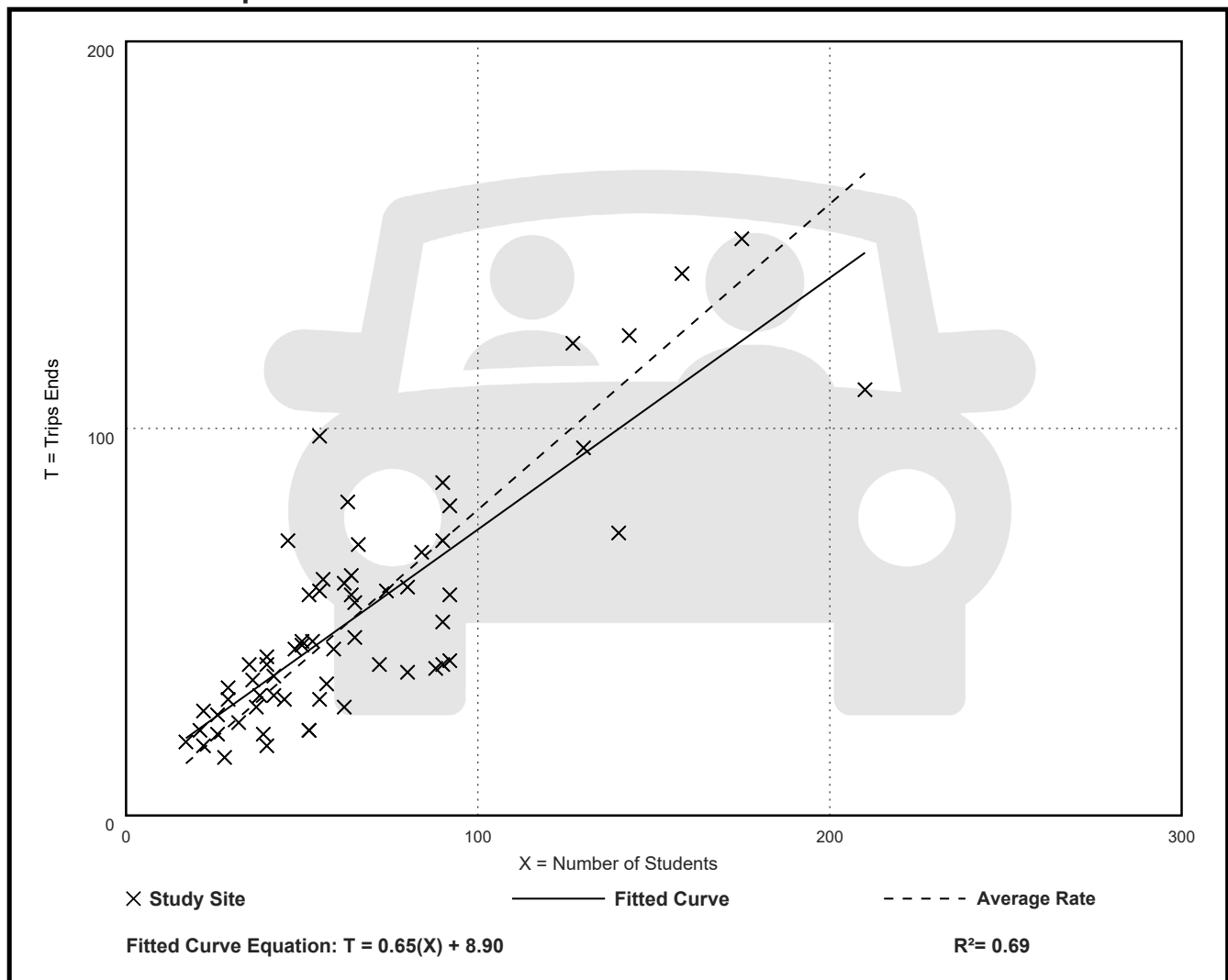
Avg. Num. of Students: 66

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.42 - 1.78 | 0.26 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 63

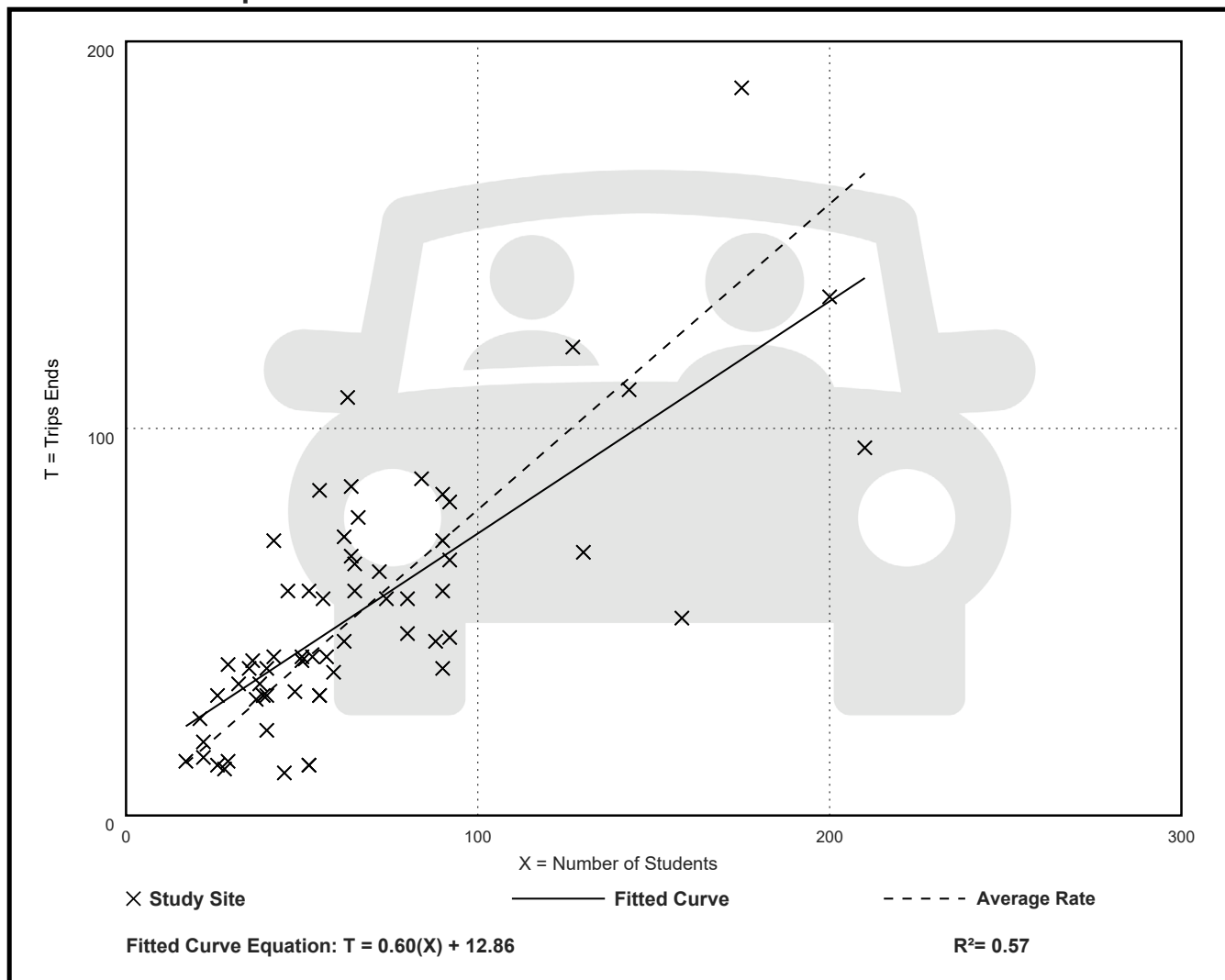
Avg. Num. of Students: 67

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.24 - 1.71 | 0.31 |

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k) (822)

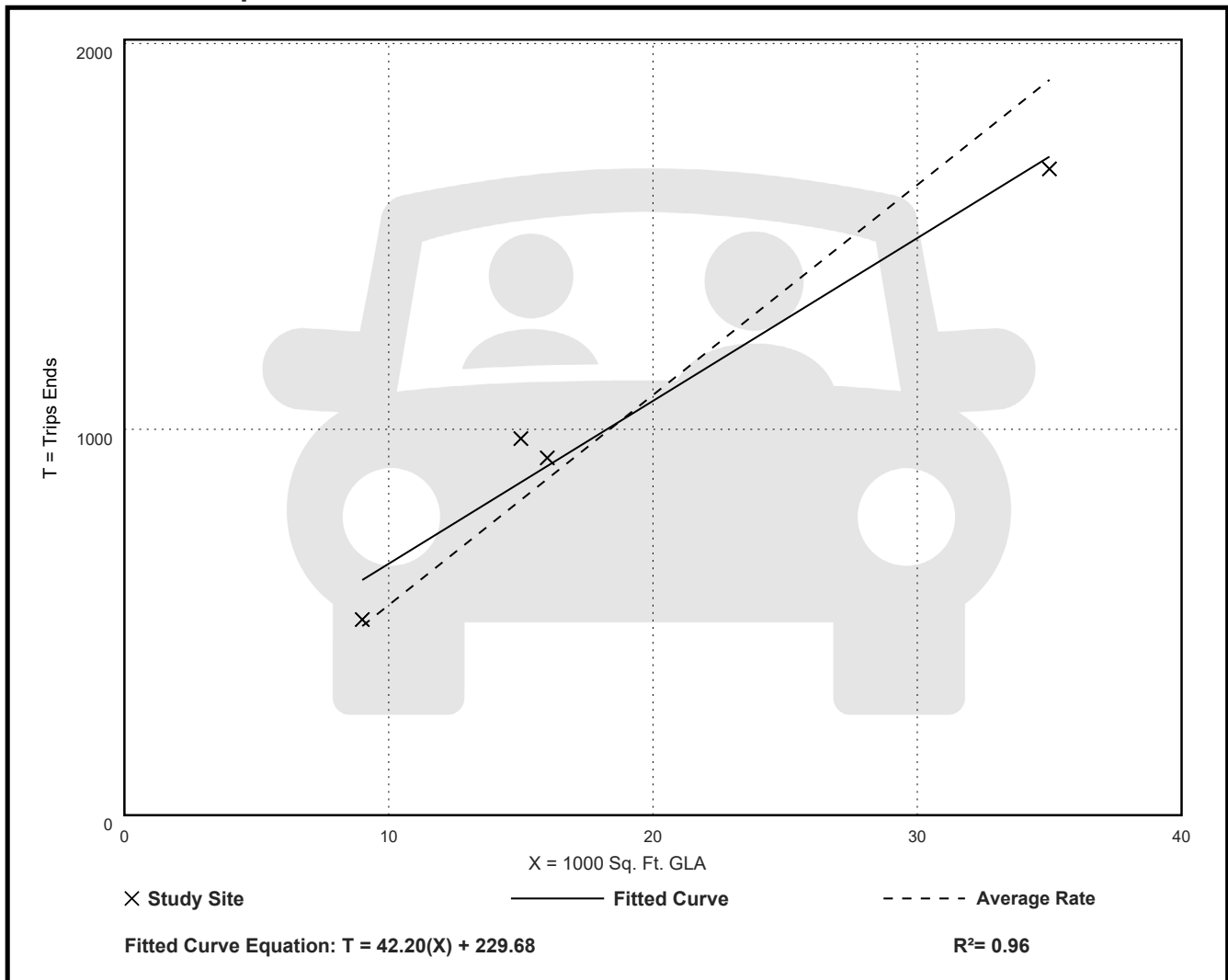
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 54.45 | 47.86 - 65.07 | 7.81 |

Data Plot and Equation



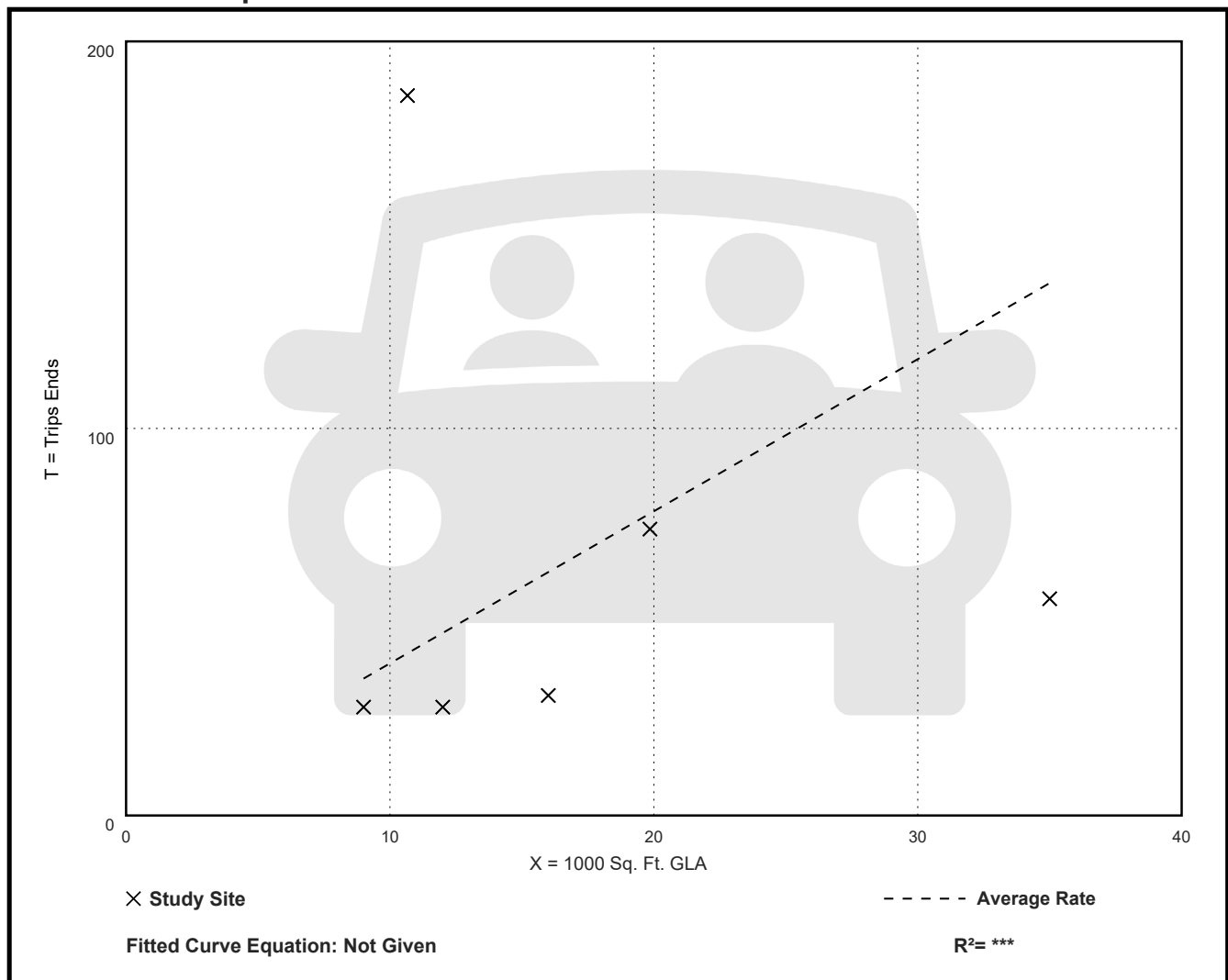
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GLA: 17
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.93 | 1.60 - 17.44 | 5.12 |

Data Plot and Equation



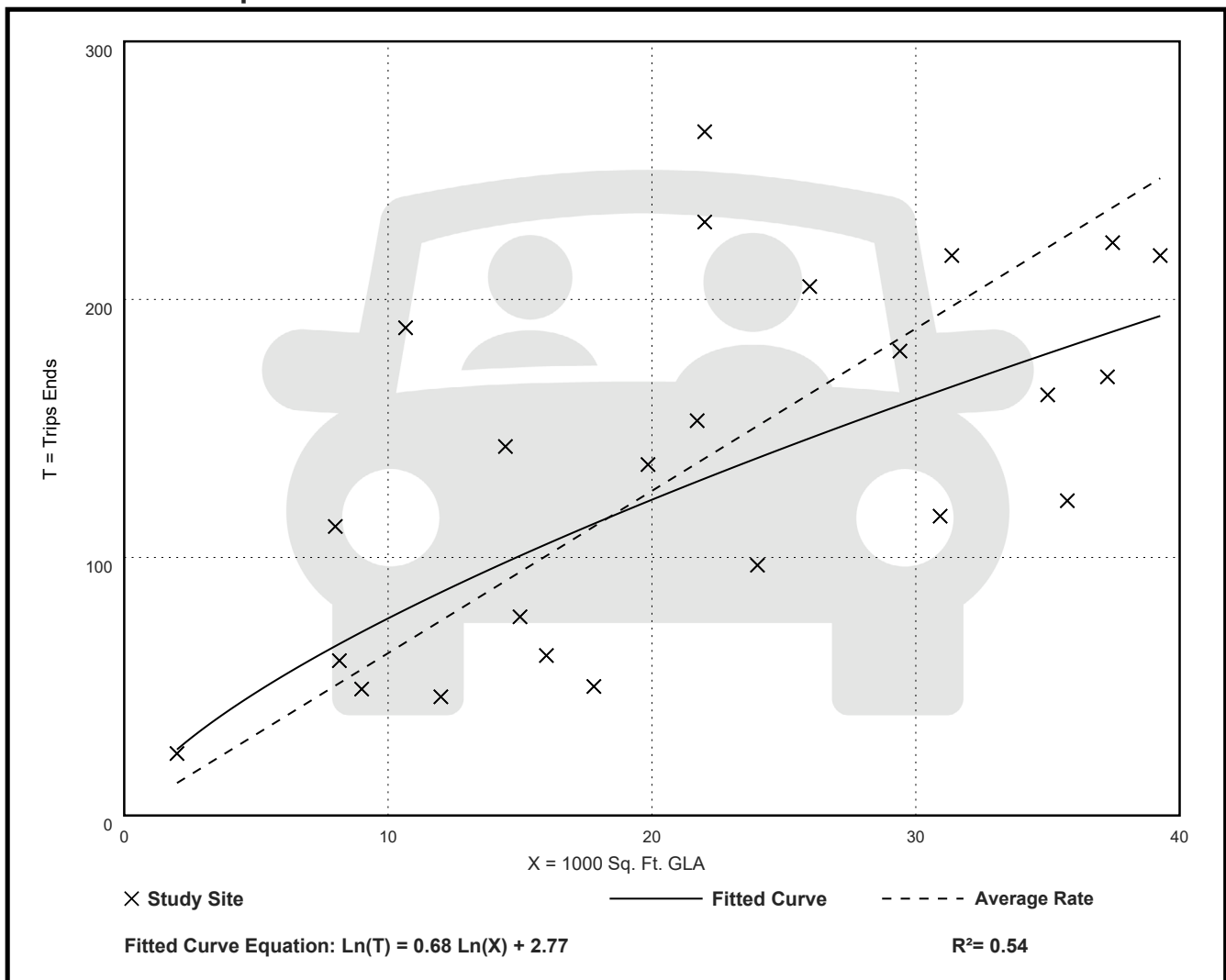
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.29 | 2.81 - 17.72 | 3.02 |

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not offer table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alaska, Arizona, California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, South Dakota, Texas, Vermont, Washington, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

Source Numbers

338, 340, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 1050, 1053, 1054, 1208, 1219, 1234, 1236, 1259, 1267

Fast-Food Restaurant with Drive-Through Window (934)

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

Setting/Location: General Urban/Suburban

Number of Studies: 68

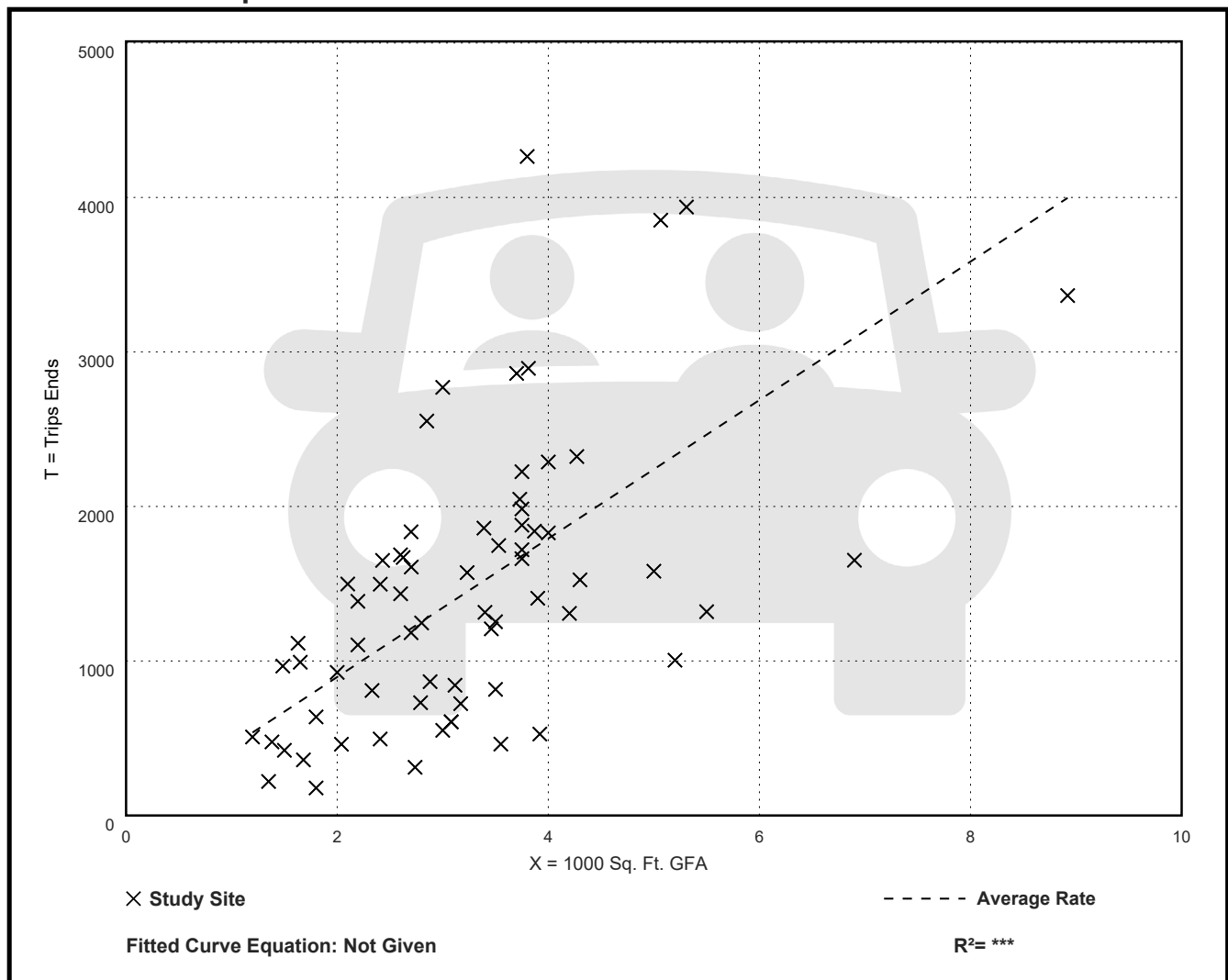
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|-----------------|--------------------|
| 448.12 | 98.89 - 1122.37 | 217.66 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

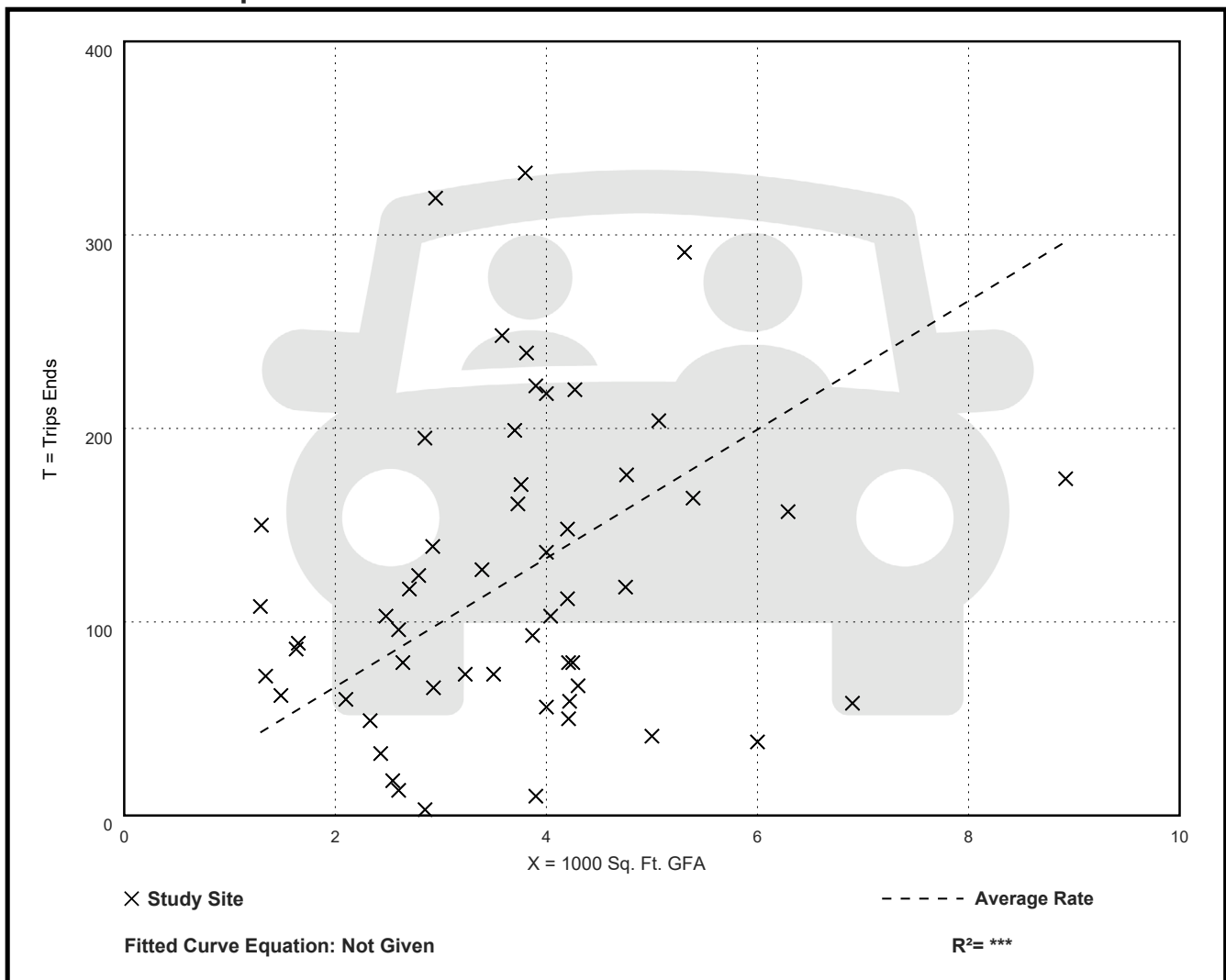
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 33.24 | 1.05 - 115.38 | 22.70 |

Data Plot and Equation



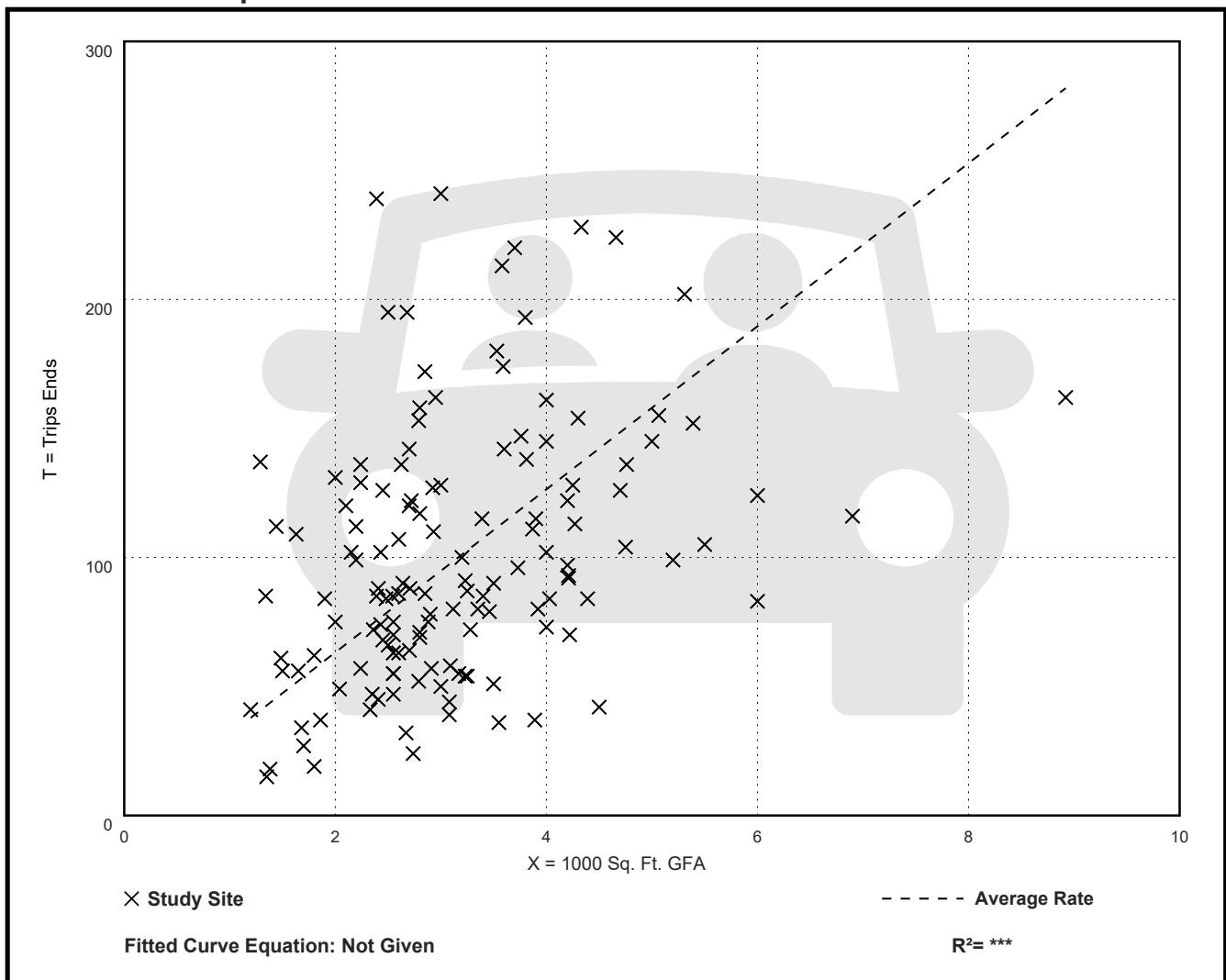
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 139
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 31.60 | 8.77 - 106.20 | 16.21 |

Data Plot and Equation



Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food and beverage products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant's marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically maintains long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not offered.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Connecticut, Florida, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Source Numbers

438, 593, 594, 599, 615, 617, 618, 621, 622, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044, 1200, 1202, 1219, 1221, 1236, 1255

Coffee/Donut Shop with Drive-Through Window (937)

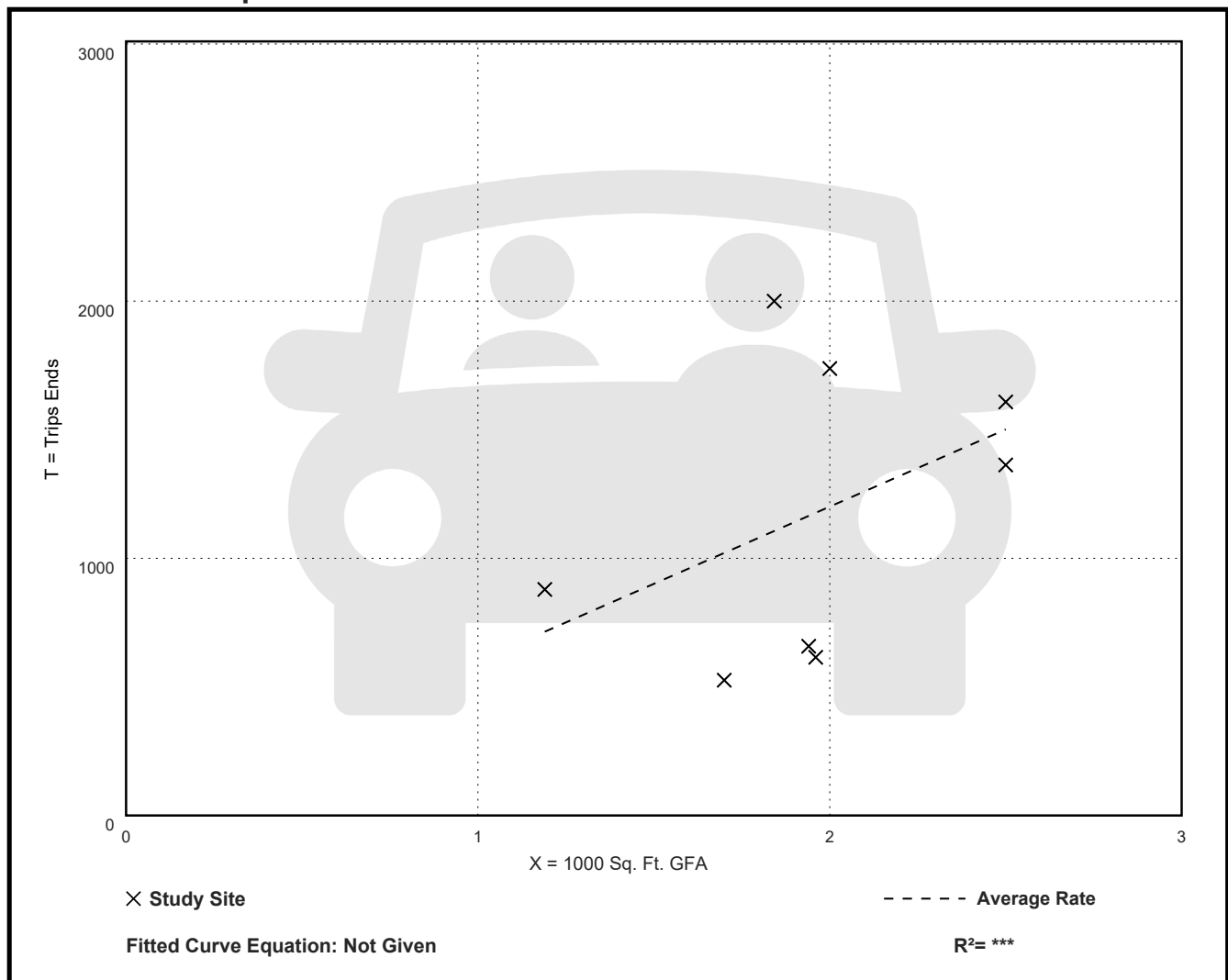
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|------------------|--------------------|
| 600.50 | 309.41 - 1085.78 | 277.14 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 84

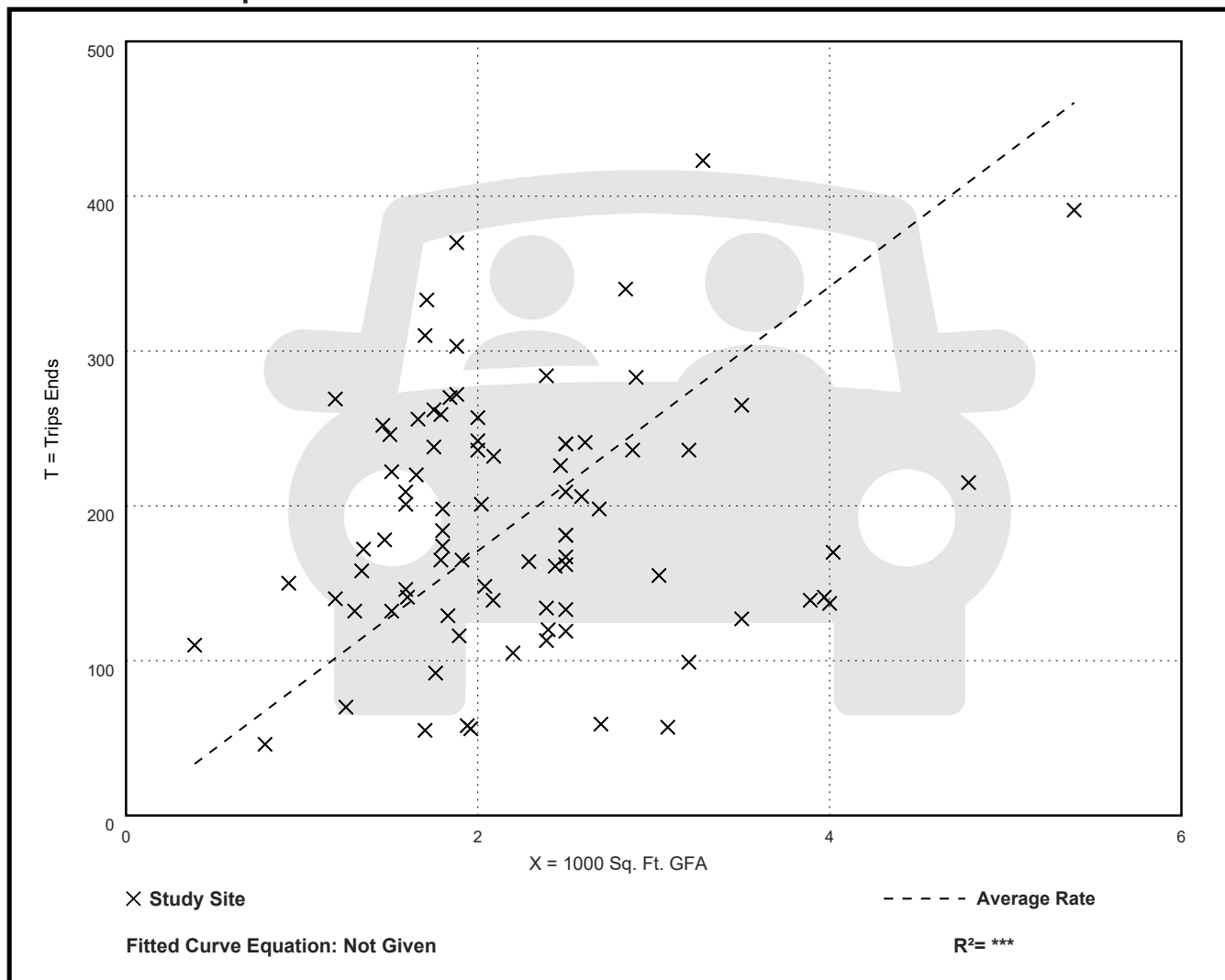
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 85.41 | 18.51 - 282.05 | 44.24 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

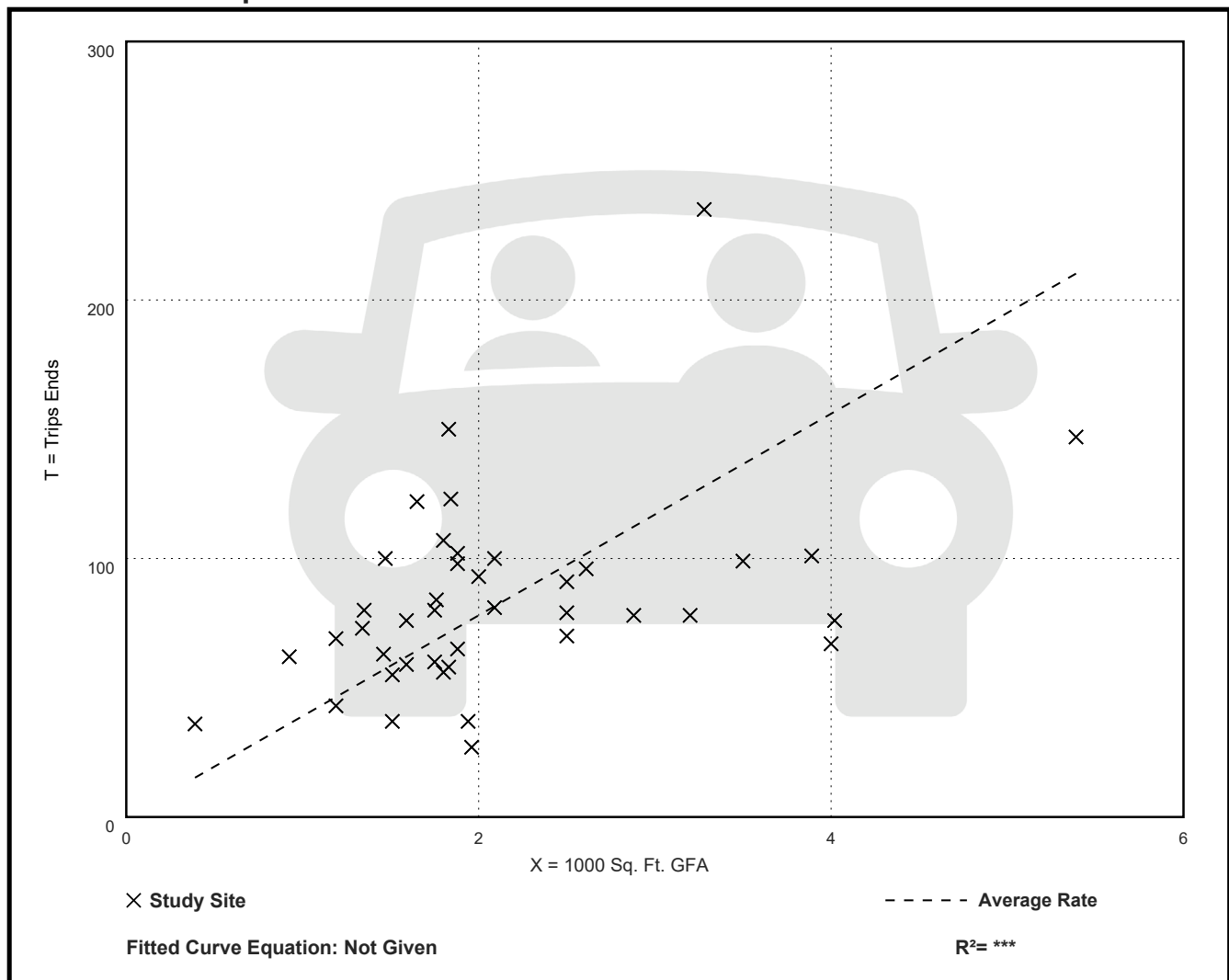
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 39.00 | 13.78 - 92.31 | 17.60 |

Data Plot and Equation



Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - GFA (2-4k) (945)

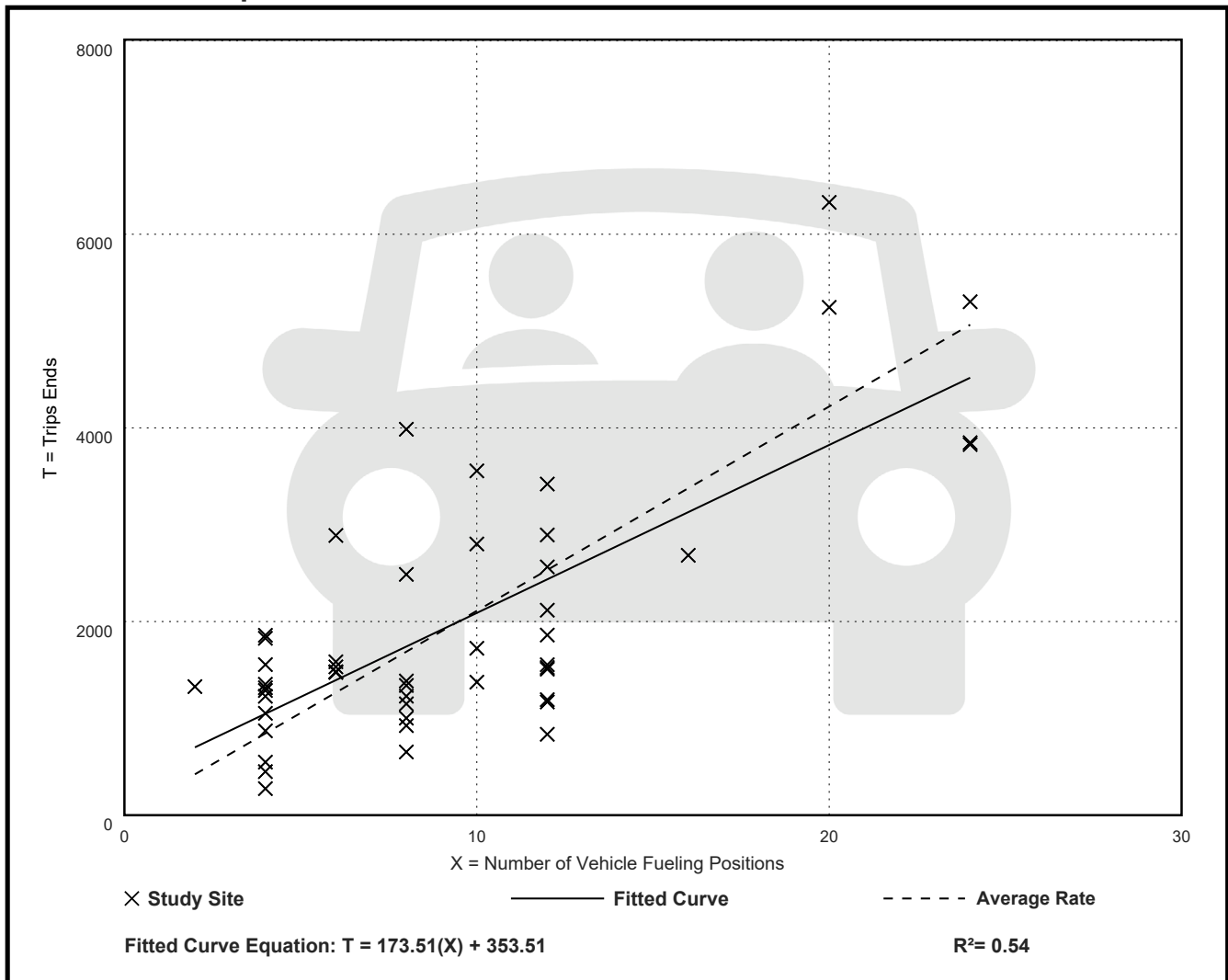
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 211.05 | 68.50 - 664.00 | 102.55 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 71

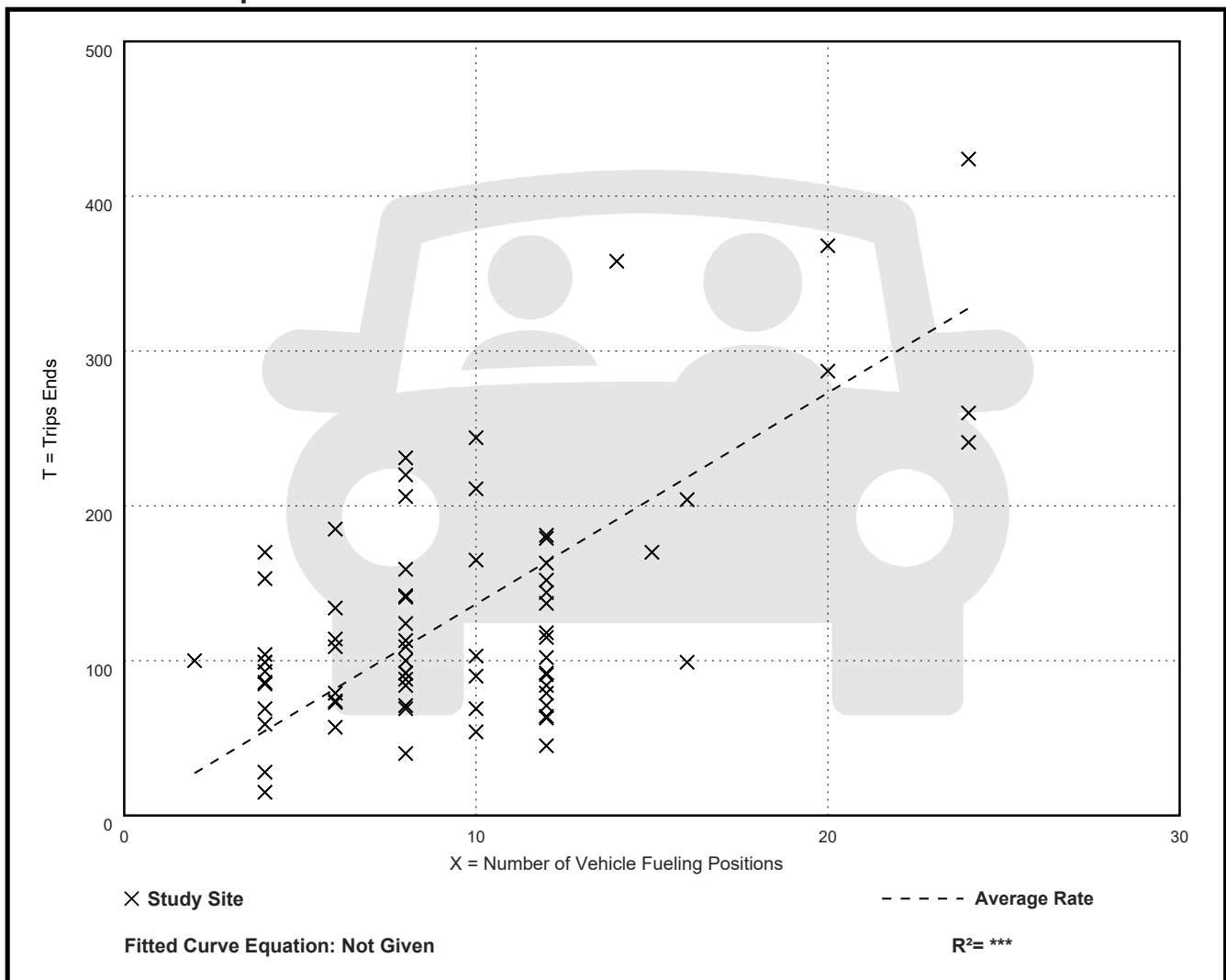
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 13.65 | 3.75 - 50.00 | 7.16 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

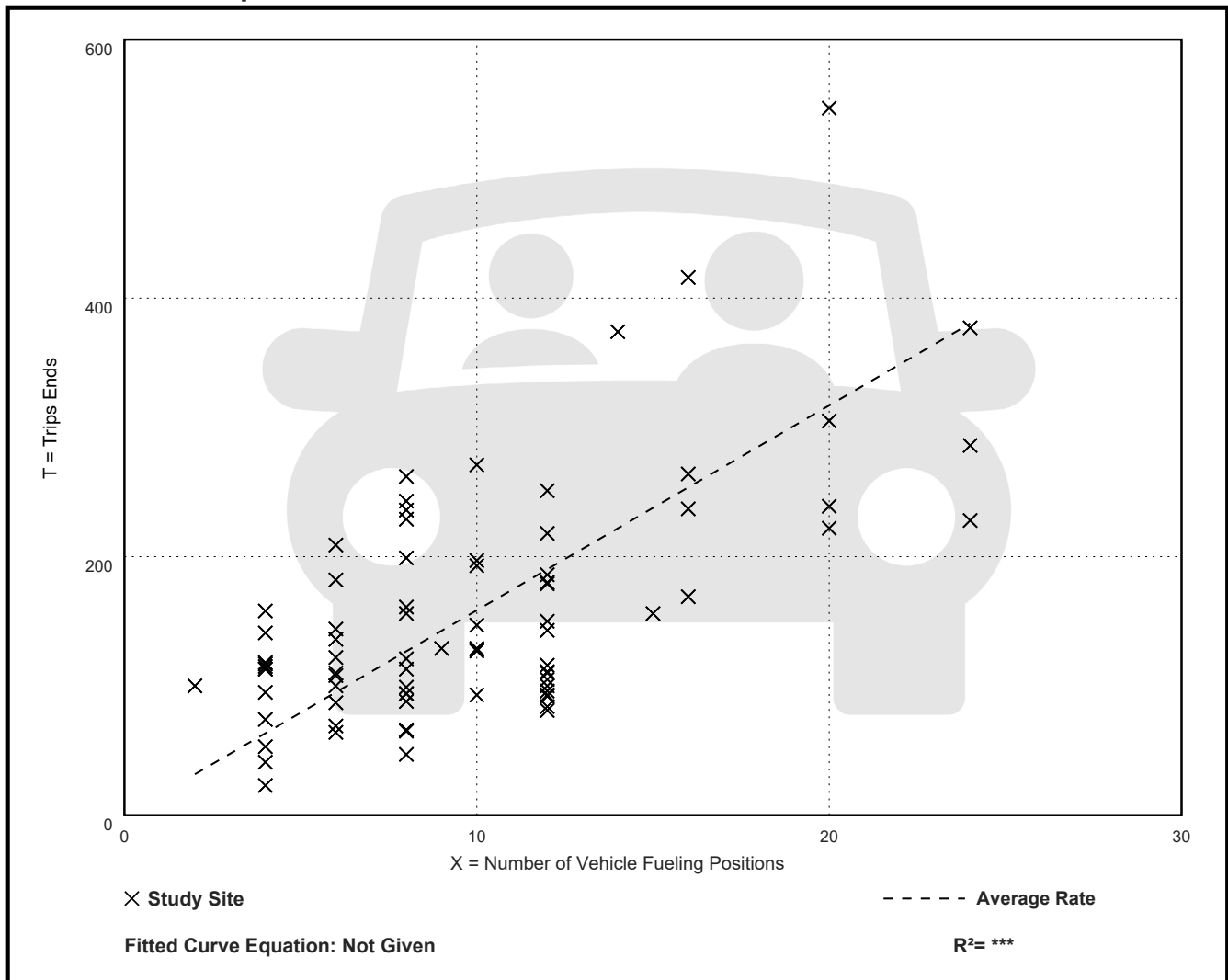
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 15.85 | 5.75 - 50.00 | 7.54 |

Data Plot and Equation



Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

Automated Car Wash (948)

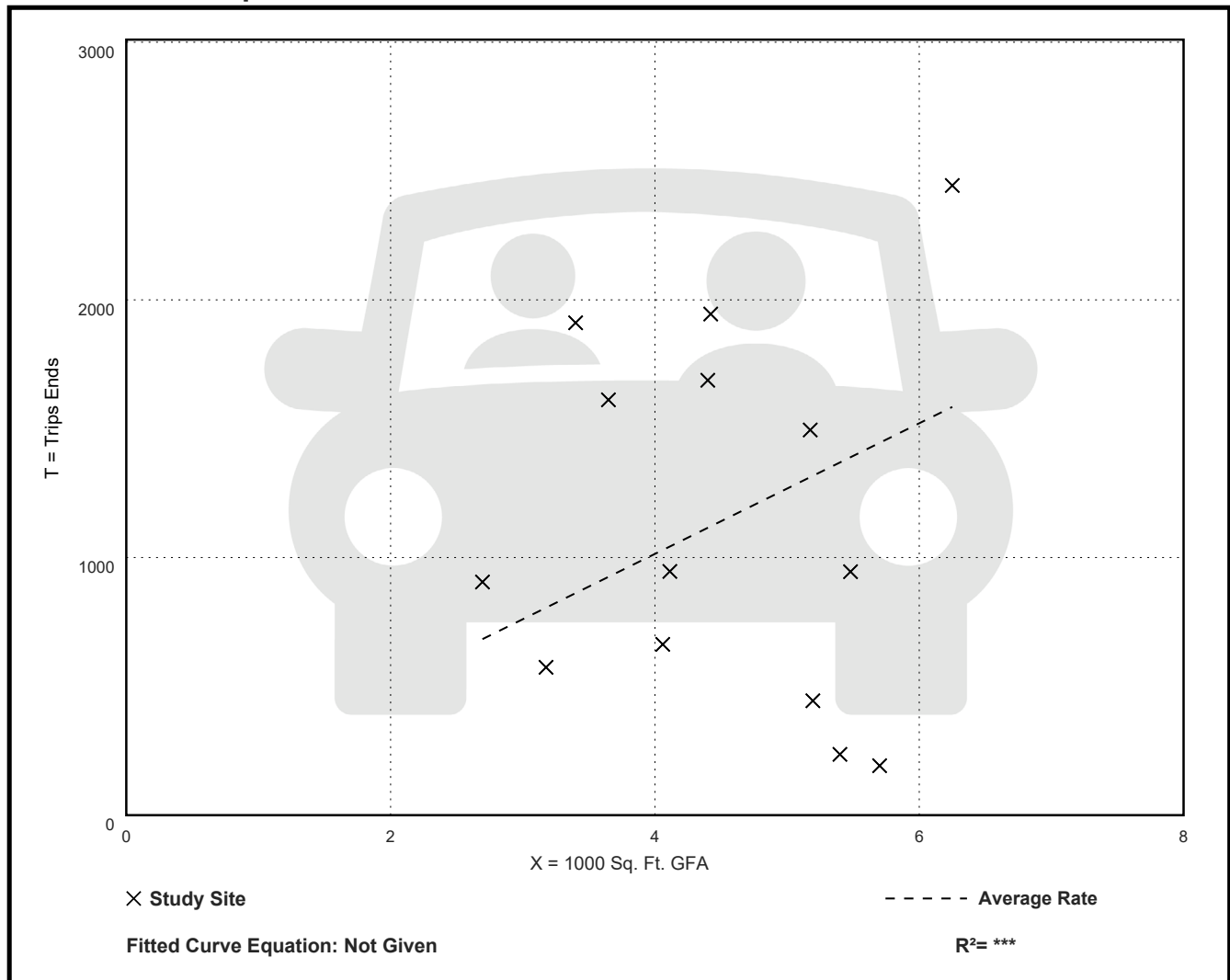
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 253.51 | 33.68 - 562.06 | 163.78 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

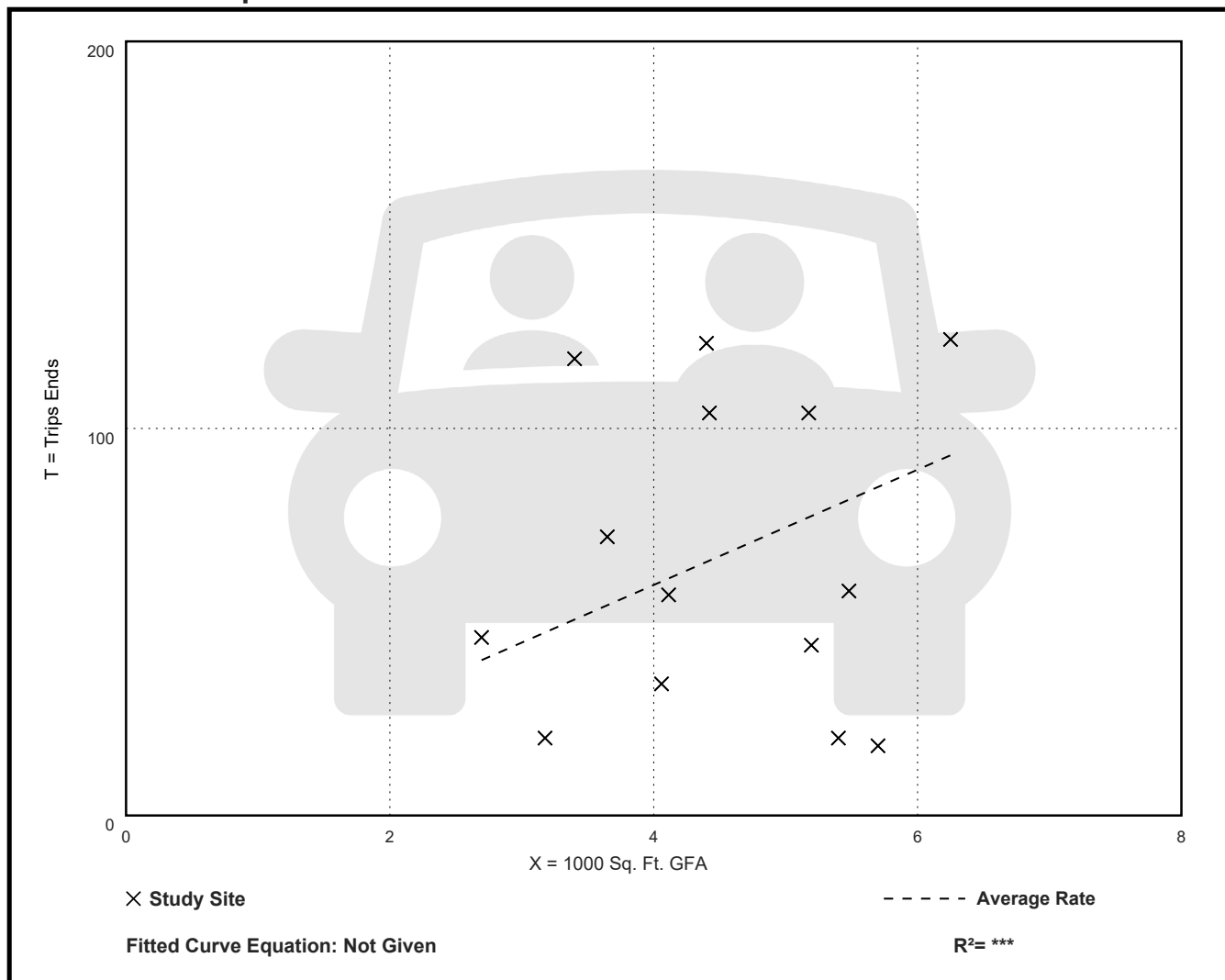
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 14.89 | 3.16 - 34.71 | 9.20 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

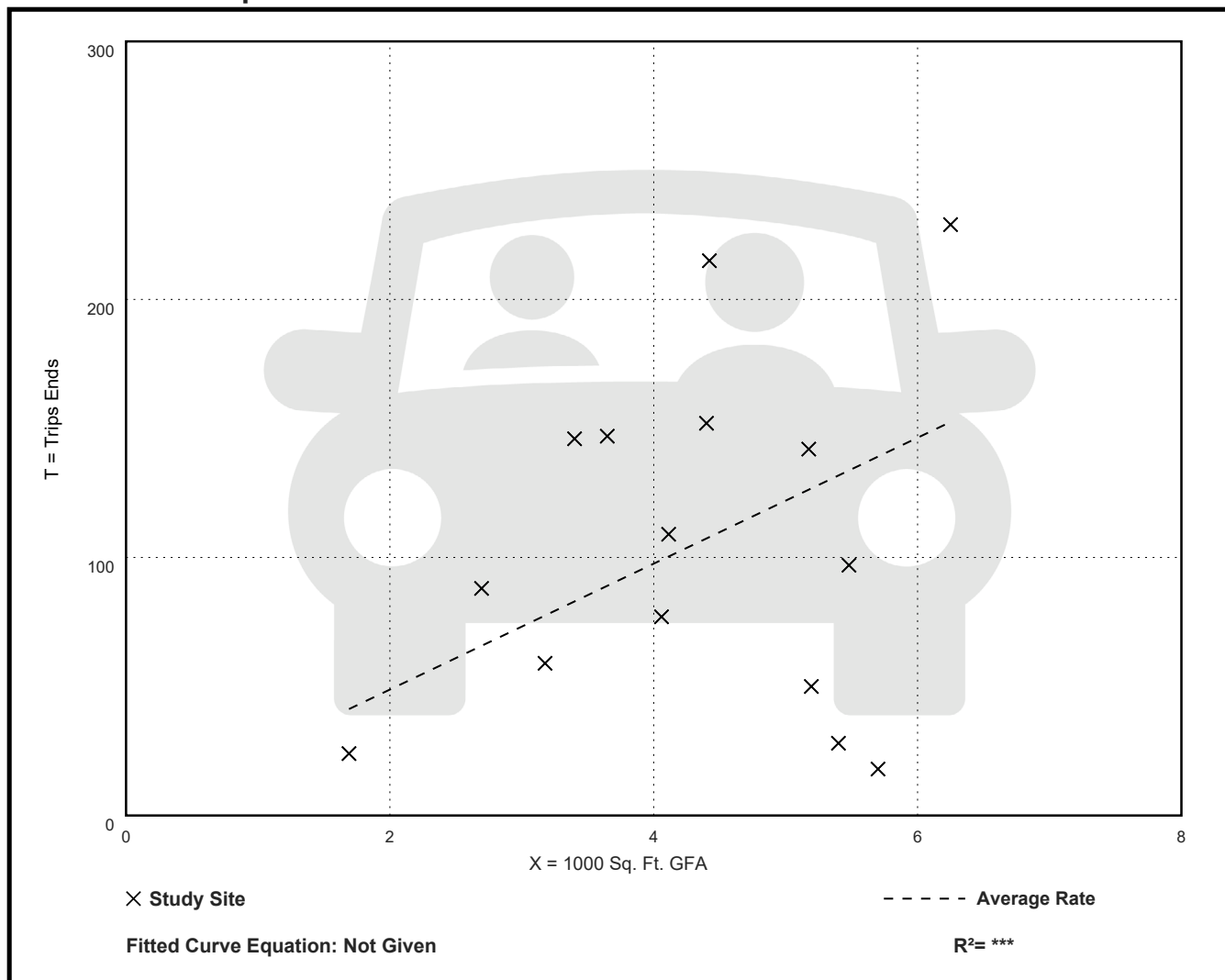
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

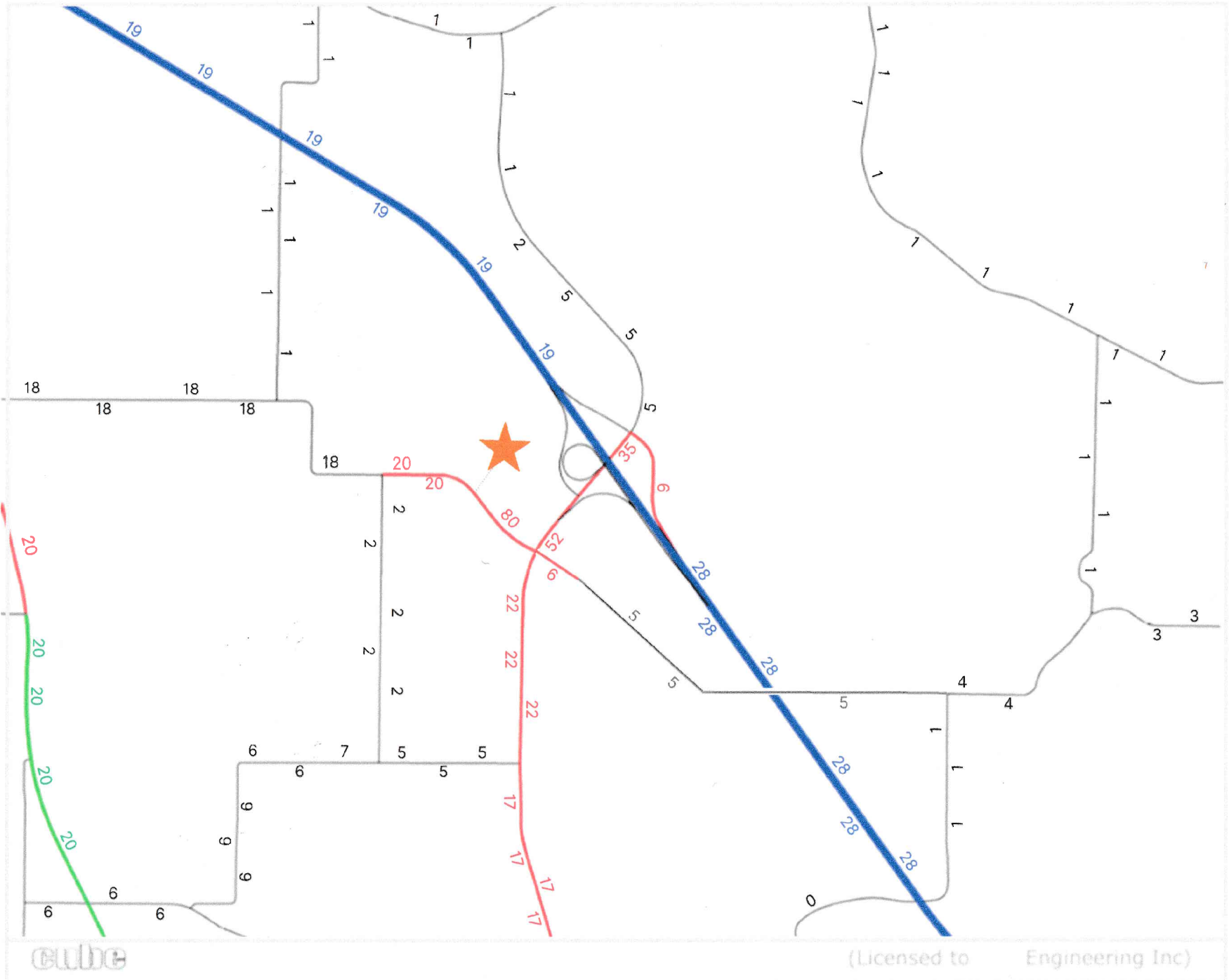
| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 24.40 | 3.16 - 48.62 | 14.47 |

Data Plot and Equation



Attachment C
Model Plot

CFRPM - Trip Distribution



Appendix C: Lake County CMS

Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (M) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY VIC | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR V/C | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY VIC | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR V/C | 2028 PEAK HOUR LOS | | |
|------------|----------------|--------------|-------------|-------------|--------------------|---------------------------------|-------------------------|--------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|--------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|--------------------|--------------------|------|---|
| 10 | 486 | 117030 | County | 30 | 1.37 | ABRAMS ROAD | SR 44 | WAYCROSS AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF EUSTIS | D | 21,168 | 5,593 | 0.26 | C | 1,049 | 241 | 252 | 0.24 | C | 1.00% | 21,168 | 5,878 | 0.28 | C | 1,049 | 253 | 265 | 0.25 | C | | |
| 20 | 27 | | County | 30 | 0.67 | ANDERSON HILL ROAD | LAKE SHORE DRIVE | US 27 | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 1,836 | 0.11 | C | 799 | 113 | 50 | 0.14 | C | 1.00% | 16,128 | 1,930 | 0.12 | C | 799 | 119 | 53 | 0.15 | C | |
| 30 | 464 | | County | 30 | 0.38 | ARDICE AVENUE | KURT STREET | SR 19 | | 2 | 2 | URBAN | DIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 20,507 | 5,430 | 0.26 | C | 1,011 | 239 | 286 | 0.28 | C | 1.00% | 20,507 | 5,707 | 0.28 | C | 1,011 | 252 | 301 | 0.30 | C | |
| 40 | 516 | | County | 25 | 0.63 | ARLINGTON AVENUE | 141 LADY LAKE BOULEVARD | SOUTH TERMINI | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | TOWN OF LADY LAKE | D | 16,128 | 1,736 | 0.11 | C | 799 | 90 | 111 | 0.14 | C | 1.00% | 16,128 | 1,827 | 0.11 | C | 799 | 97 | 117 | 0.15 | C | |
| 50 | 246 | | County | 40 | 1.80 | AUSTIN MERITT ROAD | CR 33 | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 927 | 0.27 | B | 430 | 128 | 89 | 0.30 | B | 4.50% | 8,200 | 2,364 | 0.34 | B | 128 | 430 | 111 | 0.37 | B | | |
| 60 | 489 | 117004 | County | 25 | 1.74 | BATES AVENUE | N CENTER STREET | CR 44 / DELAND ROAD | | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF EUSTIS | CITY OF EUSTIS | D | 16,128 | 1,389 | 0.09 | C | 799 | 56 | 70 | 0.09 | C | 1.00% | 16,128 | 1,460 | 0.09 | C | 799 | 59 | 74 | 0.09 | C | |
| 70 | 624 | | County | 40 | 0.88 | BATES AVENUE | CR 44 / DELAND ROAD | ESTES ROAD | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 1,426 | 0.07 | C | 1,049 | 91 | 169 | 0.16 | C | 1.00% | 21,168 | 1,499 | 0.07 | C | 1,049 | 99 | 177 | 0.17 | C | |
| 80 | 416 | | County | 35 | 0.82 | BAY ROAD | BAY ROAD / CR 19A | OLD US 441 / CR 500A | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 3,079 | 0.19 | C | 799 | 139 | 165 | 0.21 | C | 1.00% | 16,128 | 3,236 | 0.20 | C | 799 | 146 | 173 | 0.22 | C | |
| 90 | 411 | 117006 | County | 35 | 0.55 | BAY ROAD | OLD US 441 / CR 500A | CR 452 / LAKESHORE DRIVE | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 1,689 | 0.10 | C | 799 | 92 | 55 | 0.12 | C | 1.00% | 16,128 | 1,775 | 0.11 | C | 799 | 97 | 58 | 0.12 | C | |
| 100 | 212 | | County | 35 | 1.64 | BLACKSTILL LAKE ROAD | FOSSGATE ROAD | CR 60 | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF CLERMONT | D | 21,168 | 4,824 | 0.23 | C | 1,049 | 226 | 172 | 0.22 | C | 5.75% | 21,168 | 6,380 | 0.30 | C | 1,049 | 299 | 227 | 0.29 | C | |
| 110 | 247 | | County | 40 | 2.64 | BRIDGES ROAD | SR 33 | US 27 | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 2,659 | 0.32 | B | 430 | 99 | 138 | 0.32 | B | 5.75% | 8,200 | 3,517 | 0.43 | B | 430 | 131 | 182 | 0.42 | B | |
| 120 | 620 | 117016 | County | 45 | 1.16 | BRITT ROAD | SR 44 | HORSE RANCH ROAD | | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | CITY OF MOUNT DORA | D | 14,000 | 5,508 | 0.39 | C | 730 | 211 | 257 | 0.35 | C | 2.50% | 14,000 | 6,232 | 0.45 | C | 730 | 239 | 291 | 0.40 | C | |
| 130 | 620 | | ADJACENT | 45 | 1.47 | BRITT ROAD | HORSE RANCH ROAD | WOLF BRANCH ROAD | | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 15,624 | 5,508 | 0.35 | C | 770 | 211 | 257 | 0.33 | C | 2.50% | 15,624 | 6,232 | 0.40 | C | 770 | 239 | 291 | 0.38 | C | |
| 140 | 412 | | County | 35 | 0.14 | C.R. 19A (DORA AVENUE) | LAKE DORA DRIVE | C.R. 500A / OLD 441 | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF TAVARES | D | 16,128 | 1,596 | 0.10 | C | 799 | 55 | 92 | 0.12 | C | 1.00% | 16,128 | 1,677 | 0.10 | C | 799 | 58 | 97 | 0.12 | C | |
| 150 | 437 | | County | 35 | 1.35 | C.R. 19A (DORA AVENUE) | C.R. 500A OLD 441 | DAVID WALKER ROAD | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF TAVARES | D | 21,168 | 4,385 | 0.21 | C | 1,049 | 221 | 178 | 0.21 | C | 1.00% | 21,168 | 4,609 | 0.22 | C | 1,049 | 232 | 187 | 0.22 | C | |
| 160 | 446 | | County | 35 | 1.00 | C.R. 19A (DORA AVENUE) | DAVID WALKER ROAD | SR 44 | | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF TAVARES | D | 20,507 | 3,828 | 0.18 | C | 1,011 | 160 | 146 | 0.18 | C | 1.00% | 20,507 | 3,913 | 0.19 | C | 1,011 | 169 | 153 | 0.19 | C | |
| 170 | 507 | | ADJACENT | 35 | 0.45 | C.R. 19A | CR 452 | CR 44 | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF EUSTIS | D | 21,168 | 3,288 | 0.16 | C | 1,049 | 186 | 133 | 0.18 | C | 2.25% | 21,168 | 3,675 | 0.17 | C | 1,049 | 209 | 124 | 0.20 | C | |
| 180 | 507 | | County | 45 | 0.68 | C.R. 19A | CR 44 | SR 19 | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 3,288 | 0.20 | C | 799 | 187 | 111 | 0.23 | C | 2.25% | 16,128 | 3,675 | 0.23 | C | 799 | 209 | 124 | 0.26 | C | |
| 190 | 439 | | County | 40 | 0.93 | C.R. 19A | LAKE DORA DRIVE | CR 452 | | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | EUSTISMOUNT DORA | D | 20,507 | 14,178 | 0.69 | C | 1,011 | 588 | 564 | 0.59 | C | 1.00% | 20,507 | 14,901 | 0.73 | D | 1,011 | 629 | 593 | 0.62 | C | |
| 200 | 424 | | County | 45 | 0.53 | C.R. 19A | BAY ROAD / CR 19A | CR 44 / CR 500A | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 21,168 | 9,199 | 0.43 | C | 1,049 | 362 | 351 | 0.34 | C | 1.25% | 21,168 | 9,798 | 0.46 | C | 1,049 | 385 | 373 | 0.37 | C | |
| 210 | 540 | | County | 35 | 1.53 | C.R. 25 | MARION COUNTY LINE | GRIFFIN AVENUE | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 10,794 | 0.51 | C | 1,049 | 657 | 297 | 0.63 | C | 1.00% | 21,168 | 11,345 | 0.54 | C | 1,049 | 691 | 312 | 0.66 | C | |
| 220 | 534 | 117023 | County | 35 | 1.27 | C.R. 25 | GRIFFIN AVENUE | TOWN OF LADY LAKE | | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF LADY LAKE | D | 20,507 | 6,212 | 0.30 | C | 1,011 | 288 | 298 | 0.29 | C | 1.00% | 20,507 | 6,529 | 0.32 | C | 1,011 | 302 | 313 | 0.31 | C | |
| 230 | 485 | | County | 30 | 0.43 | C.R. 25A | US 27/US 441 | CR 466A | | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | FRUITLAND PARK | D | 15,624 | 7,343 | 0.47 | C | 770 | 306 | 330 | 0.43 | C | 1.00% | 15,624 | 7,718 | 0.49 | C | 770 | 321 | 347 | 0.45 | C | |
| 240 | 482 | | County | 30 | 1.50 | C.R. 25A | CR 466A | US 27/US 441 | | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | FRUITLAND PARK | D | 15,624 | 4,850 | 0.31 | C | 770 | 246 | 182 | 0.32 | C | 1.00% | 15,624 | 5,097 | 0.33 | C | 770 | 258 | 191 | 0.33 | C | |
| 250 | 403 | 117037 | County | 45 | 1.65 | C.R. 25A | US 27 (SOUTH) | US 27 (SOUTH) | | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | CITY OF LEEBSBURG | D | 14,000 | 508 | 0.04 | B | 730 | 30 | 22,98 | 15,99 | 0.03 | B | 2.75% | 14,000 | 582 | 0.04 | B | 730 | 26 | 18 | 0.04 | B |
| 260 | 268 | | County | 50 | 1.49 | SR 33 / C.R. 33 | US 27 | CR 48 / CR 470 | | 2 | 2 | URBAN | UNDIVIDED | C3R | STATE | UNINCORPORATED LAKE COUNTY | D | 23,520 | 10,295 | 0.44 | C | 1,166 | 440 | 381 | 0.38 | C | 1.00% | 23,520 | 10,820 | 0.46 | C | 1,166 | 462 | 400 | 0.40 | C | |
| 270 | 260 | | County | 45 | 0.52 | SR 33 / SR 48 / C.R. 33 / CR 48 | CR 48 / CR 470 | CR 48 | | 2 | 2 | URBAN | UNDIVIDED | C3C | STATE | UNINCORPORATED LAKE COUNTY | D | 21,700 | 10,540 | 0.49 | C | 1,070 | 267 | 558 | 0.52 | C | 1.00% | 21,700 | 11,078 | 0.51 | C | 1,070 | 280 | 587 | 0.55 | C | |
| 280 | 290 | | County | 55 | 4.27 | C.R. 33 | CR 33 | BRIDGES ROAD | | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 5,436 | 0.39 | C | 730 | 290 | 296 | 0.48 | C | 4.75% | 14,000 | 8,866 | 0.49 | C | 730 | 373 | 386 | 0.51 | C | |
| 290 | 218 | | ADJACENT | 35 | 1.81 | C.R. 33 | CR 33 | PERIBLE ROCK ROAD | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 8,200 | 7,887 | 0.94 | C | 430 | 265 | 270 | 0.63 | C | 6.25% | 8,200 | 10,409 | 1.27 | D | 430 | 359 | 388 | 0.85 | C | |
| 300 | 218 | | County | 35 | 1.65 | SR 33 / C.R. 33 | CR 33 | PERIBLE ROCK ROAD | | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | CITY OF MASCOFF | D | 14,000 | 7,887 | 0.55 | C | 730 | 265 | 270 | 0.37 | C | 6.25% | 14,000 | 10,409 | 0.74 | D | 730 | 359 | 366 | 0.50 | C | |
| 310 | 542 | | County | 45 | 0.64 | C.R. 42 | MARION COUNTY LINE | SR 19 | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 5,320 | 0.26 | C | 999 | 274 | 191 | 0.27 | C | 2.00% | 20,160 | 5,874 | 0.29 | C | 999 | 302 | 211 | 0.30 | C | |
| 320 | 638 | | County | 45 | 1.41 | C.R. 42 | SR 19 | CR 450 | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 8,200 | 5,536 | 0.68 | C | 430 | 228 | 234 | 0.54 | B | 1.00% | 8,200 | 5,818 | 0.71 | C | 430 | 239 | 246 | 0.57 | C | |
| 330 | 637 | | County | 55 | 2.05 | C.R. 42 | CR 450 | CR 439 | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 6,763 | 0.82 | C | 430 | 291 | 292 | 0.88 | C | 3.00% | 8,200 | 7,840 | 0.96 | C | 430 | 337 | 338 | 0.79 | C | |
| 340 | 801 | | ADJACENT | 40 | 3.58 | C.R. 42 | CR 439 | CENTRAL AVENUE | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 3,964 | 0.48 | B | 430 | 170 | 183 | 0.43 | B | 1.75% | 8,200 | 4,323 | 0.53 | B | 430 | 185 | 199 | 0.46 | B | |
| 350 | 801 | | County | 40 | 4.93 | C.R. 42 | CENTRAL AVENUE | PALMETTO STREET | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 3,964 | 0.48 | B | 430 | 170 | 183 | 0.43 | B | 1.75% | 8,200 | 4,323 | 0.53 | B | 430 | 185 | 199 | 0.46 | B | |
| 360 | 803 | | ADJACENT | 55 | 3.60 | C.R. 42 | PALMETTO STREET | LAKE MACK DRIVE | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,385 | 0.66 | C | 430 | 141 | 313 | 0.73 | C | 4.00% | 8,200 | 6,552 | 0.80 | C | 430 | 371 | 380 | 0.88 | C | |
| 370 | 803 | | County | 55 | 3.06 | C.R. 42 | LAKE MACK DRIVE | CR 44 | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,385 | 0.66 | C | 430 | 141 | 313 | 0.73 | C | 4.00% | 8,200 | 6,552 | 0.80 | C | 430 | 371 | 380 | 0.88 | C | |
| 380 | 607 | | County | 40 | 0.86 | C.R. 435 | DUBSDREAD DRIVE | DUBSDREAD DRIVE | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 7,717 | 0.38 | C | 999 | 377 | 404 | 0.40 | C | 1.00% | 20,160 | 8,111 | 0.40 | C | 999 | 396 | 424 | 0.42 | C | |
| 390 | 601 | | County | 40 | 0.81 | C.R. 435 | DUBSDREAD DRIVE | ORANGE COUNTY LINE | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 6,241 | 0.29 | C | 1,049 | 361 | 223 | 0.34 | C | 1.75% | 21,168 | 6,807 | 0.32 | C | 1,049 | 393 | 243 | 0.37 | C | |
| 400 | 626 | | County | 55 | 1.74 | C.R. 437 | SR 44A | SR 44 | | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 9,200 | 6,458 | 1.63 | D | 430 | 300 | 295 | 1.28 | D | 3.00% | 9,200 | 9,828 | 1.5 | | | | | | | |

Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (MI) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY VIC | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR V/C | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY VIC | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR V/C | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR V/C | 2028 DAILY LOS |
|------------|----------------|--------------|-------------|-------------|---------------------|-----------------------------|---------------------------|---------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|--------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|--------------------|----------------|---|----------------------------|----------------------------|--------------------|----------------|
| 1160 | 266 | | ADJACENT | 55 | 0.54 | C.R. 470 | BAY AVENUE | CR 33 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 9,506 | 0.59 | C | 799 | 423 | 287 | 0.53 | C | 6.00% | 16,128 | 12,721 | 0.79 | C | 799 | 566 | 384 | 0.71 | C | 799 | 566 | 384 | 0.71 | C |
| 1170 | 499 | | County | 35 | 2.99 | C.R. 473 | FOUNTAIN LAKE BOULEVARD | CR 44 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 7,056 | 0.33 | C | 1,049 | 342 | 200 | 0.33 | C | 1.00% | 21,168 | 7,418 | 0.35 | C | 1,049 | 566 | 211 | 0.34 | C | 1,049 | 566 | 211 | 0.34 | C |
| 1180 | 443 | | County | 40 | 1.03 | C.R. 473 | FOUNTAIN LAKE BOULEVARD | US 441 | 4 | 4 | URBAN | DIVIDED | C3C | COUNTY | UNINCORPORATED LAKE COUNTY | D | 32,940 | 13,407 | 0.41 | C | 1,629 | 737 | 428 | 0.46 | C | 1.00% | 32,940 | 14,091 | 0.43 | C | 1,629 | 775 | 449 | 0.48 | C | 1,629 | 775 | 449 | 0.48 | C |
| 1190 | 3 | | County | 55 | 3.21 | C.R. 474 | GREEN SWAMP ROAD | SR 33 | 2 | 2 | RURAL | UNDIVIDED | C2R | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,936 | 0.71 | C | 430 | 208 | 219 | 0.51 | B | 7.00% | 8,200 | 9,435 | 0.56 | C | 430 | 281 | 207 | 0.71 | C | 430 | 281 | 207 | 0.71 | C |
| 1200 | 3 | | County | 55 | 3.26 | C.R. 474 | GREEN SWAMP ROAD | US 27 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,960 | 0.67 | C | 430 | 222 | 194 | 0.52 | B | 1.00% | 8,200 | 5,770 | 0.70 | C | 430 | 235 | 204 | 0.54 | B | 430 | 235 | 204 | 0.54 | B |
| 1210 | 222 | | County | 45 | 5.99 | C.R. 478 | JAMARLY ROAD | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF GROVELAND | D | 20,160 | 2,268 | 0.11 | C | 999 | 100 | 83 | 0.10 | C | 7.75% | 20,160 | 3,294 | 0.16 | C | 999 | 145 | 121 | 0.15 | C | 999 | 145 | 121 | 0.15 | C |
| 1220 | 259 | | County | 55 | 3.17 | C.R. 48 | SUMNER COUNTY LINE | CLEARWATER LAKE RD | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | CITY OF LEESBURG | D | 8,200 | 4,858 | 0.59 | C | 430 | 163 | 251 | 0.58 | C | 6.00% | 8,200 | 6,501 | 0.79 | C | 430 | 218 | 336 | 0.78 | C | 430 | 218 | 336 | 0.78 | C |
| 1225 | 248 | | County | 55 | 2.41 | C.R. 48 | CLEARWATER LAKE RD | CR 33 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | CITY OF LEESBURG | D | 8,200 | 3,183 | 0.39 | B | 430 | 97 | 157 | 0.36 | B | 4.75% | 8,200 | 4,014 | 0.49 | B | 430 | 122 | 198 | 0.46 | B | 430 | 122 | 198 | 0.46 | B |
| 1230 | 263 | | County | 45 | 0.46 | C.R. 48 | HAYWOOD WORM FARM RD | CR 33 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | UNINCORPORATED LAKE COUNTY | D | 19,530 | 8,978 | 0.46 | C | 963 | 319 | 354 | 0.37 | C | 3.50% | 19,530 | 10,663 | 0.55 | C | 963 | 379 | 420 | 0.44 | C | 963 | 379 | 420 | 0.44 | C |
| 1235 | 262 | | County | 45 | 0.68 | C.R. 48 | HAYWOOD WORM FARM RD | US 27 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 10,792 | 0.77 | D | 730 | 421 | 430 | 0.59 | C | 1.00% | 14,000 | 11,343 | 0.81 | D | 730 | 442 | 452 | 0.62 | D | 730 | 442 | 452 | 0.62 | D |
| 1240 | 264 | | County | 40 | 4.89 | C.R. 48 | LIME AVENUE | US 27 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 10,745 | 0.53 | C | 999 | 409 | 439 | 0.44 | C | 1.25% | 20,160 | 11,434 | 0.57 | C | 999 | 435 | 467 | 0.47 | C | 999 | 435 | 467 | 0.47 | C |
| 1250 | 255 | | County | 40 | 2.04 | C.R. 48 | LIME AVENUE | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | HOWEY-IN-THE-HILLS | D | 14,000 | 10,291 | 0.74 | D | 730 | 390 | 367 | 0.53 | C | 3.50% | 14,000 | 12,222 | 0.87 | D | 730 | 463 | 436 | 0.63 | D | 730 | 463 | 436 | 0.63 | D |
| 1260 | 253 | | County | 40 | 1.14 | C.R. 48 | RANCH ROAD | CR 861 | 2 | 2 | URBAN | UNDIVIDED | C2T | COUNTY | TOWN OF ASTATULA | D | 17,010 | 6,716 | 0.39 | C | 888 | 282 | 266 | 0.32 | C | 2.50% | 17,010 | 7,599 | 0.45 | C | 888 | 320 | 301 | 0.36 | C | 888 | 320 | 301 | 0.36 | C |
| 1270 | 253 | | ADJACENT | 40 | 3.17 | C.R. 48 | RANCH ROAD | CR 48A | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 6,716 | 0.82 | C | 430 | 282 | 266 | 0.66 | C | 2.50% | 8,200 | 7,599 | 0.93 | C | 430 | 320 | 301 | 0.74 | C | 430 | 320 | 301 | 0.74 | C |
| 1280 | 217 | | County | 30 | 0.71 | C.R. 50 (SUNSET AVENUE) | CR 33 | SR 50 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MASCOTTE | D | 16,128 | 1,809 | 0.10 | C | 799 | 59 | 86 | 0.11 | C | 3.00% | 16,128 | 1,865 | 0.12 | C | 799 | 89 | 98 | 0.12 | C | 799 | 89 | 98 | 0.12 | C |
| 1290 | 210 | | County | 45 | 1.74 | C.R. 50 | N HANCOCK ROAD | SR 27 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MINNEOLA | D | 20,507 | 9,735 | 0.39 | C | 1,011 | 350 | 259 | 0.36 | C | 1.00% | 20,507 | 8,445 | 0.41 | C | 1,011 | 368 | 272 | 0.36 | C | 1,011 | 368 | 272 | 0.36 | C |
| 1300 | 202 | | County | 45 | 2.47 | C.R. 50 | N HANCOCK ROAD | CR 455 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 8,076 | 0.40 | C | 999 | 245 | 517 | 0.52 | C | 3.25% | 20,160 | 9,476 | 0.47 | C | 999 | 287 | 608 | 0.61 | C | 999 | 287 | 608 | 0.61 | C |
| 1310 | 42 | | County | 45 | 1.92 | C.R. 50 | ORANGE COUNTY LINE | SR 27 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 6,131 | 0.29 | C | 1,049 | 205 | 460 | 0.44 | C | 1.00% | 21,168 | 6,444 | 0.30 | C | 1,049 | 215 | 453 | 0.46 | C | 1,049 | 215 | 453 | 0.46 | C |
| 1320 | 417 | | County | 35 | 1.08 | C.R. 500A/OLD 441 | SR 19 | DORA AVENUE | 2 | 2 | URBAN | DIVIDED | C4 | COUNTY | CITY OF TAVARES | D | 5,988 | 9,532 | 1.59 | F | 987 | 523 | 344 | 0.53 | D | 1.50% | 5,979 | 10,269 | 1.03 | E | 987 | 563 | 370 | 0.57 | D | 987 | 563 | 370 | 0.57 | D |
| 1325 | 417 | | County | 35 | 1.08 | C.R. 500A/OLD 441 | SR 19 | DORA AVENUE | 2 | 2 | URBAN | DIVIDED | C4 | COUNTY | CITY OF TAVARES | D | 5,988 | 9,532 | 1.59 | F | 987 | 523 | 344 | 0.53 | D | 1.50% | 5,979 | 10,269 | 1.03 | E | 987 | 563 | 370 | 0.57 | D | 987 | 563 | 370 | 0.57 | D |
| 1330 | 413 | 115084 | County | 45 | 1.94 | C.R. 500A/OLD 441/ALFRED ST | BAY ROAD | BAY ROAD | 2 | 2 | URBAN | UNDIVIDED | C4 | COUNTY | CITY OF TAVARES | D | 16,632 | 10,108 | 0.61 | D | 822 | 502 | 410 | 0.61 | D | 1.25% | 16,632 | 10,756 | 0.65 | D | 822 | 534 | 436 | 0.65 | D | 822 | 534 | 436 | 0.65 | D |
| 1340 | 420 | | County | 35 | 0.79 | C.R. 500A/OLD 441 | BAY ROAD | CR 44C/EUDORA AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 15,624 | 9,506 | 0.61 | C | 770 | 382 | 409 | 0.53 | C | 3.75% | 15,624 | 11,430 | 0.53 | C | 770 | 459 | 491 | 0.64 | C | 770 | 459 | 491 | 0.64 | C |
| 1350 | 421 | | County | 35 | 1.06 | C.R. 500A/OLD 441 | CR 44C/EUDORA DRIVE | LAKESHORE DRIVE | 2 | 2 | URBAN | DIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 21,532 | 15,440 | 0.72 | D | 1,062 | 643 | 620 | 0.61 | C | 1.00% | 21,532 | 16,228 | 0.75 | D | 1,062 | 676 | 652 | 0.64 | C | 1,062 | 676 | 652 | 0.64 | C |
| 1360 | 415 | | County | 35 | 0.79 | C.R. 500A/OLD 441 | LAKESHORE DRIVE | 5TH AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 16,128 | 13,808 | 0.86 | C | 799 | 575 | 520 | 0.72 | C | 1.00% | 16,128 | 16,599 | 1.03 | F | 799 | 692 | 674 | 0.87 | C | 799 | 692 | 674 | 0.87 | C |
| 1370 | 415 | | ADJACENT | 25 | 0.63 | C.R. 500A/5TH AVENUE | OLD 441 | N HIGHLAND STREET | 2 | 2 | URBAN | UNDIVIDED | C4 | COUNTY | CITY OF MOUNT DORA | D | 12,672 | 13,808 | 1.09 | E | 626 | 575 | 560 | 0.92 | D | 3.00% | 12,672 | 16,599 | 1.31 | E | 626 | 692 | 674 | 1.10 | E | 626 | 692 | 674 | 1.10 | E |
| 1380 | 605 | | ADJACENT | 30 | 0.26 | C.R. 500A (HIGHLAND STREET) | 5TH AVENUE | SR 46 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 20,160 | 2,419 | 0.12 | C | 999 | 126 | 113 | 0.13 | C | 1.75% | 20,160 | 2,542 | 0.13 | C | 999 | 132 | 119 | 0.13 | C | 999 | 132 | 119 | 0.13 | C |
| 1390 | 602 | 115004 | County | 35 | 0.75 | C.R. 500A/OLD 441 | SR 46 | ORANGE COUNTY LINE | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 15,624 | 5,794 | 0.37 | C | 770 | 297 | 292 | 0.29 | C | 2.00% | 15,624 | 6,397 | 0.41 | C | 770 | 328 | 214 | 0.43 | C | 770 | 328 | 214 | 0.43 | C |
| 1400 | 401 | | County | 45 | 1.62 | C.R. 561 | SR 48 | CR 44B | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF TAVARES | D | 20,507 | 9,735 | 0.48 | C | 1,011 | 622 | 625 | 0.59 | D | 3.00% | 20,507 | 11,332 | 0.55 | C | 1,011 | 711 | 657 | 0.65 | D | 1,011 | 711 | 657 | 0.65 | D |
| 1410 | 297 | | County | 50 | 3.93 | C.R. 561 | CR 48 | CR 48 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | ASTATULA/TAVARES | D | 19,530 | 10,688 | 0.55 | C | 963 | 470 | 548 | 0.57 | C | 1.75% | 19,530 | 11,657 | 0.60 | C | 963 | 513 | 598 | 0.62 | C | 963 | 513 | 598 | 0.62 | C |
| 1420 | 252 | | County | 40 | 0.63 | C.R. 561 | CR 48 | SOUTH ASTATULA CITY LIMIT | 2 | 2 | URBAN | UNDIVIDED | C2T | COUNTY | TOWN OF ASTATULA | D | 12,960 | 12,316 | 0.95 | D | 677 | 519 | 508 | 0.77 | D | 2.25% | 12,960 | 13,765 | 1.06 | F | 677 | 580 | 567 | 0.86 | D | 677 | 580 | 567 | 0.86 | D |
| 1430 | 252 | | ADJACENT | 40 | 2.49 | C.R. 561 | SOUTH ASTATULA CITY LIMIT | CR 455 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 12,316 | 0.88 | D | 730 | 519 | 508 | 0.71 | D | 2.25% | 14,000 | 13,765 | 1.06 | F | 730 | 580 | 567 | 0.79 | D | 730 | 580 | 567 | 0.79 | D |
| 1440 | 242 | | County | 35 | 1.74 | C.R. 561 | CR 455 | HOWEY CROSS ROAD | 2 | 2 | RURAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (M) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY V/C | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR VIC | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY V/C | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR VIC | 2028 PEAK HOUR LOS | | | | |
|------------|----------------|--------------|-------------|-------------|--------------------|--------------------------|-------------------------------------|-------------------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|--------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|--------------------|--------------------|---|---|---|---|
| 2150 | 31 | | County | 40 | 0.84 | HOOKS STREET | US 27 | OKLEY SEAVEY DRIVE | 4 | 4 | URBAN | DIVIDED | C3C | COUNTY | CITY OF CLERMONT | D | 32,940 | 10,577 | 0.32 | C | 1,629 | 573 | 478 | 0.35 | C | 1.50% | 32,940 | 11,394 | 0.35 | C | 1,629 | 618 | 514 | 0.38 | C | | | | |
| 2153 | 33 | | County | 35 | 0.27 | HOOKS STREET | OKLEY SEAVEY DRIVE | CITRUS TOWER BOULEVARD | 4 | 4 | URBAN | DIVIDED | C3C | COUNTY | CITY OF CLERMONT | D | 32,940 | 12,895 | 0.39 | C | 1,629 | 636 | 466 | 0.39 | C | 1.00% | 32,940 | 13,553 | 0.41 | C | 1,629 | 669 | 489 | 0.41 | C | | | | |
| 2156 | 34 | | County | 35 | 1.05 | HOOKS STREET | CITRUS TOWER BOULEVARD | HANCOCK ROAD | 4 | 4 | URBAN | DIVIDED | C3R | COUNTY | CITY OF CLERMONT | D | 33,570 | 9,566 | 0.28 | C | 1,665 | 398 | 491 | 0.29 | C | 1.00% | 33,570 | 10,054 | 0.30 | C | 1,665 | 418 | 516 | 0.31 | C | | | | |
| 2160 | 456 | 117021 | County | 35 | 0.59 | HARDY STREET DRIVE | DAVID WALKER DRIVE | KURT STREET | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 15,524 | 1,289 | 0.08 | C | 770 | 79 | 53 | 0.10 | C | 1.00% | 15,524 | 1,284 | 0.09 | C | 770 | 83 | 56 | 0.11 | C | | | | |
| 2170 | 224 | | County | 35 | 0.25 | JALAMY ROAD | CR 5E1A | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 6,293 | 0.39 | C | 759 | 244 | 198 | 0.30 | C | 5.50% | 16,128 | 6,225 | 0.40 | C | 759 | 318 | 258 | 0.40 | C | | | | |
| 2180 | 26 | | County | 35 | 1.57 | JOHNS LAKE ROAD | US 27 | HANCOCK ROAD | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF CLERMONT | D | 20,507 | 9,811 | 0.47 | C | 1,011 | 352 | 493 | 0.49 | C | 8.00% | 20,507 | 14,122 | 0.69 | C | 1,011 | 517 | 724 | 0.72 | D | | | | |
| 2190 | 473 | | County | 35 | 0.25 | KURT STREET | W LAKEVIEW AVENUE | DAVID WALKER DRIVE | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 15,624 | 9,163 | 0.59 | C | 770 | 546 | 292 | 0.71 | C | 1.00% | 15,624 | 9,630 | 0.62 | C | 770 | 574 | 307 | 0.75 | D | | | | |
| 2200 | 469 | | County | 35 | 0.50 | KURT STREET | DAVID WALKER DRIVE | MT HOMER ROAD / W ARDICE AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 20,507 | 4,599 | 0.22 | C | 1,011 | 179 | 246 | 0.24 | C | 1.00% | 20,507 | 4,792 | 0.23 | C | 1,011 | 188 | 259 | 0.26 | C | | | | |
| 2205 | 455 | | County | 35 | 0.42 | KURT STREET | MT HOMER ROAD / W ARDICE AVENUE | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 20,507 | 5,798 | 0.28 | C | 1,011 | 261 | 281 | 0.28 | C | 1.00% | 20,507 | 6,094 | 0.30 | C | 1,011 | 275 | 295 | 0.29 | C | | | | |
| 2210 | 520 | | County | 25 | 0.45 | W LADY LAKE BOULEVARD | WEST TERMINI | US 27/US441 | 2 | 2 | URBAN | UNDIVIDED | C3R | TOWN OF LADY LAKE | TOWN OF LADY LAKE | D | 16,128 | 1,454 | 0.09 | C | 799 | 66 | 39 | 0.08 | C | 1.25% | 16,128 | 1,547 | 0.10 | C | 799 | 70 | 41 | 0.09 | C | | | | |
| 2220 | 521 | | County | 25 | 0.96 | E LADY LAKE BOULEVARD | US 27/US441 | BERCHFIELD ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | TOWN OF LADY LAKE | D | 14,000 | 506 | 0.04 | B | 730 | 30 | 17 | 0.04 | B | 1.00% | 14,000 | 532 | 0.04 | B | 730 | 32 | 18 | 0.04 | B | | | | |
| 2230 | 408 | | County | 35 | 0.56 | FAIRVIEW AVENUE | OLD 441 / CR 500A | LAKESHORE DRIVE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 715 | 0.04 | C | 799 | 43 | 24 | 0.05 | C | 1.00% | 16,128 | 751 | 0.05 | C | 799 | 45 | 25 | 0.06 | C | | | | |
| 2240 | 0 | | NO COUNT | 40 | 0.64 | LAKE DRIVE | LAKE DRIVE | COUNTRY ROAD | 2 | 2 | RURAL | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | C | 14,112 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2250 | 509 | | County | 35 | 0.50 | LAKE ELLA ROAD | SUMTER COUNTY LINE | MICRO RACETRACK ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 2,886 | 0.21 | B | 730 | 178 | 97 | 0.24 | B | 8.75% | 14,000 | 4,408 | 0.31 | B | 730 | 271 | 147 | 0.37 | C | | | | |
| 2254 | 511 | | ADJACENT | 35 | 0.51 | LAKE ELLA ROAD | MICRO RACETRACK ROAD | ROLLING ACRES ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 1,502 | 0.11 | B | 730 | 66 | 64 | 0.09 | B | 1.00% | 14,000 | 1,579 | 0.11 | B | 730 | 69 | 67 | 0.09 | B | | | | |
| 2255 | 511 | | County | 35 | 1.91 | LAKE ELLA ROAD | US 27 | ROLLING ACRES ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 1,502 | 0.11 | B | 730 | 66 | 64 | 0.09 | B | 1.00% | 14,000 | 1,579 | 0.11 | B | 730 | 69 | 67 | 0.09 | B | | | | |
| 2260 | 517 | | County | 35 | 5.01 | LAKE ERIE ROAD | SR 565 | | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 8,200 | 969 | 0.12 | B | 430 | 22 | 46 | 0.11 | B | 8.25% | 8,200 | 1,440 | 0.18 | B | 430 | 33 | 68 | 0.16 | B | | | | |
| 2270 | 448 | | County | 35 | 1.59 | LAKE EUSTIS DRIVE | US 441 | CLAY BOULEVARD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | EUSTIS/TAVERES | D | 21,168 | 7,225 | 0.34 | C | 1,049 | 313 | 274 | 0.30 | C | 1.00% | 21,168 | 7,594 | 0.36 | C | 1,049 | 329 | 288 | 0.31 | C | | | | |
| 2280 | 19 | | County | 40 | 2.57 | LAKE LOUISA ROAD | VISTA DEL LAGO BOULEVARD | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 4,010 | 0.20 | C | 999 | 165 | 174 | 0.17 | C | 1.75% | 20,160 | 4,373 | 0.22 | C | 999 | 180 | 190 | 0.19 | C | | | | |
| 2290 | 9 | | County | 35 | 1.13 | LAKE LOUISA ROAD | VISTA DEL LAGO BOULEVARD | | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 3,904 | 0.18 | C | 1,049 | 197 | 120 | 0.19 | C | 1.75% | 21,168 | 4,200 | 0.20 | C | 1,049 | 217 | 132 | 0.21 | C | | | | |
| 2300 | 802 | | County | 25 | 1.10 | LAKE MACK DRIVE | CR 42 | ANOTHER ANNA ROAD | 2 | 2 | RURAL | UNDIVIDED | C2T | COUNTY | UNINCORPORATED LAKE COUNTY | D | 9,936 | 1,697 | 0.17 | C | 518 | 45 | 104 | 0.20 | C | 1.25% | 9,936 | 1,806 | 0.18 | C | 518 | 47 | 110 | 0.21 | C | | | | |
| 2310 | 435 | | County | 25 | 0.20 | LAKE STREET | US 441 | MAIN STREET | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF LEESBURG | CITY OF LEESBURG | D | 15,624 | 3,443 | 0.22 | C | 770 | 115 | 140 | 0.18 | C | 1.25% | 15,624 | 3,664 | 0.23 | C | 770 | 123 | 149 | 0.19 | C | | | | |
| 2320 | 425 | | County | 25 | 0.31 | LAKE STREET | MAIN STREET | SR 44 | 2 | 2 | URBAN | UNDIVIDED | C4 | CITY OF LEESBURG | CITY OF LEESBURG | D | 12,672 | 3,623 | 0.29 | D | 626 | 121 | 134 | 0.21 | D | 1.25% | 12,672 | 3,855 | 0.30 | D | 626 | 129 | 142 | 0.23 | D | | | | |
| 2330 | 8 | | County | 45 | 1.55 | LAKESHORE DRIVE (CLER) | CR 561 | OSWALD ROAD | 2 | 2 | TRANS. | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 3,655 | 0.17 | C | 1,049 | 152 | 167 | 0.16 | C | 4.25% | 21,168 | 4,501 | 0.21 | C | 1,049 | 187 | 205 | 0.20 | C | | | | |
| 2340 | 14 | | County | 45 | 1.62 | LAKESHORE DRIVE (CLER) | OSWALD ROAD | HARDER ROAD | 2 | 2 | TRANS. | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 12,297 | 0.58 | C | 1,049 | 616 | 388 | 0.59 | C | 2.00% | 21,168 | 13,577 | 0.64 | C | 1,049 | 681 | 428 | 0.65 | C | | | | |
| 2350 | 22 | | County | 40 | 0.67 | LAKESHORE DRIVE (CLER) | HARDER ROAD | LAKE LOUISA ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 17,698 | 0.84 | C | 1,049 | 705 | 904 | 0.86 | C | 2.25% | 21,168 | 19,781 | 0.93 | D | 1,049 | 788 | 1,011 | 0.96 | D | | | | |
| 2354 | 23 | | County | 30 | 0.75 | LAKESHORE DRIVE (CLER) | LAKE LOUISA ROAD | ANDERSON HILL ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 6,821 | 0.34 | C | 999 | 376 | 203 | 0.38 | C | 1.00% | 20,160 | 7,169 | 0.36 | C | 999 | 395 | 213 | 0.40 | C | | | | |
| 2360 | 484 | | County | 35 | 1.65 | LAKESHORE DRIVE (EUSTIS) | CLAY BOULEVARD | SOUTH BAY STREET / SR 19 SB | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF EUSTIS | D | 16,128 | 6,969 | 0.43 | C | 799 | 297 | 261 | 0.37 | C | 1.75% | 16,128 | 8,377 | 0.52 | C | 799 | 399 | 313 | 0.45 | C | | | | |
| 2370 | 476 | | County | 38 | 0.43 | W LAKEVIEW AVENUE | KURT STREET | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 15,624 | 8,191 | 0.52 | C | 770 | 480 | 278 | 0.62 | C | 1.00% | 15,624 | 8,314 | 0.54 | C | 770 | 504 | 290 | 0.65 | C | | | | |
| 2380 | 477 | | County | 30 | 0.65 | E LAKEVIEW AVENUE | SR 19 | JASMINE STREET / CROOKED LAKE COURT | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF EUSTIS | CITY OF EUSTIS | D | 16,128 | 2,829 | 0.18 | C | 799 | 182 | 129 | 0.23 | C | 1.00% | 16,128 | 2,973 | 0.18 | C | 799 | 191 | 135 | 0.24 | C | | | | |
| 2384 | 477 | | ADJACENT | 30 | 0.34 | E LAKEVIEW AVENUE | JASMINE STREET / CROOKED LAKE COURT | HASELTON STREET | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF EUSTIS | CITY OF EUSTIS | D | 16,128 | 2,829 | 0.18 | C | 799 | 182 | 129 | 0.23 | C | 1.00% | 16,128 | 2,973 | 0.18 | C | 799 | 191 | 135 | 0.24 | C | | | | |
| 2390 | 271 | | County | 35 | 0.62 | LANE PARK CUTOFF | SR 19 | CR 561 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF TAVARES | D | 19,530 | 1,837 | 0.09 | C | 963 | 66 | 167 | 0.17 | C | 1.00% | 19,530 | 1,931 | 0.10 | C | 963 | 90 | 175 | 0.18 | C | | | | |
| 2400 | 441 | | County | 25 | 0.74 | LEE STREET | GRiffin ROAD | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF LEESBURG | CITY OF LEESBURG | D | 16,128 | 2,244 | 0.14 | C | 799 | 110.00 | 92.00 | 0.14 | C | 1.00% | 16,128 | 2,358 | 0.15 | C | 799 | 116 | 97 | 0.15 | C | | | | |
| 2410 | 438 | | County | 25 | 0.50 | LEE STREET | US 441 | MAIN STREET | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF LEESBURG | CITY OF LEESBURG | D | 15,624 | 2,533 | 0.16 | C | 770 | 124.00 | 104.00 | 0.16 | C | 1.00% | 15,624 | 2,662 | 0.17 | C | 770 | 130 | 109 | 0.17 | C | | | | |
| 2420 | 239 | | County | 40 | 0.35 | WILSON LAKE PARKWAY | US 27 | LIBBY ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF GROVELAND | D | 20,160 | 2,767 | 0.14 | C | 999 | 59 | 126 | 0.13 | C | 3.50% | 20,160 | 3,286 | 0.16 | C | 999 | 70 | 150 | 0.15 | C | | | | |
| 2430 | 616 | 117005 | County | 35 | 0.99 | LIMIT AVENUE | DONNELLY STREET | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 16,128 | 2,016 | 0.13 | C | 799 | 157 | 148 | 0.20 | C | 1.00% | 16,128 | 2,119 | 0.13 | C | | | | | | | | | |

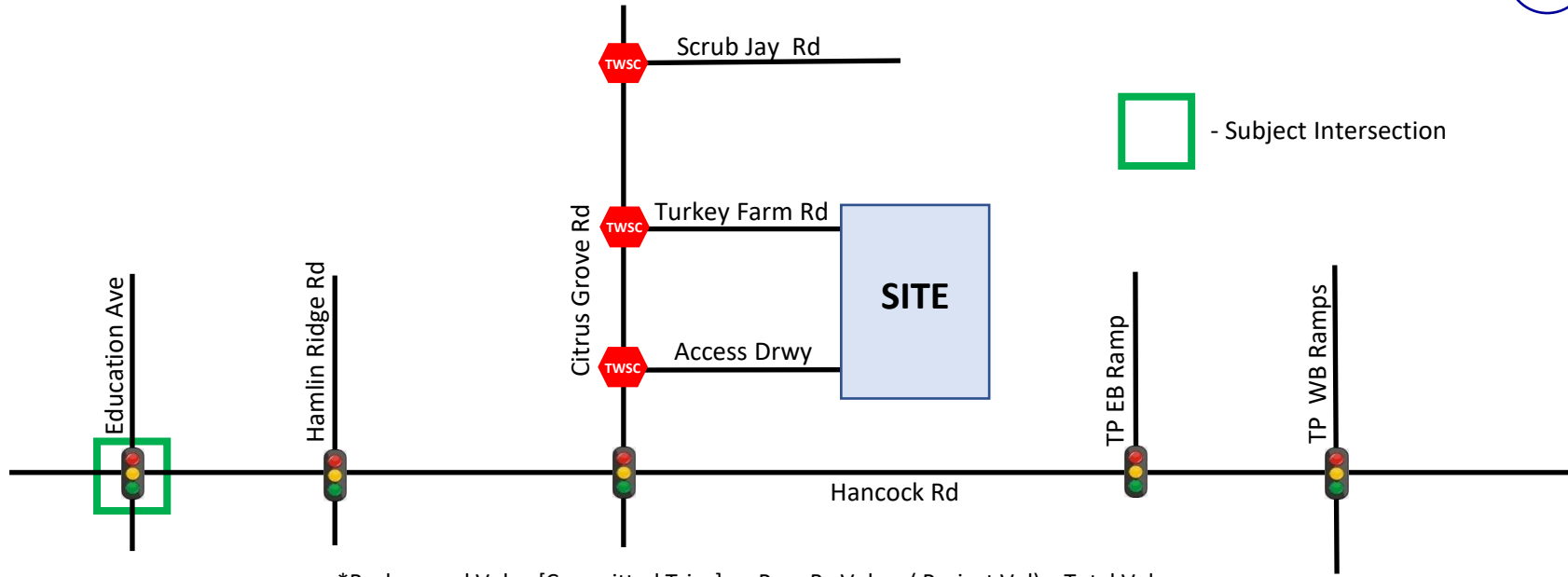
Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (MI) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | | 2023 DAILY V/C | 2023 DAILY LOS | PEAK HOURLY DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOURLY NBWB VOLUME | 2023 PEAK HOURLY SBWB VOLUME | 2023 PEAK HOURLY V/C | 2023 PEAK HOURLY LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 ADOPTED LOS | 2028 DAILY V/C | 2028 DAILY LOS | PEAK HOURLY DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOURLY NBWB VOLUME | 2028 PEAK HOURLY SBWB VOLUME | 2028 PEAK HOURLY V/C | 2028 PEAK HOURLY LOS |
|------------|----------------|--------------|-------------|-------------|---------------------|----------------------|------------------------|------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|----------|----------------|----------------|--|------------------------------|------------------------------|----------------------|----------------------|-------------|-----------------------------|------------------|----------------|----------------|---|------------------------------|------------------------------|----------------------|----------------------|
| | | | | | | | | | | | | | | | | | 2023 ADOPTED | 2023 ADT | | | | | | | | | | | | | | | | | |
| 3230 | 115143 | 115143 | ADJACENT | 35 | 0.34 | SR 44 (DIXIE AVENUE) | S 9TH STREET | CANAL STREET | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF LEEPSBURG | D | 36,100 | 24,600 | 0.68 | D | 1,790 | 1,207 | 1,007 | 0.67 | C | 1.75% | 36,100 | 26,829 | 0.74 | D | 1,790 | 1,316 | 1,098 | 0.74 | D |
| 3240 | 115143 | 115143 | State | 40 | 0.41 | SR 44 (DIXIE AVENUE) | CANAL STREET | S LAKE STREET | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF LEEPSBURG | D | 36,100 | 24,600 | 0.68 | D | 1,790 | 1,207 | 1,007 | 0.67 | C | 1.75% | 36,100 | 26,829 | 0.74 | D | 1,790 | 1,316 | 1,098 | 0.74 | D |
| 3250 | 115142 | 115142 | State | 40 | 0.79 | SR 44 (DIXIE AVENUE) | S LAKE STREET | E MAIN STREET | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF LEEPSBURG | D | 36,100 | 19,560 | 0.54 | C | 1,790 | 974 | 816 | 0.54 | C | 1.00% | 36,100 | 20,558 | 0.57 | C | 1,790 | 1,024 | 858 | 0.57 | C |
| 3260 | 115183 | 115183 | State | 40 | 0.17 | SR 44 (DIXIE AVENUE) | E MAIN STREET | US 441 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF LEEPSBURG | D | 38,430 | 16,960 | 0.48 | C | 1,901 | 916 | 765 | 0.46 | F | 1.00% | 38,430 | 19,633 | 0.51 | F | 1,901 | 963 | 804 | 0.51 | F |
| 3262 | 110025 | 110025 | State | 45 | 0.45 | SR 44 (OLD C.R. 44B) | US 441 | WAYCROSS AVENUE | 2 | 2 | URBAN | DIVIDED | C3C | STATE | CITY OF MOUNT DORA | D | 23,924 | 26,000 | 1.09 | F | 1,250 | 1,390 | 918 | 1.16 | F | 1.25% | 23,924 | 27,666 | 1.16 | F | 1,180 | 1,479 | 973 | 1.25 | F |
| 3268 | 110006 | 110006 | State | 45 | 1.65 | SR 44 (OLD C.R. 44B) | WAYCROSS AVENUE | ORANGE AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | STATE | EUSTISMOUNT DORA | D | 23,520 | 16,990 | 0.77 | C | 1,166 | 887 | 741 | 0.76 | C | 1.00% | 23,520 | 19,013 | 0.81 | C | 1,166 | 932 | 779 | 0.80 | C |
| 3270 | 110500 | 110500 | ADJACENT | 55 | 2.27 | SR 44 | WYBAMS ROAD | THRILL HILL ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | STATE | CITY OF ELUSTIS | D | 23,520 | 12,920 | 0.55 | C | 1,166 | 495 | 558 | 0.48 | C | 1.00% | 23,520 | 13,579 | 0.58 | C | 1,166 | 520 | 586 | 0.50 | C |
| 3280 | 110500 | 110500 | ADJACENT | 55 | 1.14 | SR 44 | THRILL HILL ROAD | CR 439 | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | CITY OF MOUNT DORA | D | 14,000 | 12,920 | 0.92 | D | 730 | 495 | 558 | 0.76 | D | 1.00% | 14,000 | 13,579 | 0.97 | D | 730 | 520 | 586 | 0.80 | D |
| 3280 | 110500 | 110500 | State | 55 | 3.03 | SR 44 | CR 439 | CR 437 | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 12,920 | 1.58 | D | 430 | 495 | 558 | 1.30 | D | 1.00% | 8,200 | 13,579 | 1.66 | D | 430 | 520 | 586 | 1.36 | D |
| 3300 | 110500 | 110500 | ADJACENT | 55 | 1.15 | SR 44 | CR 437 | CR 46A | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 12,920 | 1.58 | D | 430 | 495 | 558 | 1.30 | D | 1.00% | 8,200 | 13,579 | 1.66 | D | 430 | 520 | 586 | 1.36 | D |
| 3310 | 110010 | 110010 | ADJACENT | 55 | 3.43 | SR 44 | CR 46A | CR 44A | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 8,860 | 1.08 | D | 430 | 449 | 461 | 1.07 | D | 1.00% | 8,200 | 9,312 | 1.14 | D | 430 | 472 | 485 | 1.13 | D |
| 3320 | 110010 | 110010 | ADJACENT | 55 | 5.34 | SR 44 | CR 44A | OVERLOOK DRIVE | 2 | 2 | RURAL | UNDIVIDED | C3R | STATE | UNINCORPORATED LAKE COUNTY | C | 16,600 | 8,860 | 0.45 | C | 970 | 449 | 461 | 0.48 | C | 1.00% | 16,600 | 9,312 | 0.48 | C | 970 | 472 | 485 | 0.50 | C |
| 3330 | 110010 | 110010 | State | 55 | 5.64 | SR 44 | OVERLOOK DRIVE | CR 42 | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 8,860 | 1.08 | D | 430 | 449 | 461 | 1.07 | D | 1.00% | 8,200 | 9,312 | 1.14 | D | 430 | 472 | 485 | 1.13 | D |
| 3340 | 110010 | 110010 | ADJACENT | 55 | 0.26 | SR 44 | CR 42 | VOLLISIA COUNTY LINE | 2 | 2 | RURAL | UNDIVIDED | C1 | STATE | UNINCORPORATED LAKE COUNTY | D | 8,200 | 8,860 | 1.08 | D | 430 | 449 | 461 | 1.07 | D | 1.00% | 8,200 | 9,312 | 1.14 | D | 430 | 472 | 485 | 1.13 | D |
| 3344 | 110200 | 110200 | State | - | 1.80 | SR 429 (WEKIVA PKWY) | ORANGE CIL | CR 46A (REALIGNED) | 4 | 4 | URBAN | DIVIDED | 2 | STATE | UNINCORPORATED LAKE COUNTY | D | 82,200 | 9,940 | 0.12 | B | 4,070 | 560 | 479 | 0.14 | B | 12.00% | 82,200 | 17,341 | 0.21 | B | 4,070 | 987 | 844 | 0.24 | B |
| 3348 | 610 | | County | - | 5.54 | SR 46 | CR 46A (REALIGNED) | SEMINOLE CIL | 4 | 4 | URBAN | DIVIDED | 2 | STATE | UNINCORPORATED LAKE COUNTY | D | 82,200 | 17,161 | 0.21 | B | 4,070 | 550 | 1,025 | 0.25 | B | 1.00% | 82,200 | 16,096 | 0.22 | B | 4,070 | 578 | 1,078 | 0.26 | B |
| 3350 | 110501 | 110501 | ADJACENT | 45 | 1.08 | SR 46 | US 441 | VISTA VIEW | 6 | 6 | URBAN | DIVIDED | C3C | STATE | CITY OF MOUNT DORA | D | 58,805 | 13,640 | 0.24 | C | 2,814 | 559 | 669 | 0.24 | C | 2.50% | 58,805 | 15,432 | 0.27 | C | 2,814 | 632 | 757 | 0.27 | C |
| 3360 | 110501 | 110501 | State | 55 | 0.94 | SR 46 | VISTA VIEW | ROUND LAKE ROAD | 6 | 6 | URBAN | DIVIDED | C3C | STATE | CITY OF MOUNT DORA | D | 58,805 | 13,640 | 0.24 | C | 2,814 | 559 | 669 | 0.24 | C | 2.50% | 58,805 | 15,432 | 0.27 | C | 2,814 | 632 | 757 | 0.27 | C |
| 3370 | 110001 | 110001 | ADJACENT | 55 | 2.11 | SR 46 | ROUND LAKE ROAD | CR 437 SOUTH | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | CITY OF MOUNT DORA | D | 14,000 | 15,400 | 1.10 | E | 730 | 542 | 604 | 0.83 | D | 1.50% | 14,000 | 16,590 | 1.19 | E | 730 | 583 | 650 | 0.89 | D |
| 3380 | 110001 | 110001 | State | 45 | 0.51 | SR 46 | CR 437 SOUTH | CR 437 NORTH | 2 | 2 | URBAN | UNDIVIDED | C2T | STATE | UNINCORPORATED LAKE COUNTY | D | 18,000 | 15,400 | 0.86 | D | 940 | 542 | 604 | 0.64 | D | 1.50% | 18,000 | 16,590 | 0.92 | D | 940 | 583 | 650 | 0.89 | D |
| 3380 | 111019 | 111019 | State | 45 | 1.11 | SR 46 | CR 437 NORTH | CR 435 | 2 | 2 | URBAN | UNDIVIDED | C2T | STATE | UNINCORPORATED LAKE COUNTY | D | 18,000 | 12,500 | 0.69 | C | 940 | 524 | 538 | 0.57 | C | 1.00% | 18,000 | 13,138 | 0.73 | C | 940 | 551 | 565 | 0.60 | C |
| 3395 | 611 | 118115 | County | 45 | 0.87 | SR 46 | CR 435 | CR 46A (REALIGNED) | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | D | 14,000 | 9,289 | 0.66 | D | 730 | 353 | 558 | 0.77 | D | 1.00% | 14,000 | 9,763 | 0.70 | D | 730 | 371 | 587 | 0.80 | D |
| 3420 | 110319 | 110319 | State | 55 | 3.64 | SR 50 | SUMTER COUNTY LINE | CR 565 / BAY LAKE ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | D | 14,000 | 15,100 | 1.08 | E | 730 | 741 | 618 | 1.02 | E | 2.50% | 14,000 | 17,084 | 1.22 | E | 730 | 838 | 699 | 1.15 | E |
| 3430 | 110319 | 110319 | ADJACENT | 55 | 0.77 | SR 50 | CR 565 / BAY LAKE ROAD | CR 33 | 2 | 2 | URBAN | UNDIVIDED | C2T | STATE | CITY OF MASCOTTE | D | 18,000 | 15,100 | 0.84 | D | 940 | 741 | 618 | 0.79 | D | 2.50% | 18,000 | 17,084 | 0.95 | D | 940 | 838 | 699 | 0.89 | D |
| 3440 | 110241 | 110241 | State | 45 | 0.96 | SR 50 | CR 33 | GROVELAND FARMS ROAD | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF MASCOTTE | D | 36,600 | 24,500 | 0.67 | C | 1,810 | 1,202 | 1,003 | 0.66 | C | 1.00% | 36,600 | 25,750 | 0.70 | C | 1,810 | 1,263 | 1,054 | 0.70 | C |
| 3450 | 110241 | 110241 | ADJACENT | 45 | 0.63 | SR 50 | GROVELAND FARMS ROAD | SR 50 ONE WAY PAIRS | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 38,430 | 24,500 | 0.64 | C | 1,901 | 1,202 | 1,003 | 0.63 | C | 1.00% | 38,430 | 25,750 | 0.67 | C | 1,901 | 1,263 | 1,054 | 0.66 | C |
| 3460 | 115182 | 115182 | State | 35 | 0.44 | SR 50 (E) | SR 50 ONE WAY PAIRS | SR 19 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 21,960 | 12,750 | 0.58 | C | 2,172 | 1,146 | 0 | 0.53 | C | 1.00% | 21,960 | 13,400 | 0.61 | C | 2,172 | 1,204 | 0 | 0.55 | C |
| 3470 | 115077 | 115077 | State | 35 | 0.44 | SR 50 (W) | SR 50 ONE WAY PAIRS | SR 19 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 21,960 | 17,150 | 0.78 | C | 2,172 | 0 | 1,542 | 0.71 | C | 1.25% | 21,960 | 18,249 | 0.83 | C | 2,172 | 0 | 1,641 | 0.76 | C |
| 3481 | 115181 | 115181 | State | 38 | 0.33 | SR 50 (E) | SR 33 SOUTH | SR 19 | 4 | 4 | URBAN | DIVIDED | C2T | STATE | CITY OF GROVELAND | D | 11,304 | 13,150 | 1.18 | F | 1,968 | 1,182 | 0 | 0.60 | C | 1.00% | 18,840 | 13,821 | 0.73 | F | 1,968 | 1,242 | 0 | 0.63 | C |
| 3491 | 115076 | 115076 | State | 35 | 0.34 | SR 50 (W) | SR 33 SOUTH | SR 19 | 4 | 4 | URBAN | DIVIDED | C2T | STATE | CITY OF GROVELAND | D | 11,304 | 14,900 | 1.32 | F | 1,968 | 0 | 1,340 | 0.68 | C | 1.00% | 18,840 | 15,660 | 0.83 | D | 1,968 | 0 | 1,408 | 0.72 | D |
| 3500 | 115134 | 115134 | State | 55 | 1.53 | SR 50 | SR 33 SOUTH | CR 565A NORTH | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 38,430 | 33,300 | 0.87 | D | 1,901 | 1,191 | 1,171 | 0.63 | C | 3.00% | 38,430 | 38,604 | 1.00 | F | 1,901 | 1,381 | 1,358 | 0.73 | C |
| 3510 | 110396 | 110396 | State | 55 | 3.15 | SR 50 | CR 565A NORTH | CR 561 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 38,430 | 34,500 | 0.90 | D | 1,901 | 1,413 | 1,692 | 0.89 | D | 4.00% | 38,430 | 41,975 | 1.09 | F | 1,901 | 1,719 | 2,059 | 1.08 | F |
| 3520 | 115057 | 115057 | State | 40 | 1.19 | SR 50 | EAST AVENUE | CR 561 | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF CLERMONT | D | 36,100 | 38,400 | 1.06 | E | 1,790 | 1,200 | 1,714 | 0.96 | D | 1.00% | 36,100 | 40,359 | 1.12 | E | 1,790 | 1,261 | 1,801 | 1.01 | E |
| 3530 | 115050 | 115050 | State | 40 | 0.92 | SR 50 | EAST AVENUE | US 27 | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF CLERMONT | D | 37,905 | 42,300 | 1.12 | E | 1,880 | 1,646 | 1,953 | 1.04 | E | 5.00% | 37,905 | 53,987 | 1.42 | F | 1,880 | 2,101 | 2,493 | 1.33 | F</ |

Appendix D: Traffic Volumes

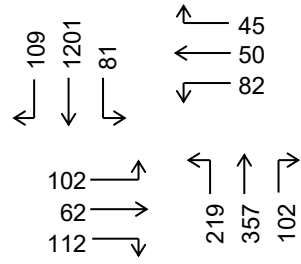
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 1: Hancock Rd & Education Ave



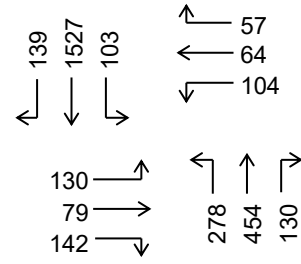
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



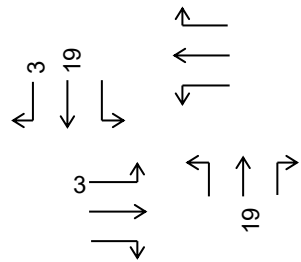
*SF applied = 1.00

2028 VOLUMES

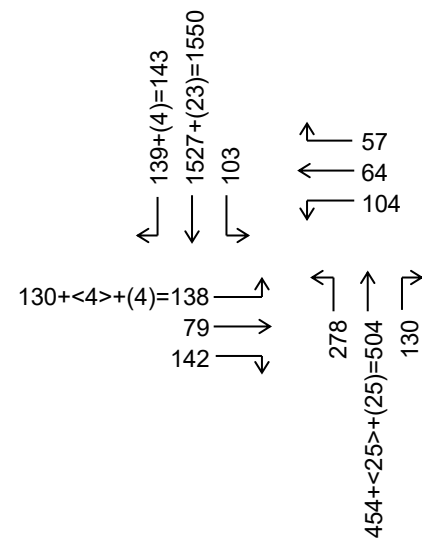


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



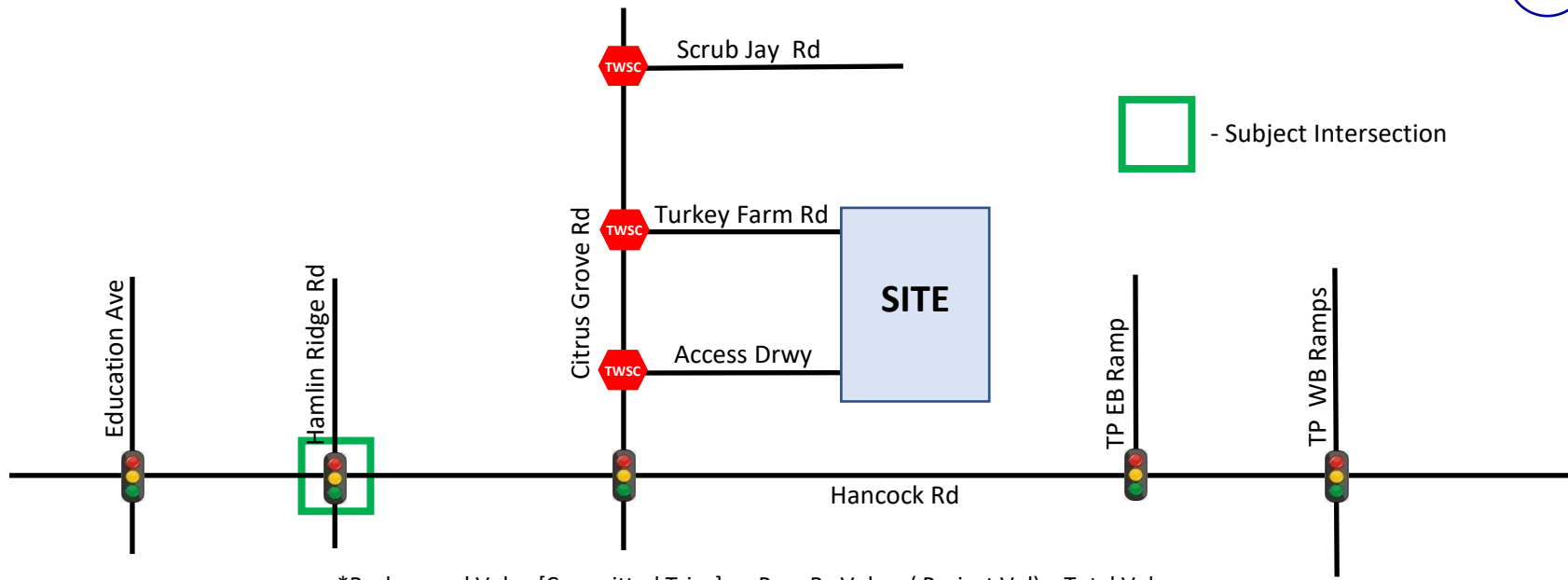
PROJECTED VOLUMES



Note: +/- errors due to rounding

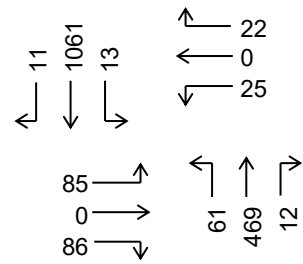
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 2: Hancock Rd & Hamlin Ridge Rd



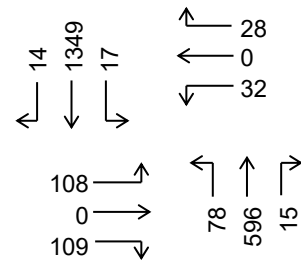
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



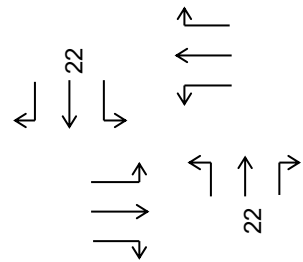
*SF applied = 1.00

2028 VOLUMES

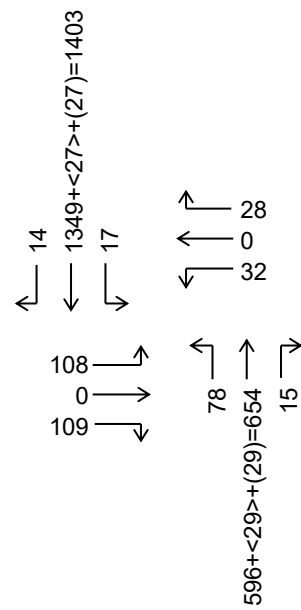


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



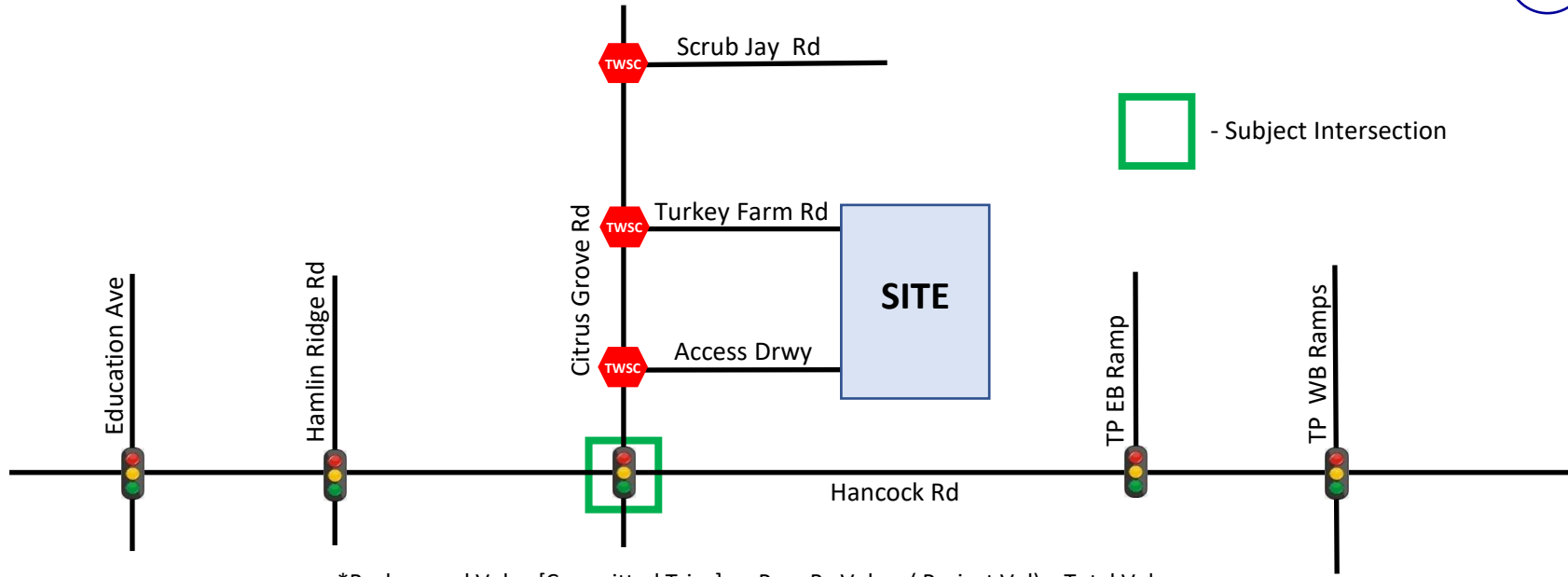
PROJECTED VOLUMES



Note: +/- errors due to rounding

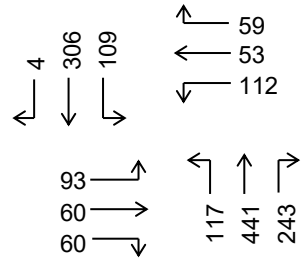
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 3: Hancock Rd & Citrus Cove Rd



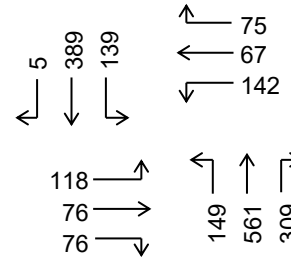
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



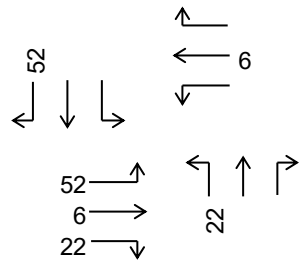
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2028 VOLUMES

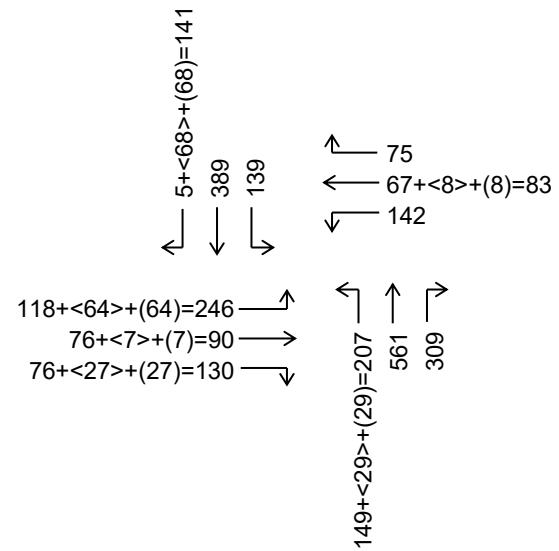


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



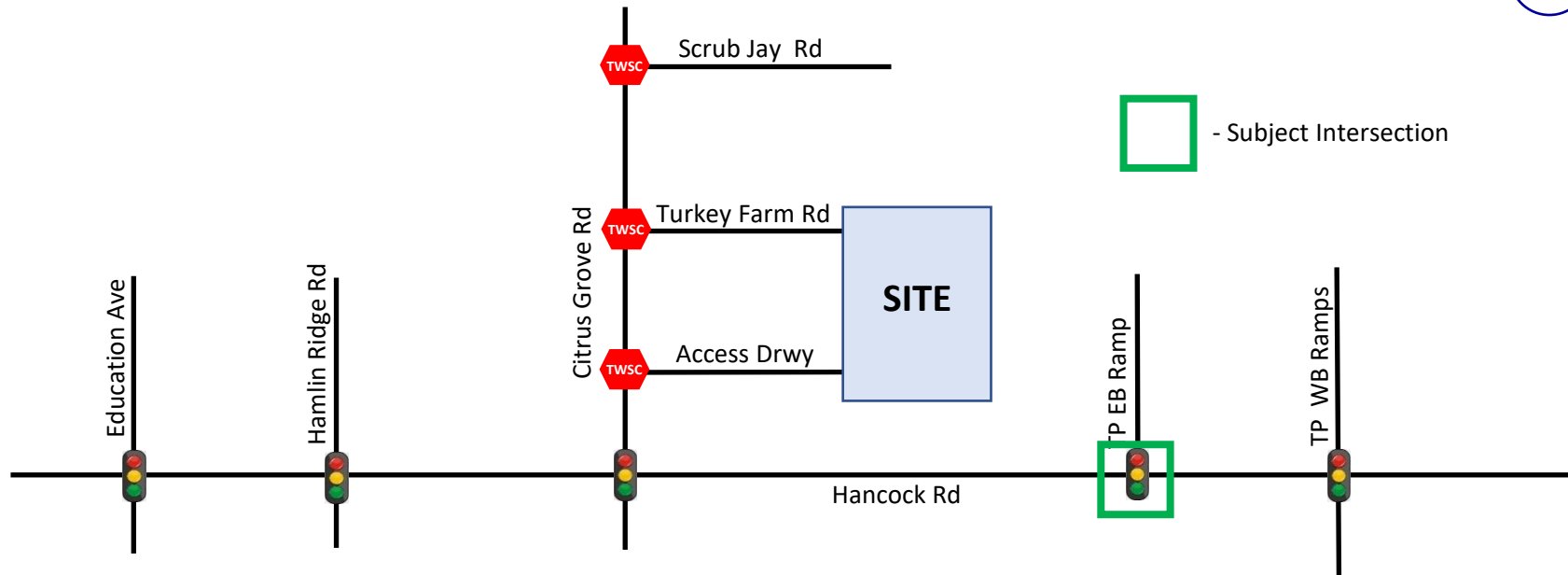
PROJECTED VOLUMES



Note: +/- errors due to rounding

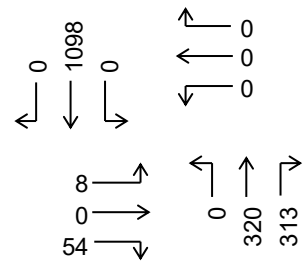
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 4: Hancock Rd & Florida Turnpike EB Ramp



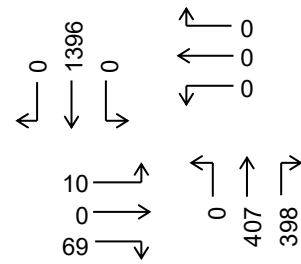
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



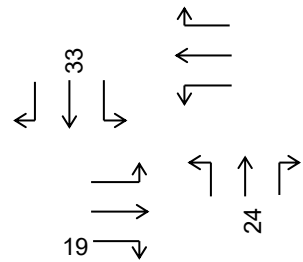
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2028 VOLUMES

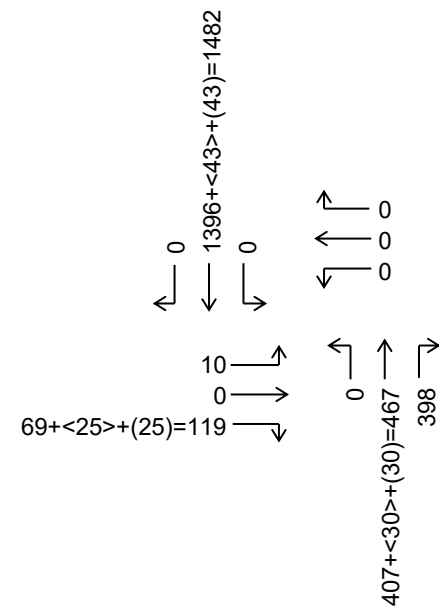


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



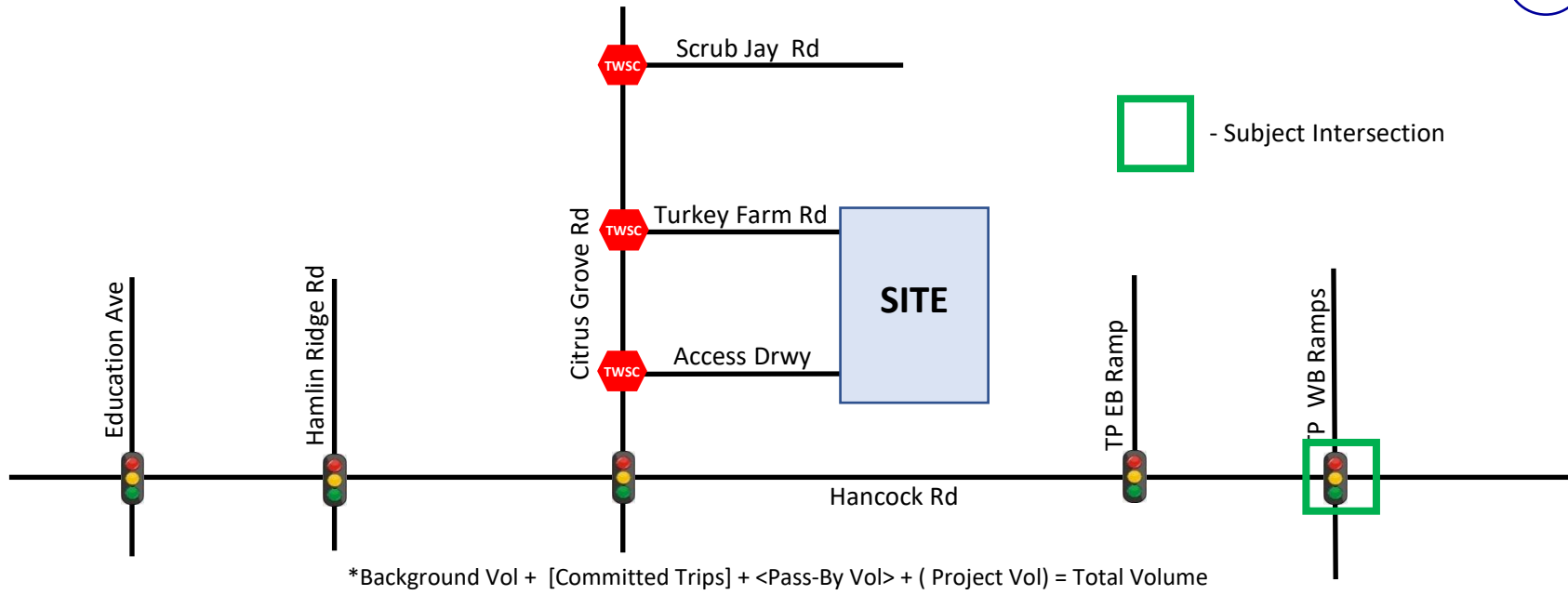
PROJECTED VOLUMES



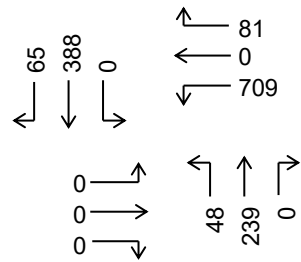
Note: +/- errors due to rounding

INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 5: Hancock Rd & Florida Turnpike WB Ramp

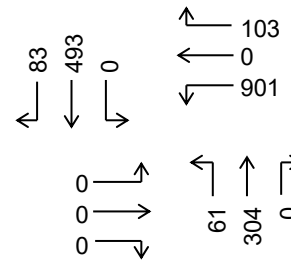


2026 VOLUMES



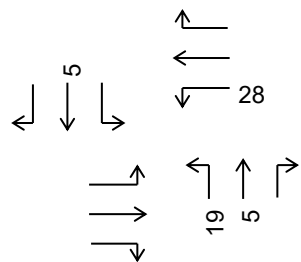
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2028 VOLUMES

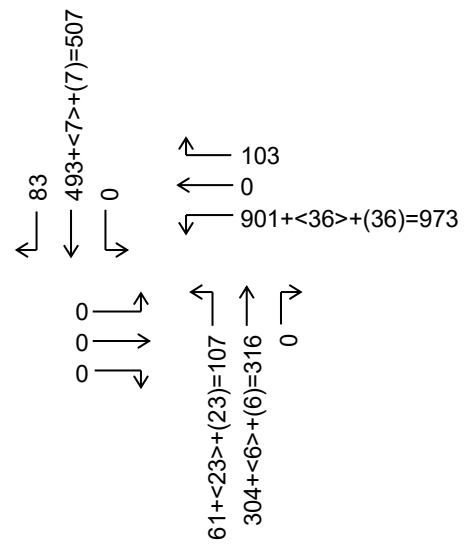


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



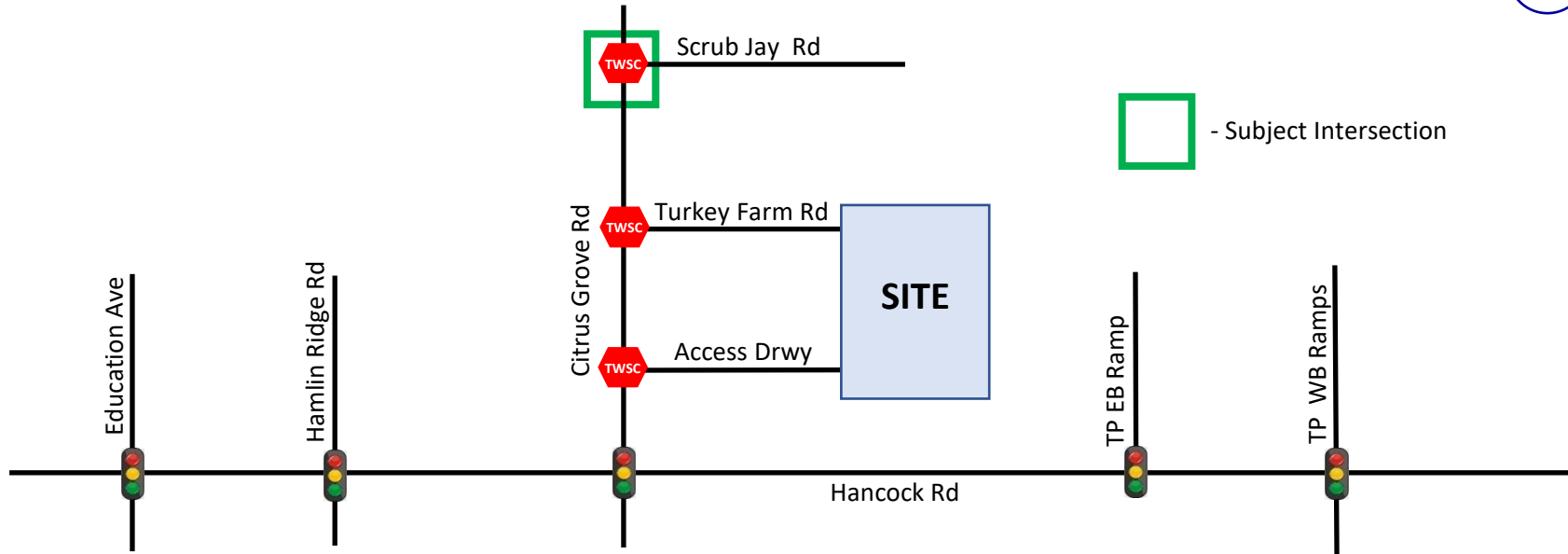
PROJECTED VOLUMES



Note: +/- errors due to rounding

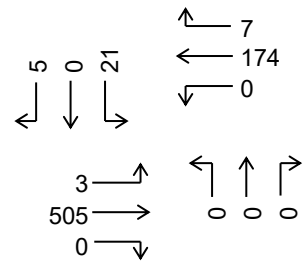
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 6: Citrus Grove Rd & Scrub Jay Ln



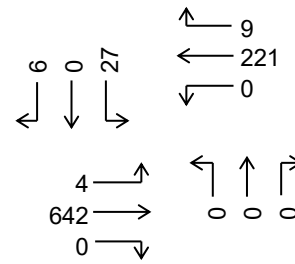
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



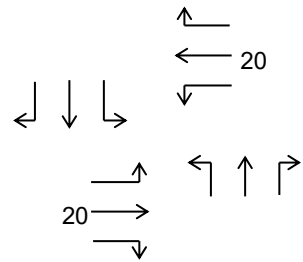
*SF applied = 1.00

2028 VOLUMES

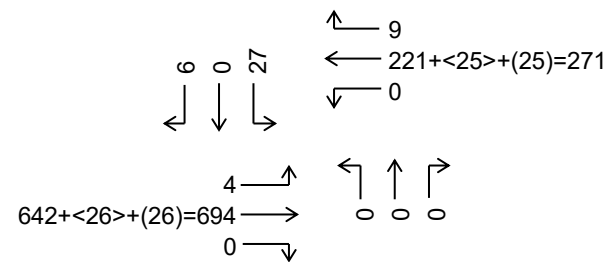


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



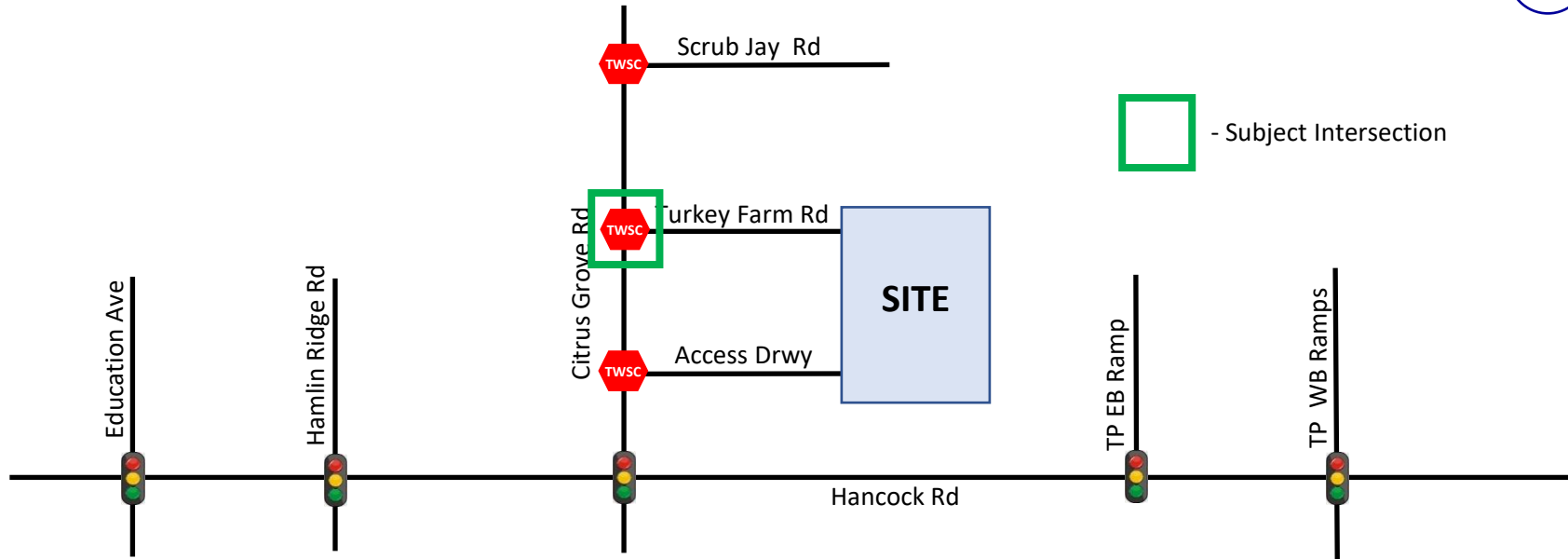
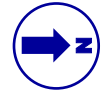
PROJECTED VOLUMES



Note: +/- errors due to rounding

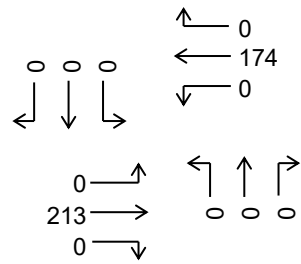
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 7: Citrus Grove Rd & Turkey Farm Rd



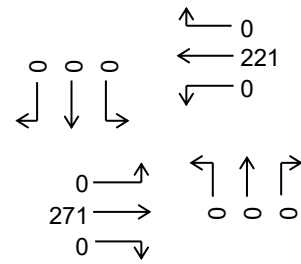
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



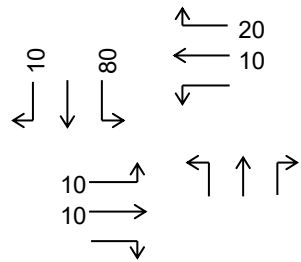
*SF applied = 1.00

2028 VOLUMES

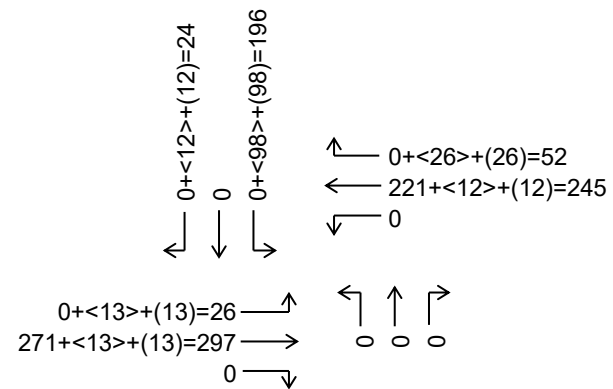


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



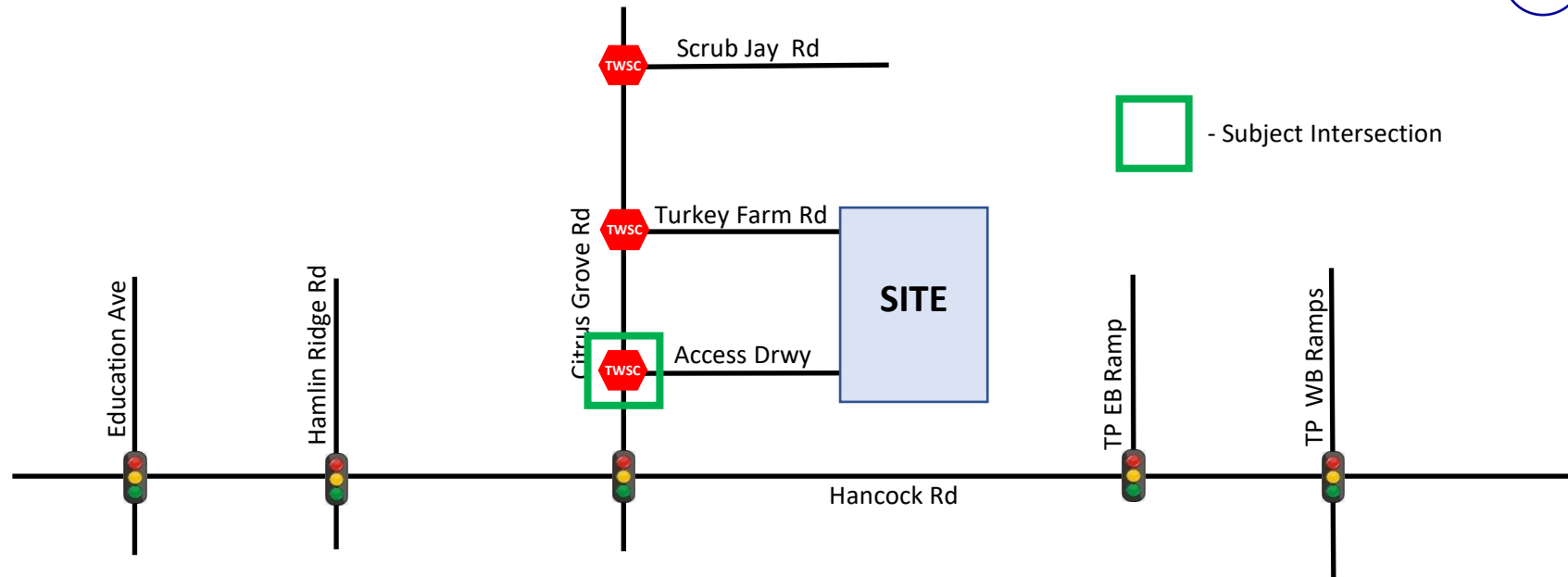
PROJECTED VOLUMES



Note: +/- errors due to rounding

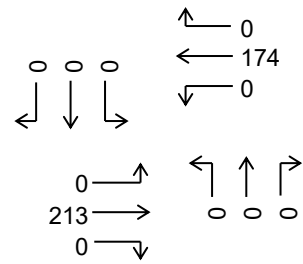
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 8: Citrus Grove Rd & Project Access



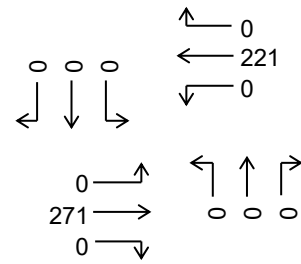
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



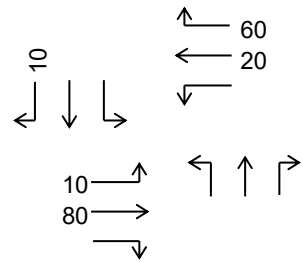
*SF applied = 1.00

2028 VOLUMES

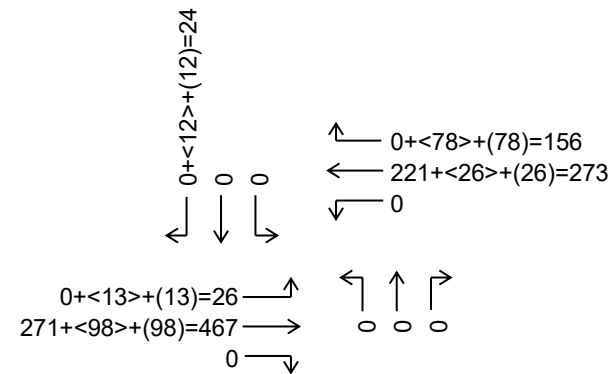


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



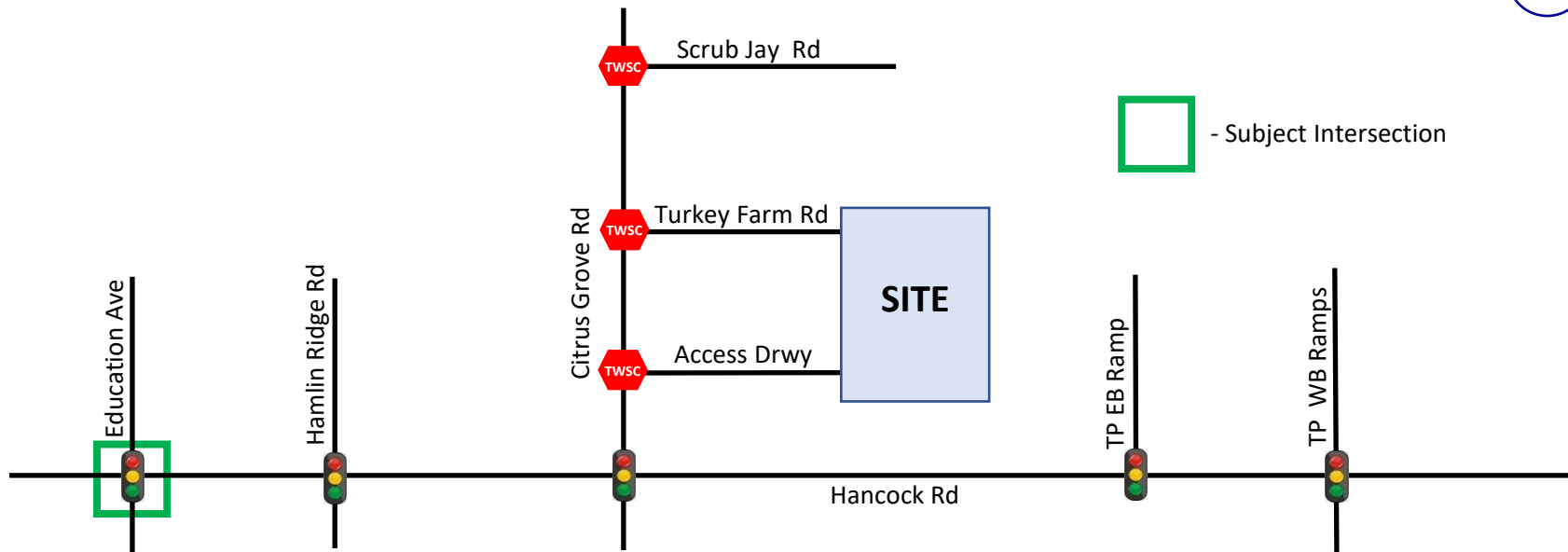
PROJECTED VOLUMES



Note: +/- errors due to rounding

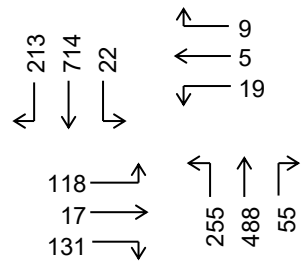
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 1: Hancock Rd & Education Ave



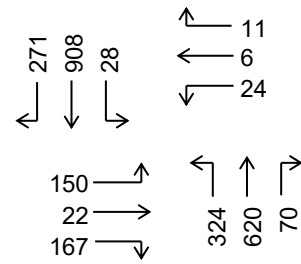
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



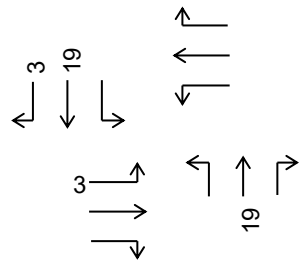
*SF applied = 1.00

2028 VOLUMES

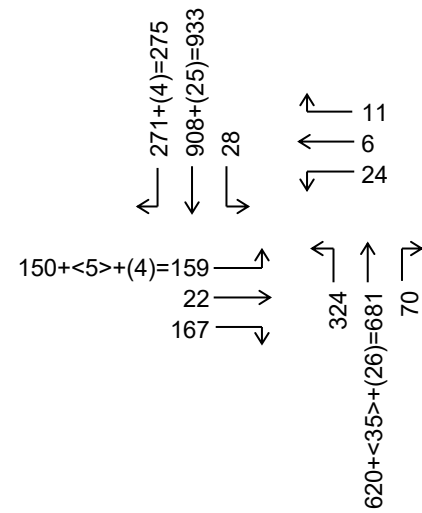


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



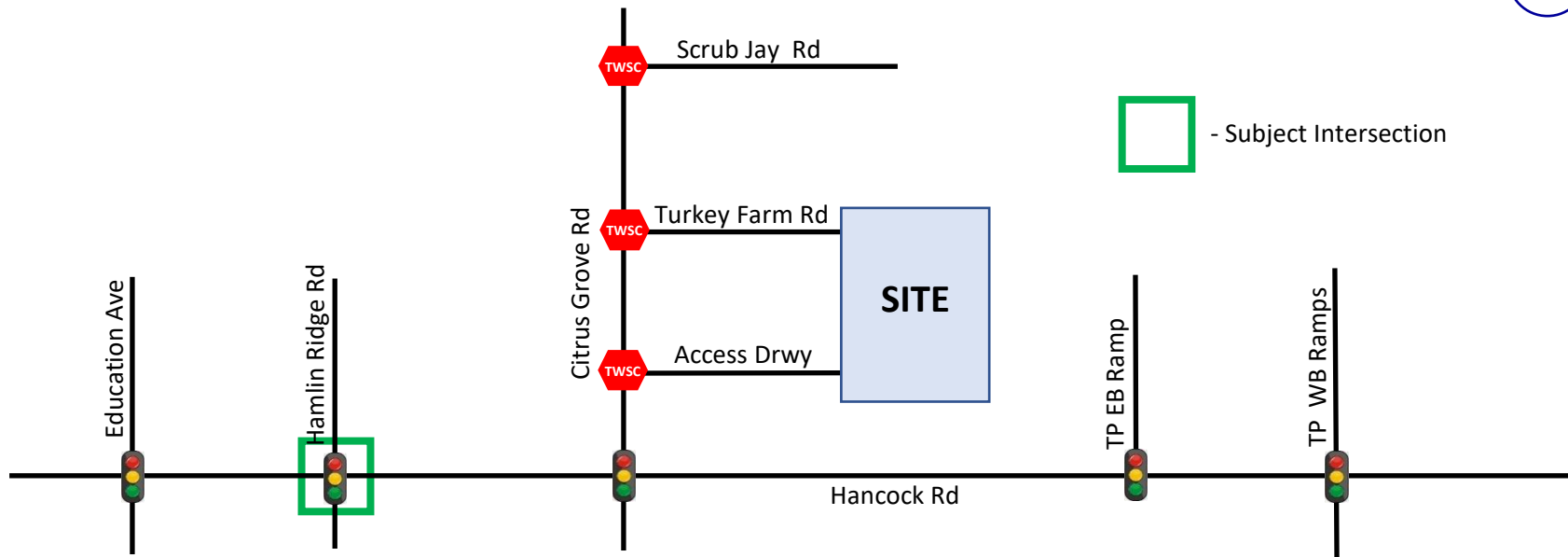
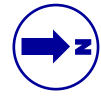
PROJECTED VOLUMES



Note: +/- errors due to rounding

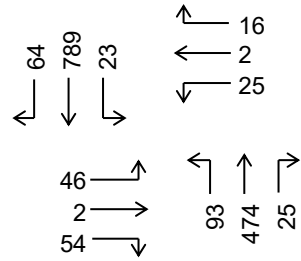
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 2: Hancock Rd & Hamlin Ridge Rd



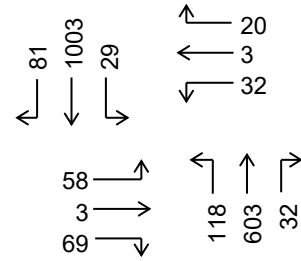
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



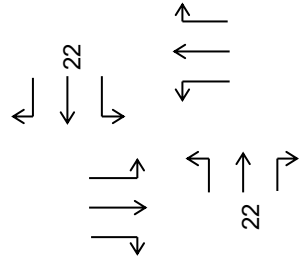
*SF applied = 1.00

2028 VOLUMES

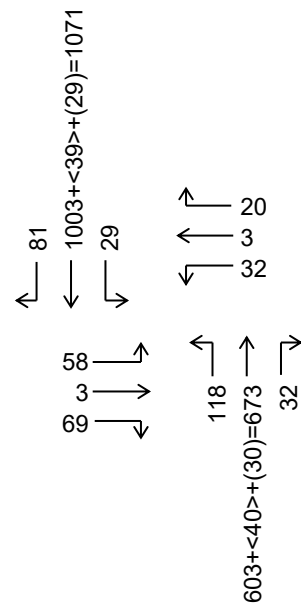


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



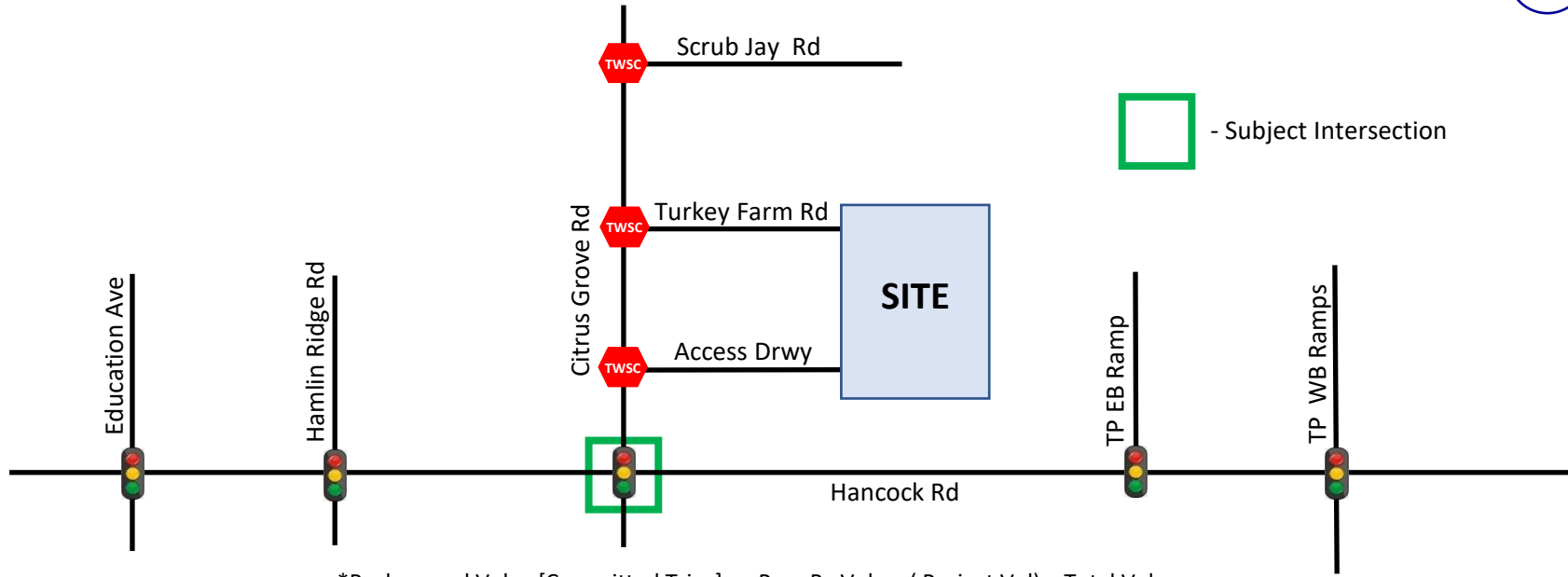
PROJECTED VOLUMES



Note: +/- errors due to rounding

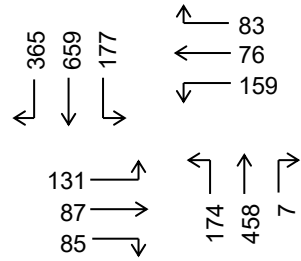
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 3: Hancock Rd & Citrus Cove Rd



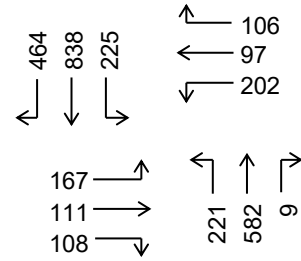
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



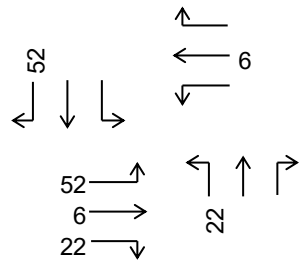
*SF applied = 1.00

2028 VOLUMES

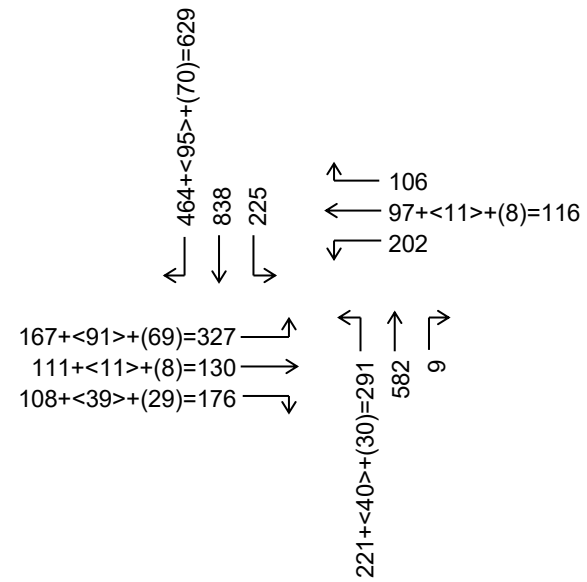


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



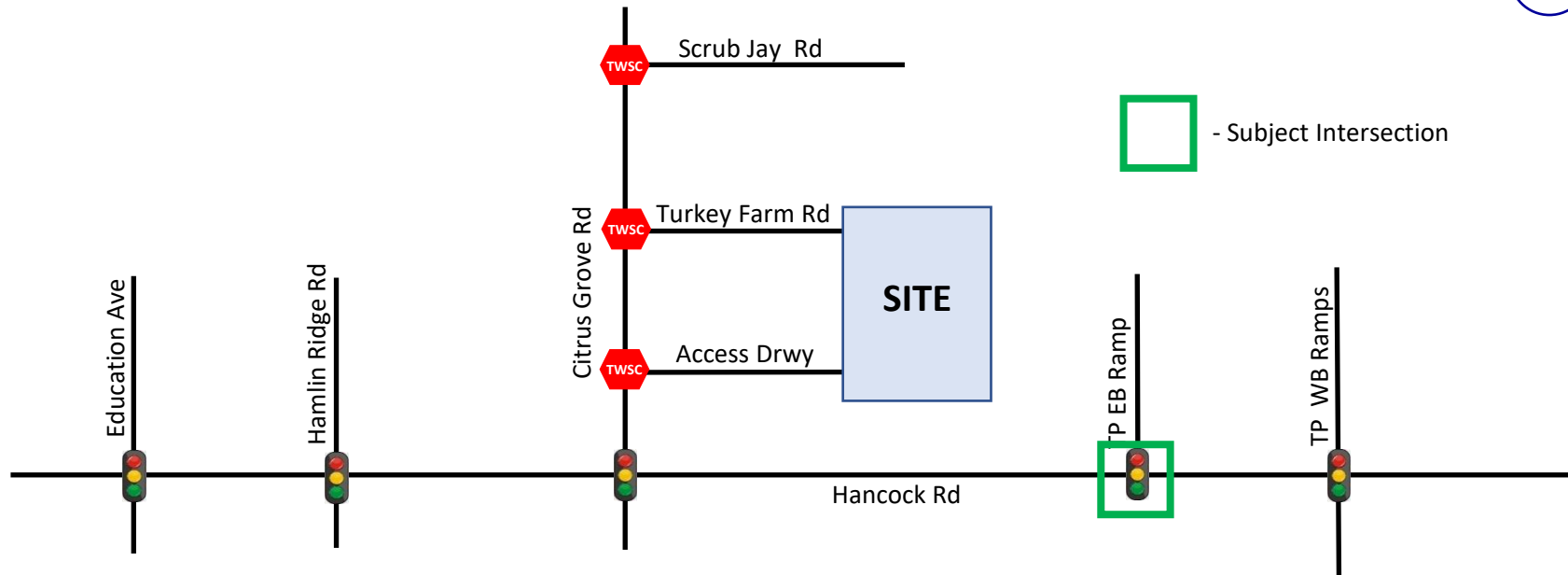
PROJECTED VOLUMES



Note: +/- errors due to rounding

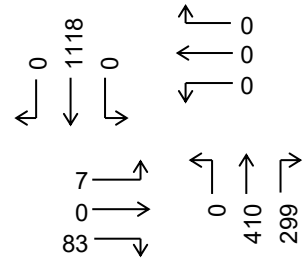
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 4: Hancock Rd & Florida Turnpike EB Ramp



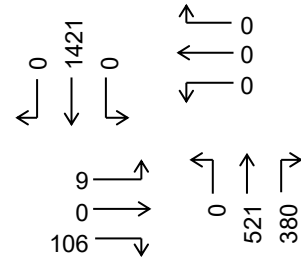
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



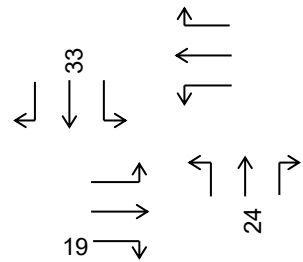
*SF applied = 1.00

2028 VOLUMES

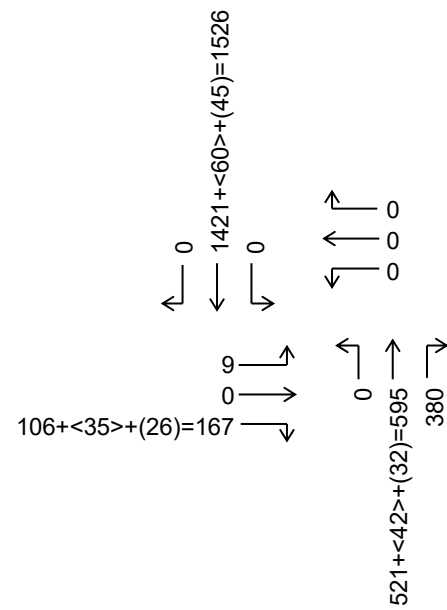


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



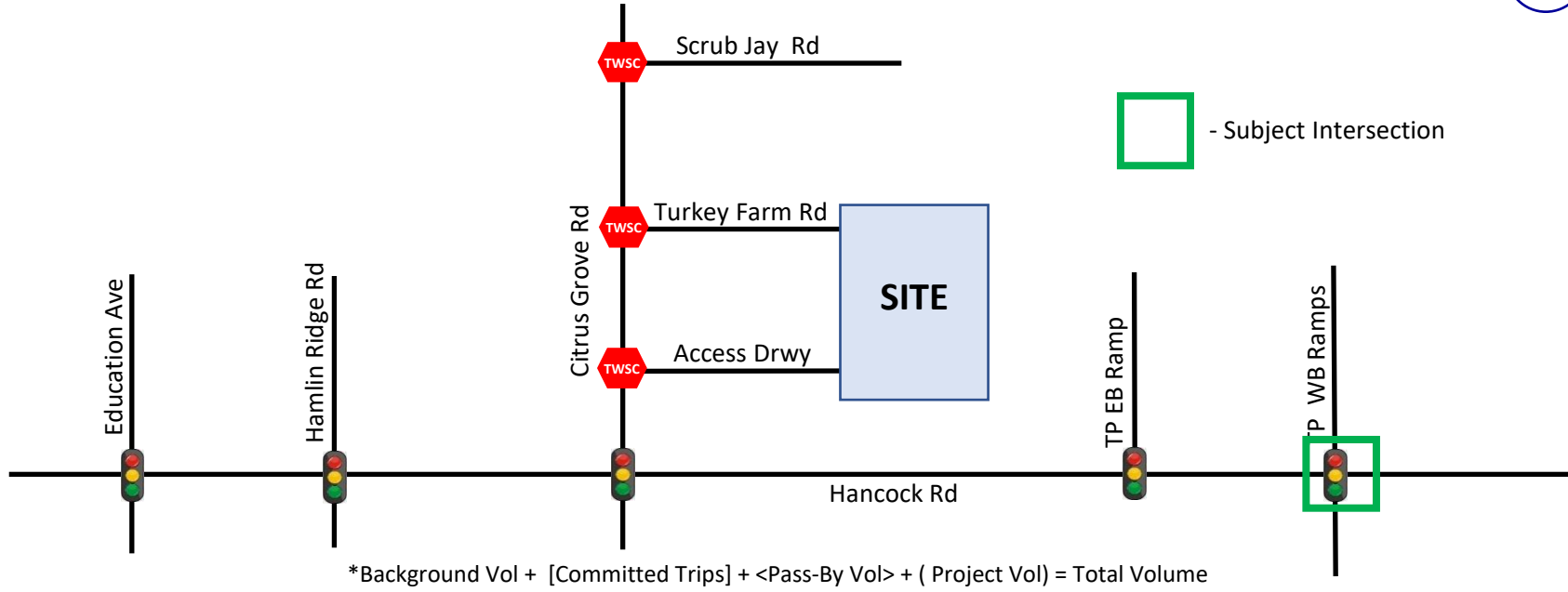
PROJECTED VOLUMES



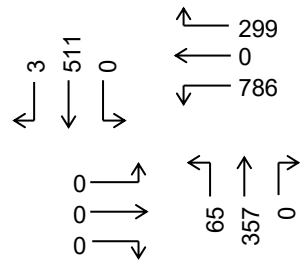
Note: +/- errors due to rounding

INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 5: Hancock Rd & Florida Turnpike WB Ramp

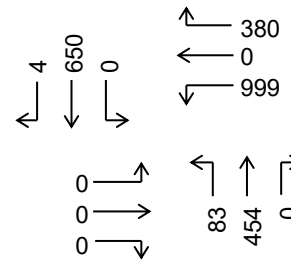


2026 VOLUMES



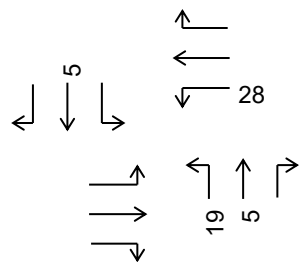
*SF applied = 1.00

2028 VOLUMES

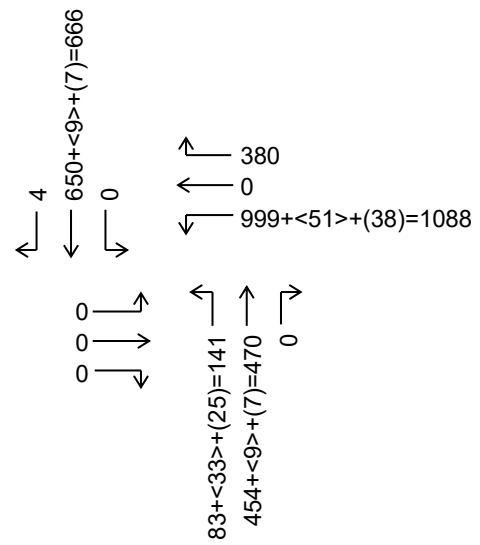


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



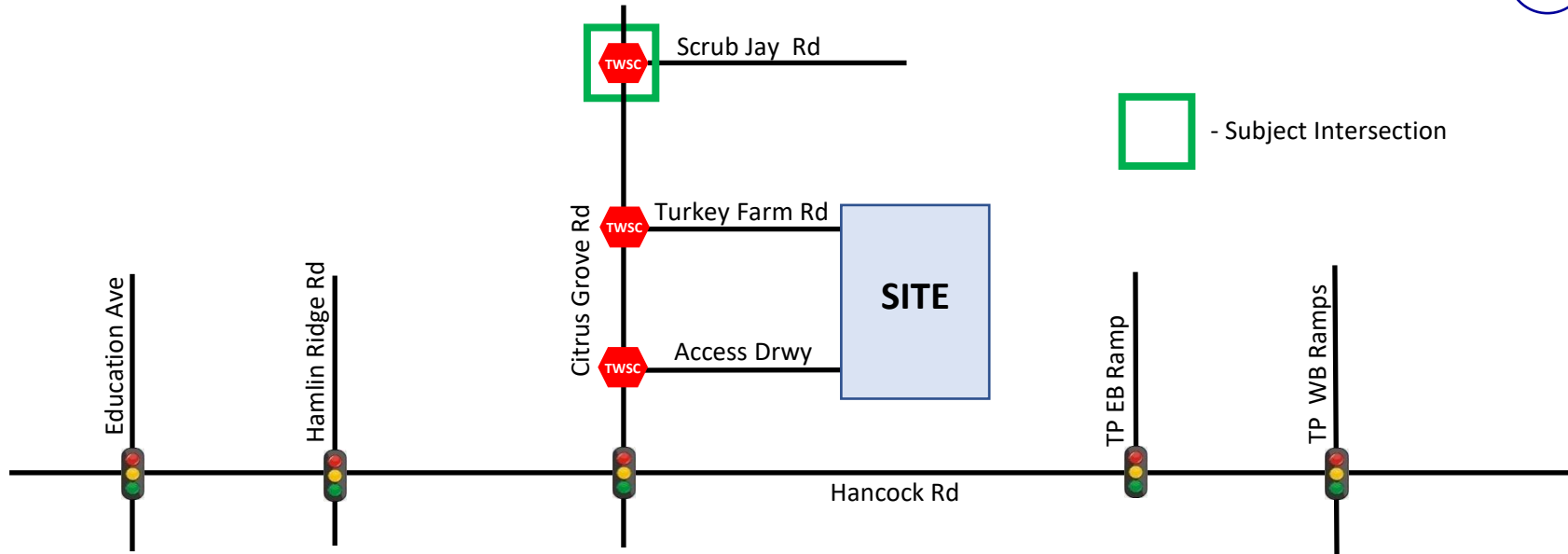
PROJECTED VOLUMES



Note: +/- errors due to rounding

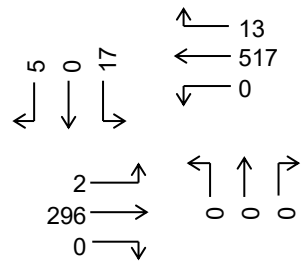
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 6: Citrus Grove Rd & Scrub Jay Ln



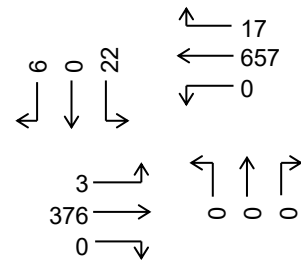
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



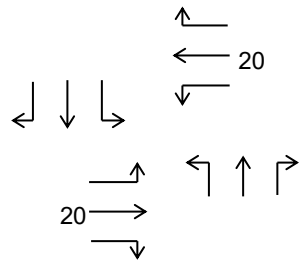
*SF applied = 1.00

2028 VOLUMES

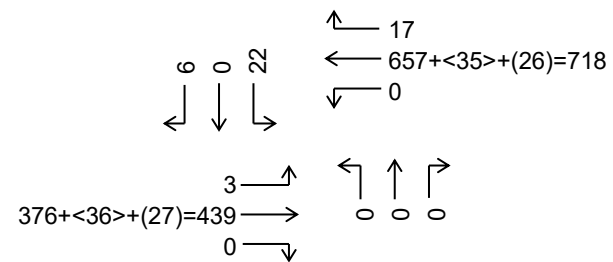


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



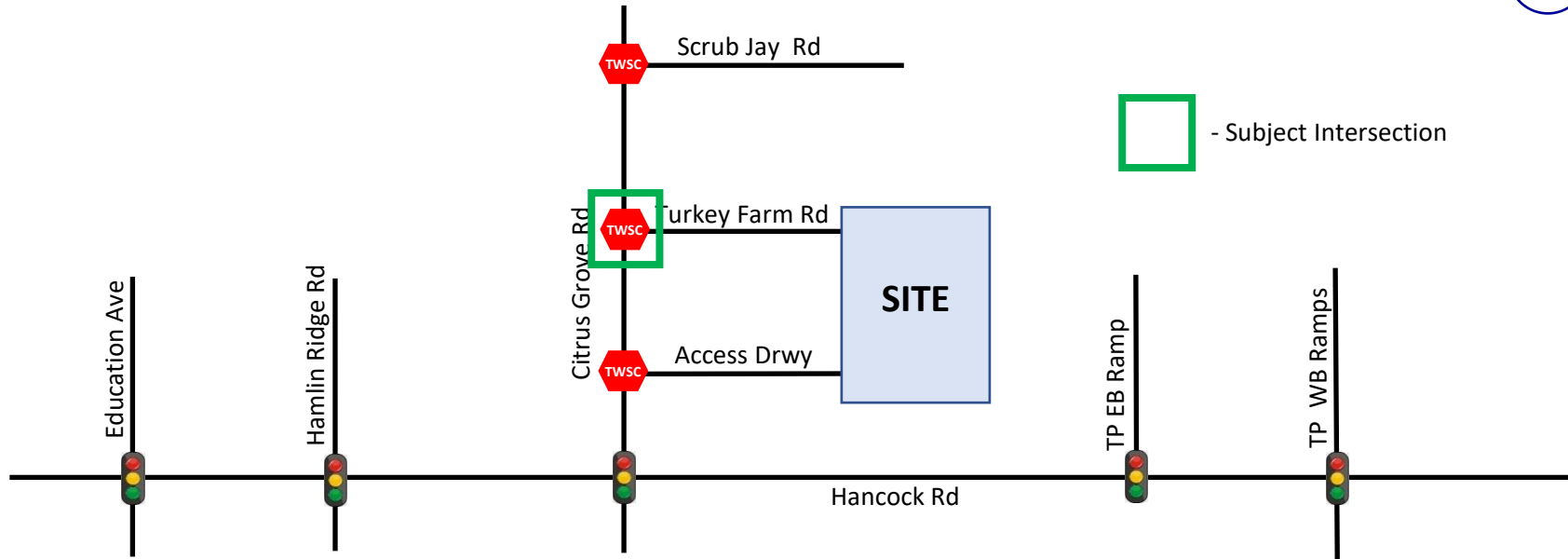
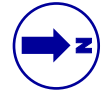
PROJECTED VOLUMES



Note: +/- errors due to rounding

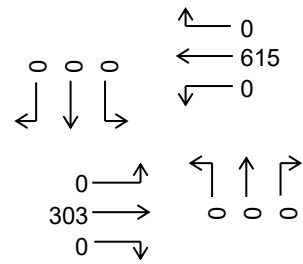
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 7: Citrus Grove Rd & Turkey Farm Rd



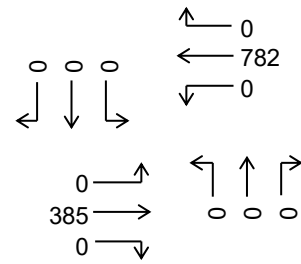
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



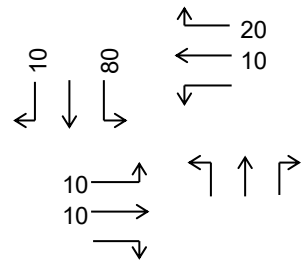
*SF applied = 1.00

2028 VOLUMES

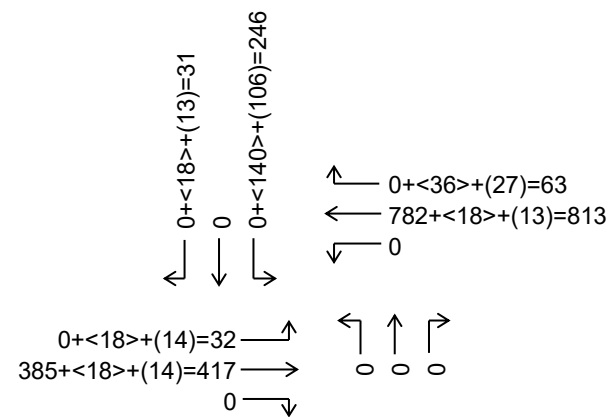


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



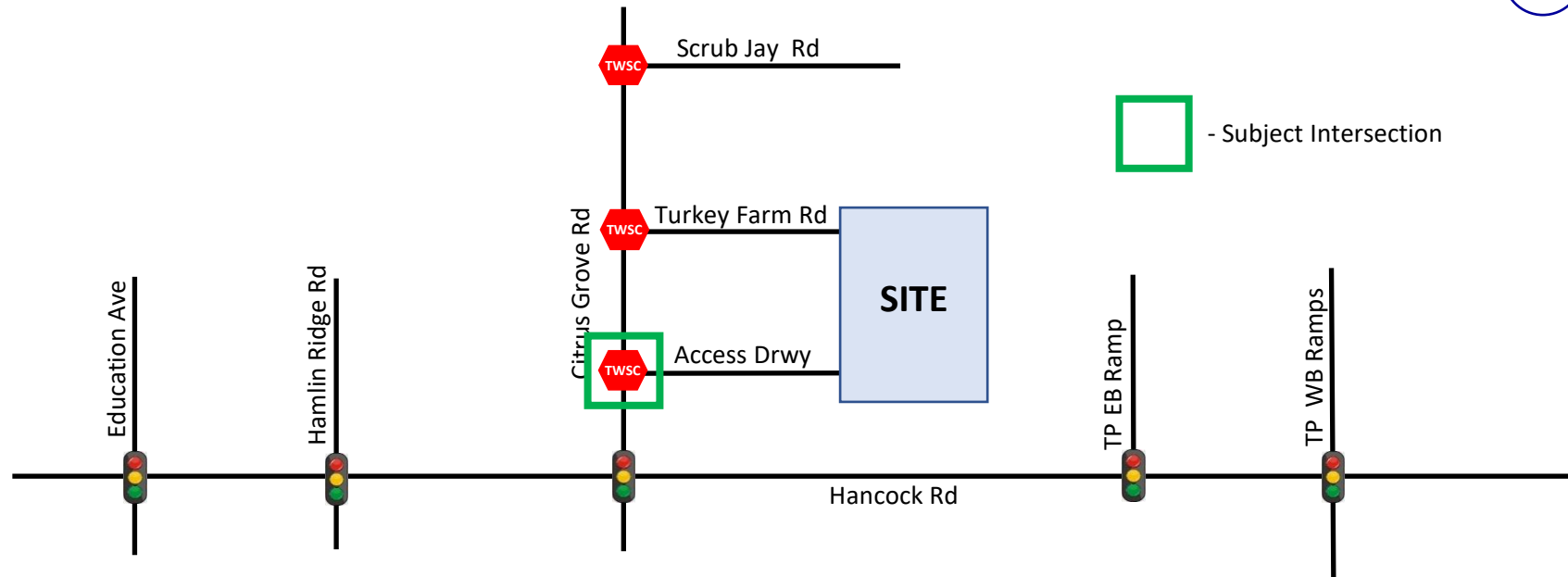
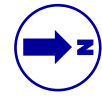
PROJECTED VOLUMES



Note: +/- errors due to rounding

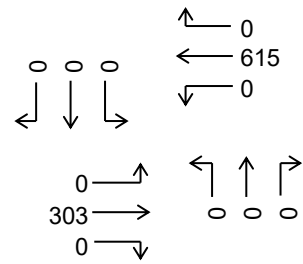
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 8: Citrus Grove Rd & Project Access



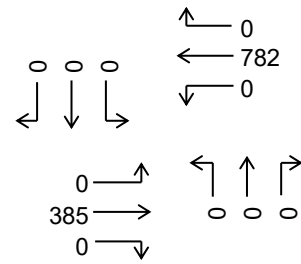
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



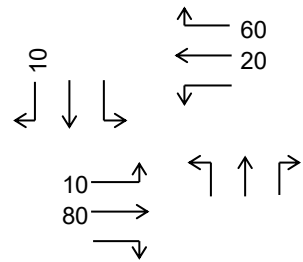
*SF applied = 1.00

2028 VOLUMES

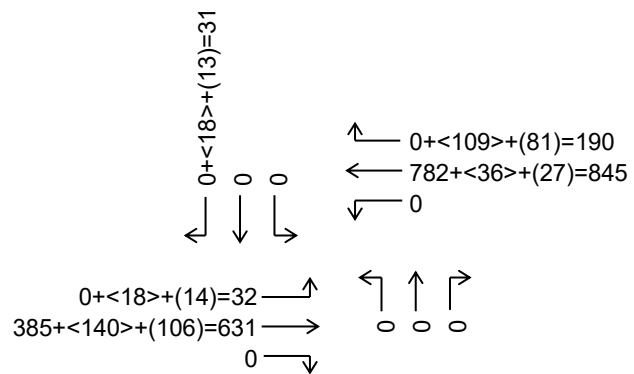


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 26, 2026 (Thursday)

CITY: Minneapolis

LATITUDE: 0

LOCATION: Hancock Rd & Education Ave

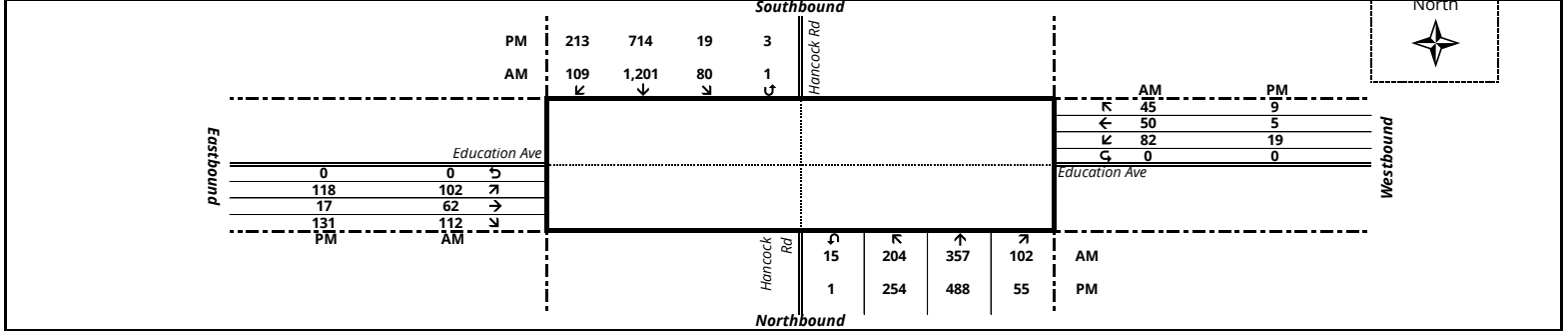
COUNTY: Lake County

LONGITUDE: 0

| TIME BEGIN | Hancock Rd | | | | | Hancock Rd | | | | | N/S TOTAL | Education Ave | | | | | Education Ave | | | | | E/W TOTAL | GRAND TOTAL | |
|--------------|------------|-----|-----|--------|-------|------------|-------|-----|--------|-------|-----------|---------------|-----|-----|--------|-------|---------------|----|----|--------|-------|-----------|-------------|--|
| | NORTHBOUND | | | | | SOUTHBOUND | | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | |
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | | |
| 07:00 AM | 17 | 73 | 69 | 0 | 159 | 44 | 279 | 18 | 0 | 341 | 500 | 15 | 64 | 11 | 0 | 90 | 45 | 45 | 36 | 0 | 126 | 216 | 716 | |
| 07:15 AM | 21 | 82 | 66 | 0 | 169 | 55 | 204 | 11 | 0 | 270 | 439 | 25 | 51 | 11 | 0 | 87 | 54 | 39 | 27 | 0 | 120 | 207 | 646 | |
| 07:30 AM | 34 | 87 | 17 | 6 | 144 | 11 | 275 | 25 | 0 | 311 | 455 | 28 | 5 | 13 | 0 | 46 | 27 | 11 | 16 | 0 | 54 | 100 | 555 | |
| 07:45 AM | 75 | 81 | 10 | 8 | 174 | 6 | 300 | 50 | 0 | 356 | 530 | 17 | 4 | 30 | 0 | 51 | 1 | 0 | 1 | 0 | 2 | 53 | 583 | |
| TOTAL | 147 | 323 | 162 | 14 | 646 | 116 | 1,058 | 104 | 0 | 1,278 | 1,924 | 85 | 124 | 65 | 0 | 274 | 127 | 95 | 80 | 0 | 302 | 576 | 2,500 | |
| 08:00 AM | 74 | 107 | 9 | 1 | 191 | 8 | 422 | 23 | 1 | 454 | 645 | 32 | 2 | 58 | 0 | 92 | 0 | 0 | 1 | 0 | 1 | 93 | 738 | |
| 08:15 AM | 48 | 97 | 8 | 2 | 155 | 0 | 357 | 28 | 0 | 385 | 540 | 25 | 1 | 53 | 0 | 79 | 1 | 0 | 2 | 0 | 3 | 82 | 622 | |
| 08:30 AM | 14 | 102 | 6 | 5 | 127 | 4 | 300 | 8 | 1 | 313 | 440 | 27 | 0 | 60 | 0 | 87 | 0 | 0 | 2 | 0 | 2 | 89 | 529 | |
| 08:45 AM | 47 | 69 | 8 | 4 | 128 | 6 | 311 | 16 | 0 | 333 | 461 | 29 | 8 | 31 | 1 | 69 | 2 | 1 | 3 | 0 | 6 | 75 | 536 | |
| TOTAL | 183 | 375 | 31 | 12 | 601 | 18 | 1,390 | 75 | 2 | 1,485 | 2,086 | 113 | 11 | 202 | 1 | 327 | 3 | 1 | 8 | 0 | 12 | 339 | 2,425 | |
| 04:00 PM | 26 | 112 | 3 | 6 | 147 | 4 | 138 | 22 | 2 | 166 | 313 | 28 | 4 | 35 | 0 | 67 | 8 | 3 | 3 | 0 | 14 | 81 | 394 | |
| 04:15 PM | 55 | 96 | 5 | 0 | 156 | 3 | 148 | 49 | 0 | 200 | 356 | 25 | 2 | 26 | 0 | 53 | 10 | 1 | 0 | 0 | 11 | 64 | 420 | |
| 04:30 PM | 39 | 114 | 6 | 2 | 161 | 4 | 168 | 30 | 2 | 204 | 365 | 23 | 1 | 36 | 0 | 60 | 10 | 2 | 5 | 0 | 17 | 77 | 442 | |
| 04:45 PM | 45 | 142 | 13 | 0 | 200 | 4 | 168 | 36 | 0 | 208 | 408 | 29 | 9 | 27 | 0 | 65 | 5 | 4 | 3 | 0 | 12 | 77 | 485 | |
| TOTAL | 165 | 464 | 27 | 8 | 664 | 15 | 622 | 137 | 4 | 778 | 1,442 | 105 | 16 | 124 | 0 | 245 | 33 | 10 | 11 | 0 | 54 | 299 | 1,741 | |
| 05:00 PM | 54 | 136 | 3 | 0 | 193 | 4 | 159 | 37 | 1 | 201 | 394 | 25 | 0 | 31 | 0 | 56 | 8 | 2 | 3 | 0 | 13 | 69 | 463 | |
| 05:15 PM | 65 | 129 | 10 | 0 | 204 | 3 | 179 | 49 | 2 | 233 | 437 | 29 | 5 | 29 | 0 | 63 | 6 | 2 | 3 | 0 | 11 | 74 | 511 | |
| 05:30 PM | 61 | 140 | 10 | 0 | 211 | 2 | 168 | 76 | 0 | 246 | 457 | 32 | 2 | 28 | 0 | 62 | 4 | 0 | 2 | 0 | 6 | 68 | 525 | |
| 05:45 PM | 74 | 83 | 32 | 1 | 190 | 10 | 208 | 51 | 0 | 269 | 459 | 32 | 10 | 43 | 0 | 85 | 1 | 1 | 1 | 0 | 3 | 88 | 547 | |
| TOTAL | 254 | 488 | 55 | 1 | 798 | 19 | 714 | 213 | 3 | 949 | 1,747 | 118 | 17 | 131 | 0 | 266 | 19 | 5 | 9 | 0 | 33 | 299 | 2,046 | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----|-----|-----|----|-----|----|-------|-----|---|-------|-------|-----|----|-----|---|-----|----|----|----|---|-----|-----|-------|-------------------------|
| AM Peak
07:15 AM to 08:15 AM | 204 | 357 | 102 | 15 | 678 | 80 | 1,201 | 109 | 1 | 1,391 | 2,069 | 102 | 62 | 112 | 0 | 276 | 82 | 50 | 45 | 0 | 177 | 453 | 2,522 | Peak Hour Factor: 0.854 |
|--|-----|-----|-----|----|-----|----|-------|-----|---|-------|-------|-----|----|-----|---|-----|----|----|----|---|-----|-----|-------|-------------------------|

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----|-----|----|---|-----|----|-----|-----|---|-----|-------|-----|----|-----|---|-----|----|---|---|---|----|-----|-------|-------------------------|
| PM Peak
05:00 PM to 06:00 PM | 254 | 488 | 55 | 1 | 798 | 19 | 714 | 213 | 3 | 949 | 1,747 | 118 | 17 | 131 | 0 | 266 | 19 | 5 | 9 | 0 | 33 | 299 | 2,046 | Peak Hour Factor: 0.935 |
|--|-----|-----|----|---|-----|----|-----|-----|---|-----|-------|-----|----|-----|---|-----|----|---|---|---|----|-----|-------|-------------------------|



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 26, 2026 (Thursday)

CITY: Minneola

LATITUDE: 0

LOCATION: Hancock Rd & Jorhagen Dr/Hamlin Ridge Rd

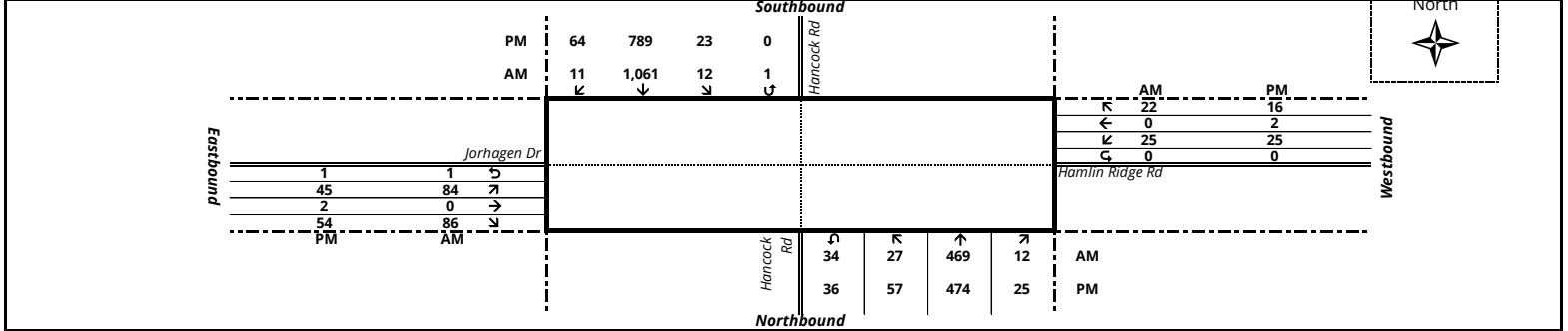
COUNTY: Lake County

LONGITUDE: 0

| TIME BEGIN | Hancock Rd | | | | | Hancock Rd | | | | | N/S TOTAL | Jorhagen Dr | | | | | Hamlin Ridge Rd | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|----|--------|-------|------------|-------|----|--------|-------|-----------|-------------|---|----|--------|-------|-----------------|---|----|--------|-------|-----------|-------------|
| | NORTHBOUND | | | | | SOUTHBOUND | | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | |
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 9 | 120 | 5 | 5 | 139 | 4 | 289 | 3 | 0 | 296 | 435 | 26 | 0 | 25 | 0 | 51 | 6 | 0 | 4 | 0 | 10 | 61 | 496 |
| 07:15 AM | 9 | 133 | 2 | 9 | 153 | 3 | 236 | 1 | 0 | 240 | 393 | 25 | 0 | 15 | 0 | 40 | 8 | 0 | 8 | 0 | 16 | 56 | 449 |
| 07:30 AM | 9 | 120 | 4 | 9 | 142 | 2 | 272 | 1 | 1 | 276 | 418 | 14 | 0 | 22 | 1 | 37 | 2 | 0 | 6 | 0 | 8 | 45 | 463 |
| 07:45 AM | 0 | 96 | 1 | 11 | 108 | 3 | 264 | 6 | 0 | 273 | 381 | 19 | 0 | 24 | 0 | 43 | 9 | 0 | 4 | 0 | 13 | 56 | 437 |
| TOTAL | 27 | 469 | 12 | 34 | 542 | 12 | 1,061 | 11 | 1 | 1,085 | 1,627 | 84 | 0 | 86 | 1 | 171 | 25 | 0 | 22 | 0 | 47 | 218 | 1,845 |
| 08:00 AM | 8 | 123 | 4 | 11 | 146 | 5 | 275 | 5 | 0 | 285 | 431 | 16 | 0 | 18 | 0 | 34 | 11 | 1 | 2 | 0 | 14 | 48 | 479 |
| 08:15 AM | 9 | 93 | 3 | 8 | 113 | 5 | 300 | 2 | 0 | 307 | 420 | 16 | 1 | 14 | 0 | 31 | 8 | 0 | 4 | 0 | 12 | 43 | 463 |
| 08:30 AM | 8 | 119 | 1 | 4 | 132 | 4 | 225 | 1 | 0 | 230 | 362 | 14 | 1 | 17 | 0 | 32 | 3 | 1 | 5 | 0 | 9 | 41 | 403 |
| 08:45 AM | 8 | 78 | 2 | 3 | 91 | 3 | 257 | 6 | 0 | 266 | 357 | 8 | 0 | 15 | 0 | 23 | 5 | 1 | 3 | 0 | 9 | 32 | 389 |
| TOTAL | 33 | 413 | 10 | 26 | 482 | 17 | 1,057 | 14 | 0 | 1,088 | 1,570 | 54 | 2 | 64 | 0 | 120 | 27 | 3 | 14 | 0 | 44 | 164 | 1,734 |
| 04:00 PM | 11 | 107 | 6 | 5 | 129 | 4 | 146 | 23 | 0 | 173 | 302 | 8 | 1 | 13 | 0 | 22 | 5 | 0 | 0 | 0 | 5 | 27 | 329 |
| 04:15 PM | 21 | 80 | 4 | 3 | 108 | 8 | 199 | 26 | 0 | 233 | 341 | 6 | 0 | 11 | 1 | 18 | 2 | 1 | 1 | 0 | 4 | 22 | 363 |
| 04:30 PM | 18 | 94 | 8 | 4 | 124 | 5 | 175 | 27 | 0 | 207 | 331 | 10 | 0 | 10 | 0 | 20 | 9 | 1 | 5 | 0 | 15 | 35 | 366 |
| 04:45 PM | 17 | 126 | 5 | 9 | 157 | 4 | 197 | 17 | 0 | 218 | 375 | 5 | 1 | 16 | 0 | 22 | 5 | 0 | 4 | 0 | 9 | 31 | 406 |
| TOTAL | 67 | 407 | 23 | 21 | 518 | 21 | 717 | 93 | 0 | 831 | 1,349 | 29 | 2 | 50 | 1 | 82 | 21 | 2 | 10 | 0 | 33 | 115 | 1,464 |
| 05:00 PM | 16 | 118 | 5 | 13 | 152 | 5 | 152 | 16 | 0 | 173 | 325 | 12 | 0 | 15 | 0 | 27 | 8 | 0 | 3 | 0 | 11 | 38 | 363 |
| 05:15 PM | 15 | 104 | 5 | 10 | 134 | 8 | 206 | 18 | 0 | 232 | 366 | 12 | 0 | 9 | 0 | 21 | 2 | 1 | 6 | 0 | 9 | 30 | 396 |
| 05:30 PM | 9 | 126 | 10 | 4 | 149 | 6 | 234 | 13 | 0 | 253 | 402 | 16 | 1 | 14 | 1 | 32 | 10 | 1 | 3 | 0 | 14 | 46 | 448 |
| 05:45 PM | 17 | 56 | 9 | 4 | 86 | 5 | 253 | 23 | 0 | 281 | 367 | 11 | 0 | 14 | 0 | 25 | 5 | 0 | 6 | 0 | 11 | 36 | 403 |
| TOTAL | 57 | 404 | 29 | 31 | 521 | 24 | 845 | 70 | 0 | 939 | 1,460 | 51 | 1 | 52 | 1 | 105 | 25 | 2 | 18 | 0 | 45 | 150 | 1,610 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|-----|----|----|-----|----|-------|----|---|-------|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|
| AM Peak
07:00 AM to 08:00 AM | 27 | 469 | 12 | 34 | 542 | 12 | 1,061 | 11 | 1 | 1,085 | 1,627 | 84 | 0 | 86 | 1 | 171 | 25 | 0 | 22 | 0 | 47 | 218 | 1,845 | Peak Hour Factor: 0.930 |
|--|----|-----|----|----|-----|----|-------|----|---|-------|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|-----|----|----|-----|----|-----|----|---|-----|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|
| PM Peak
04:45 PM to 05:45 PM | 57 | 474 | 25 | 36 | 592 | 23 | 789 | 64 | 0 | 876 | 1,468 | 45 | 2 | 54 | 1 | 102 | 25 | 2 | 16 | 0 | 43 | 145 | 1,613 | Peak Hour Factor: 0.900 |
|--|----|-----|----|----|-----|----|-----|----|---|-----|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: Hancock Road and Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0 _____

Hancock Road

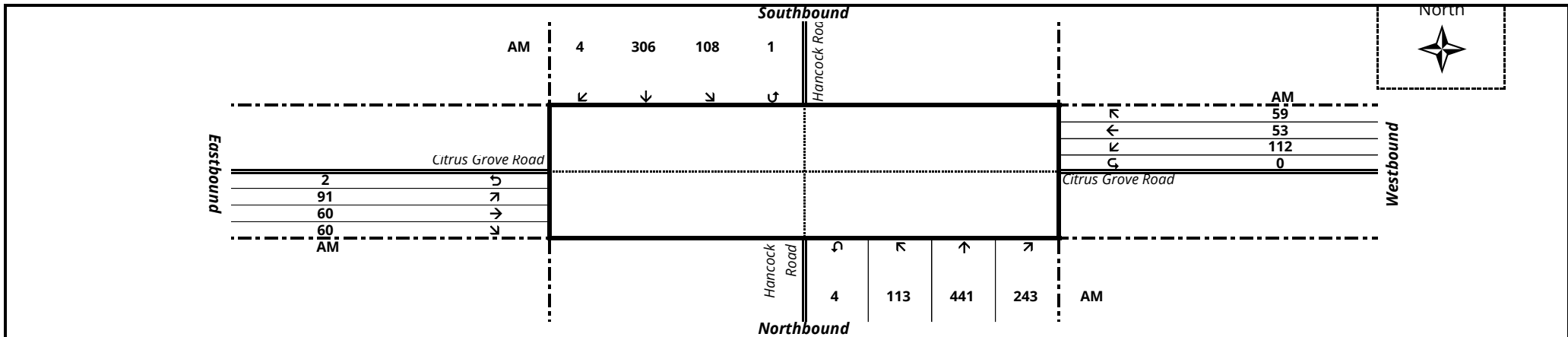
Hancock Road

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-----|---|--------|-------|-----------|-----------|----|----|--------|-------|-----------|----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 25 | 83 | 61 | 0 | 169 | 27 | 75 | 3 | 0 | 105 | 274 | 24 | 14 | 17 | 1 | 56 | 27 | 11 | 10 | 0 | 48 | 104 | 378 |
| 07:15 AM | 21 | 67 | 60 | 1 | 149 | 27 | 62 | 1 | 0 | 90 | 239 | 18 | 14 | 22 | 0 | 54 | 31 | 10 | 7 | 0 | 48 | 102 | 341 |
| 07:30 AM | 28 | 67 | 48 | 0 | 143 | 22 | 81 | 3 | 1 | 107 | 250 | 23 | 15 | 7 | 1 | 46 | 31 | 10 | 12 | 0 | 53 | 99 | 349 |
| 07:45 AM | 20 | 80 | 58 | 1 | 159 | 20 | 57 | 1 | 2 | 80 | 239 | 17 | 16 | 11 | 1 | 45 | 30 | 10 | 11 | 0 | 51 | 96 | 335 |
| TOTAL | 94 | 297 | 227 | 2 | 620 | 96 | 275 | 8 | 3 | 382 | 1,002 | 82 | 59 | 57 | 3 | 201 | 119 | 41 | 40 | 0 | 200 | 401 | 1,403 |
| 08:00 AM | 23 | 83 | 51 | 1 | 158 | 22 | 74 | 1 | 0 | 97 | 255 | 24 | 16 | 16 | 0 | 56 | 35 | 11 | 10 | 0 | 56 | 112 | 367 |
| 08:15 AM | 36 | 115 | 60 | 2 | 213 | 25 | 83 | 1 | 0 | 109 | 322 | 24 | 12 | 12 | 1 | 49 | 31 | 18 | 14 | 0 | 63 | 112 | 434 |
| 08:30 AM | 27 | 102 | 60 | 1 | 190 | 26 | 79 | 1 | 0 | 106 | 296 | 24 | 16 | 17 | 1 | 58 | 30 | 17 | 16 | 0 | 63 | 121 | 417 |
| 08:45 AM | 27 | 141 | 72 | 0 | 240 | 35 | 70 | 1 | 1 | 107 | 347 | 19 | 16 | 15 | 0 | 50 | 16 | 7 | 19 | 0 | 42 | 92 | 439 |
| TOTAL | 113 | 441 | 243 | 4 | 801 | 108 | 306 | 4 | 1 | 419 | 1,220 | 91 | 60 | 60 | 2 | 213 | 112 | 53 | 59 | 0 | 224 | 437 | 1,657 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|---|-----|-----|-----|---|---|-----|-------|----|----|----|---|-----|-----|----|----|---|--------------------------------|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.944 | | |
| 08:00 AM to 09:00 AM | 113 | 441 | 243 | 4 | 801 | 108 | 306 | 4 | 1 | 419 | 1,220 | 91 | 60 | 60 | 2 | 213 | 112 | 53 | 59 | 0 | 224 | 437 | 1,657 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: Hancock Road and Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Hancock Road

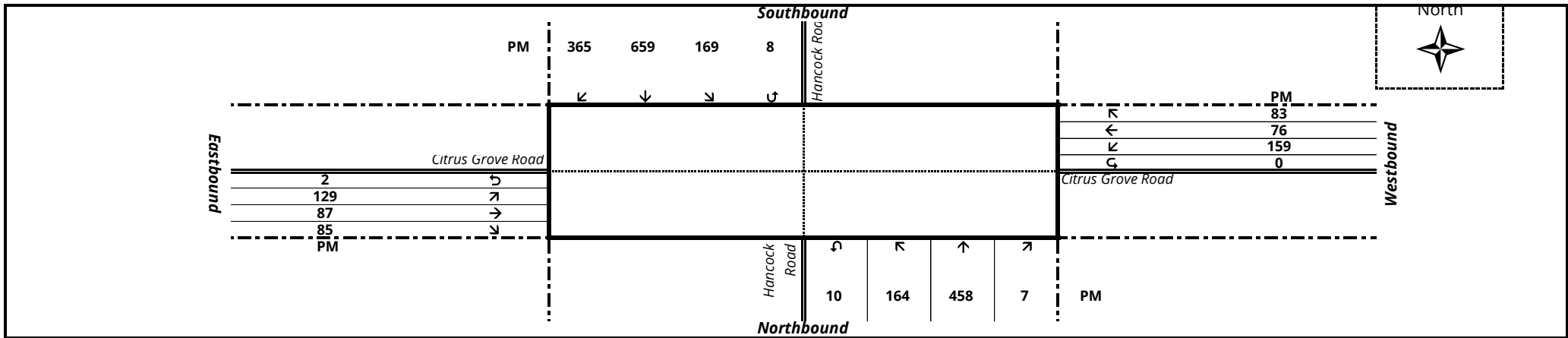
Hancock Road

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|----|--------|-------|------------|-----|-----|--------|-------|-----------|-----------|----|----|--------|-------|-----------|----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 41 | 112 | 4 | 5 | 162 | 37 | 124 | 92 | 0 | 253 | 415 | 34 | 19 | 24 | 2 | 79 | 39 | 16 | 14 | 0 | 69 | 148 | 563 |
| 04:15 PM | 41 | 94 | 2 | 4 | 141 | 31 | 101 | 91 | 2 | 225 | 366 | 25 | 19 | 30 | 0 | 74 | 44 | 15 | 10 | 0 | 69 | 143 | 509 |
| 04:30 PM | 32 | 122 | 5 | 2 | 161 | 42 | 101 | 72 | 0 | 215 | 376 | 32 | 21 | 11 | 1 | 65 | 44 | 14 | 18 | 0 | 76 | 141 | 517 |
| 04:45 PM | 30 | 85 | 1 | 4 | 120 | 29 | 120 | 88 | 1 | 238 | 358 | 24 | 23 | 16 | 2 | 65 | 42 | 15 | 16 | 0 | 73 | 138 | 496 |
| TOTAL | 144 | 413 | 12 | 15 | 584 | 139 | 446 | 343 | 3 | 931 | 1,515 | 115 | 82 | 81 | 5 | 283 | 169 | 60 | 58 | 0 | 287 | 570 | 2,085 |
| 05:00 PM | 34 | 111 | 2 | 2 | 149 | 35 | 125 | 77 | 1 | 238 | 387 | 35 | 23 | 23 | 0 | 81 | 50 | 16 | 15 | 0 | 81 | 162 | 549 |
| 05:15 PM | 38 | 124 | 2 | 3 | 167 | 54 | 172 | 91 | 3 | 320 | 487 | 34 | 18 | 17 | 1 | 70 | 44 | 25 | 19 | 0 | 88 | 158 | 645 |
| 05:30 PM | 39 | 119 | 1 | 1 | 160 | 40 | 152 | 90 | 1 | 283 | 443 | 34 | 23 | 24 | 1 | 82 | 43 | 24 | 23 | 0 | 90 | 172 | 615 |
| 05:45 PM | 53 | 104 | 2 | 4 | 163 | 40 | 210 | 107 | 3 | 360 | 523 | 26 | 23 | 21 | 0 | 70 | 22 | 11 | 26 | 0 | 59 | 129 | 652 |
| TOTAL | 164 | 458 | 7 | 10 | 639 | 169 | 659 | 365 | 8 | 1,201 | 1,840 | 129 | 87 | 85 | 2 | 303 | 159 | 76 | 83 | 0 | 318 | 621 | 2,461 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|---|----|-----|-----|-----|-----|---|-------|-------|-----|----|----|---|-----|-----|----|----|---|--------------------------------|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.944 | | |
| 05:00 PM to 06:00 PM | 164 | 458 | 7 | 10 | 639 | 169 | 659 | 365 | 8 | 1,201 | 1,840 | 129 | 87 | 85 | 2 | 303 | 159 | 76 | 83 | 0 | 318 | 621 | 2,461 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: N Hancock Road and Florida Tpke EB Ramps

COUNTY: Lake County

LONGITUDE: 0 _____

N Hancock Road

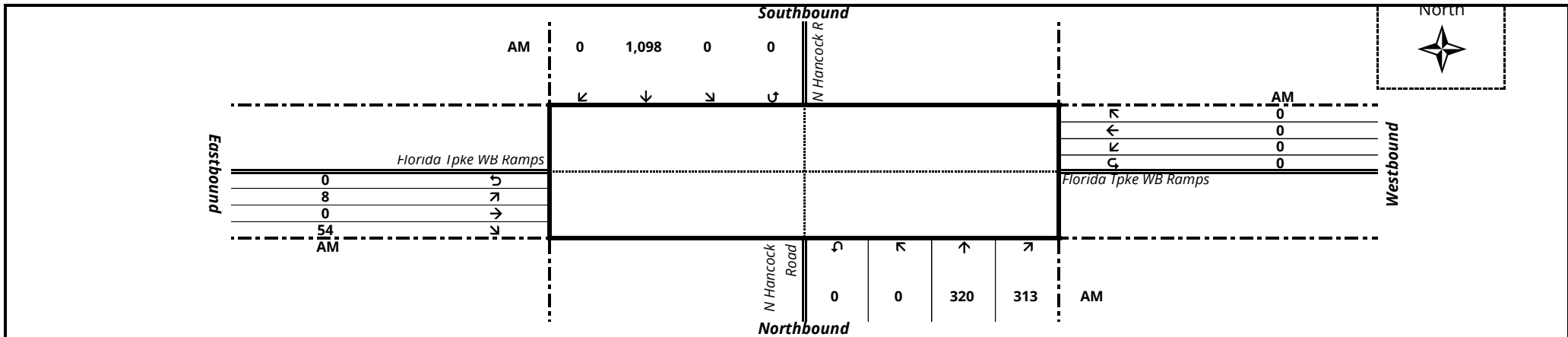
N Hancock Road

Florida Tpke WB Ramps

Florida Tpke WB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|---|--------|-------|-----------|-----------|---|----|--------|-------|-----------|---|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 0 | 55 | 59 | 0 | 114 | 0 | 278 | 0 | 0 | 278 | 392 | 3 | 0 | 19 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 414 |
| 07:15 AM | 0 | 70 | 68 | 0 | 138 | 0 | 238 | 0 | 0 | 238 | 376 | 1 | 0 | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 390 |
| 07:30 AM | 0 | 89 | 95 | 0 | 184 | 0 | 288 | 0 | 0 | 288 | 472 | 1 | 0 | 17 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 490 |
| 07:45 AM | 0 | 85 | 52 | 0 | 137 | 0 | 254 | 0 | 0 | 254 | 391 | 5 | 0 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 407 |
| TOTAL | 0 | 299 | 274 | 0 | 573 | 0 | 1,058 | 0 | 0 | 1,058 | 1,631 | 10 | 0 | 60 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 70 | 1,701 |
| 08:00 AM | 0 | 65 | 77 | 0 | 142 | 0 | 270 | 0 | 0 | 270 | 412 | 1 | 0 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 425 |
| 08:15 AM | 0 | 81 | 89 | 0 | 170 | 0 | 286 | 0 | 0 | 286 | 456 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 471 |
| 08:30 AM | 0 | 54 | 62 | 0 | 116 | 0 | 171 | 0 | 0 | 171 | 287 | 1 | 0 | 15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 303 |
| 08:45 AM | 0 | 62 | 48 | 0 | 110 | 0 | 170 | 0 | 0 | 170 | 280 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 300 |
| TOTAL | 0 | 262 | 276 | 0 | 538 | 0 | 897 | 0 | 0 | 897 | 1,435 | 4 | 0 | 60 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 64 | 1,499 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|---|-----|---|-------|---|---|-------|-------|---|---|----|---|----|---|---|---|---|--------------------------------|----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.915 | | |
| 07:30 AM to 08:30 AM | 0 | 320 | 313 | 0 | 633 | 0 | 1,098 | 0 | 0 | 1,098 | 1,731 | 8 | 0 | 54 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 62 | 1,793 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: N Hancock Road and Florida Tpke EB Ramps

COUNTY: Lake County

LONGITUDE: 0

N Hancock Road

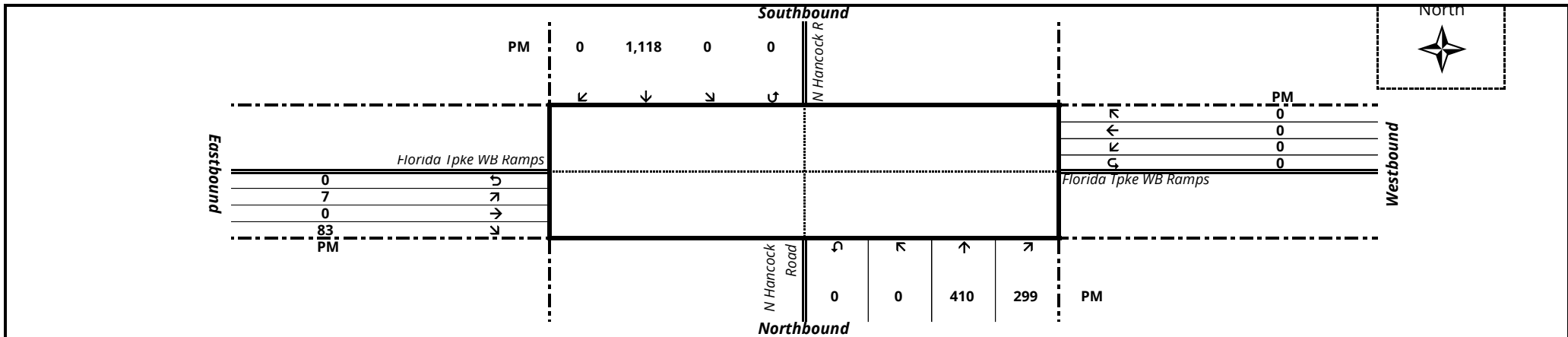
N Hancock Road

Florida Tpke WB Ramps

Florida Tpke WB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|---|--------|-------|-----------|-----------|---|----|--------|-------|-----------|---|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 0 | 98 | 66 | 0 | 164 | 0 | 229 | 0 | 0 | 229 | 393 | 3 | 0 | 22 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 418 |
| 04:15 PM | 0 | 94 | 88 | 0 | 182 | 0 | 214 | 0 | 0 | 214 | 396 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 411 |
| 04:30 PM | 0 | 105 | 67 | 0 | 172 | 0 | 200 | 0 | 0 | 200 | 372 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 392 |
| 04:45 PM | 0 | 65 | 82 | 0 | 147 | 0 | 218 | 0 | 0 | 218 | 365 | 5 | 0 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 382 |
| TOTAL | 0 | 362 | 303 | 0 | 665 | 0 | 861 | 0 | 0 | 861 | 1,526 | 10 | 0 | 67 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 77 | 1,603 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 112 | 76 | 0 | 188 | 0 | 222 | 0 | 0 | 222 | 410 | 2 | 0 | 16 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 428 |
| 05:15 PM | 0 | 96 | 90 | 0 | 186 | 0 | 307 | 0 | 0 | 307 | 493 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 513 |
| 05:30 PM | 0 | 108 | 82 | 0 | 190 | 0 | 270 | 0 | 0 | 270 | 460 | 2 | 0 | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 23 | 483 |
| 05:45 PM | 0 | 94 | 51 | 0 | 145 | 0 | 319 | 0 | 0 | 319 | 464 | 2 | 0 | 27 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 29 | 493 |
| TOTAL | 0 | 410 | 299 | 0 | 709 | 0 | 1,118 | 0 | 0 | 1,118 | 1,827 | 7 | 0 | 83 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 1,917 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|---|-----|---|-------|---|---|-------|-------|---|---|----|---|----|---|---|---|---|--------------------------------|----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.934 | | |
| 05:00 PM to 06:00 PM | 0 | 410 | 299 | 0 | 709 | 0 | 1,118 | 0 | 0 | 1,118 | 1,827 | 7 | 0 | 83 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 1,917 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: N Hancock Road and Florida Tpke WB Ramps

COUNTY: Lake County

LONGITUDE: 0 _____

N Hancock Road

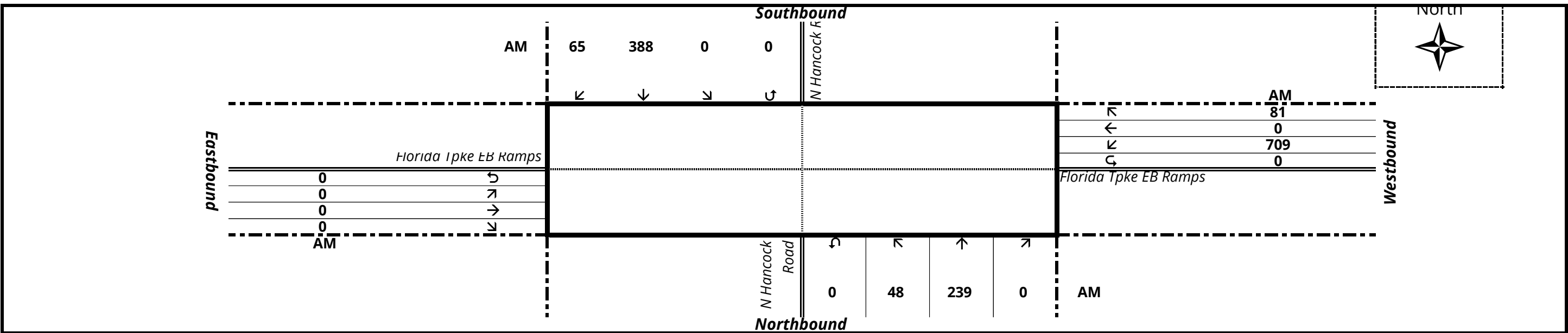
N Hancock Road

Florida Tpke EB Ramps

Florida Tpke EB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|------------|----------|----------|------------|------------|------------|-----------|----------|------------|------------|-----------|----------|----------|----------|----------|------------|----------|-----------|----------|------------|------------|--------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 11 | 37 | 0 | 0 | 48 | 0 | 81 | 21 | 0 | 102 | 150 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 18 | 0 | 215 | 215 | 365 |
| 07:15 AM | 9 | 56 | 0 | 0 | 65 | 0 | 101 | 13 | 0 | 114 | 179 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 14 | 0 | 151 | 151 | 330 |
| 07:30 AM | 16 | 61 | 0 | 0 | 77 | 0 | 83 | 17 | 0 | 100 | 177 | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 28 | 0 | 232 | 232 | 409 |
| 07:45 AM | 10 | 68 | 0 | 0 | 78 | 0 | 104 | 14 | 0 | 118 | 196 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 17 | 0 | 167 | 167 | 363 |
| TOTAL | 46 | 222 | 0 | 0 | 268 | 0 | 369 | 65 | 0 | 434 | 702 | 0 | 0 | 0 | 0 | 0 | 688 | 0 | 77 | 0 | 765 | 765 | 1,467 |
| 08:00 AM | 10 | 48 | 0 | 0 | 58 | 0 | 96 | 17 | 0 | 113 | 171 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 17 | 0 | 191 | 191 | 362 |
| 08:15 AM | 12 | 62 | 0 | 0 | 74 | 0 | 105 | 17 | 0 | 122 | 196 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 19 | 0 | 200 | 200 | 396 |
| 08:30 AM | 4 | 48 | 0 | 0 | 52 | 0 | 97 | 8 | 0 | 105 | 157 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 6 | 0 | 80 | 80 | 237 |
| 08:45 AM | 8 | 50 | 0 | 0 | 58 | 0 | 70 | 9 | 0 | 79 | 137 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 12 | 0 | 111 | 111 | 248 |
| TOTAL | 34 | 208 | 0 | 0 | 242 | 0 | 368 | 51 | 0 | 419 | 661 | 0 | 0 | 0 | 0 | 0 | 528 | 0 | 54 | 0 | 582 | 582 | 1,243 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----------|------------|----------|----------|------------|----------|------------|-----------|----------|------------|------------|----------|----------|----------|----------|----------|------------|----------|-----------|----------|--------------------------------|------------|--------------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.935 | | |
| 07:30 AM to 08:30 AM | 48 | 239 | 0 | 0 | 287 | 0 | 388 | 65 | 0 | 453 | 740 | 0 | 0 | 0 | 0 | 0 | 709 | 0 | 81 | 0 | 790 | 790 | 1,530 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: N Hancock Road and Florida Tpke WB Ramps

COUNTY: Lake County

LONGITUDE: 0

N Hancock Road

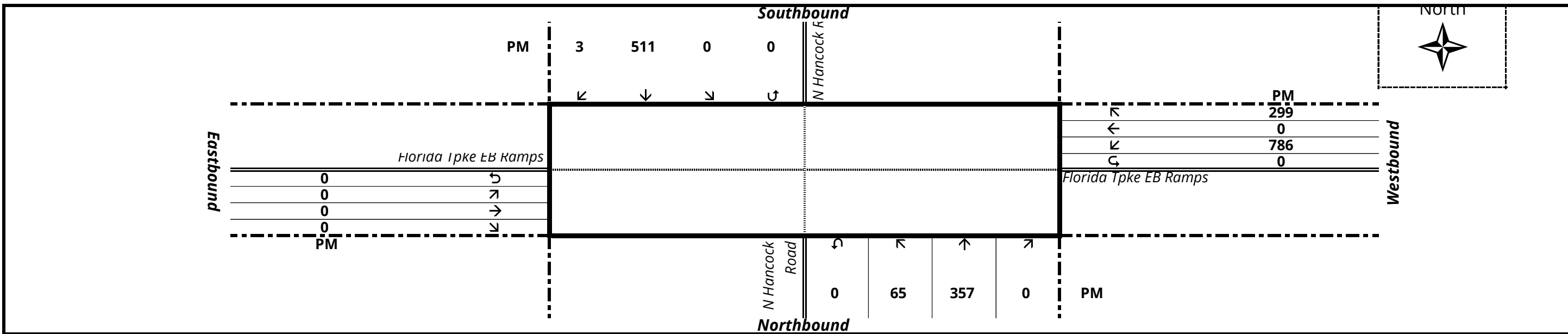
N Hancock Road

Florida Tpke EB Ramps

Florida Tpke EB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|---|--------|------------|------------|-----|---|--------|------------|------------|-----------|---|---|--------|----------|-----------|---|-----|--------|--------------|--------------|--------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 23 | 80 | 0 | 0 | 103 | 0 | 95 | 3 | 0 | 98 | 201 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 58 | 0 | 221 | 221 | 422 |
| 04:15 PM | 13 | 76 | 0 | 0 | 89 | 0 | 94 | 1 | 0 | 95 | 184 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 69 | 0 | 241 | 241 | 425 |
| 04:30 PM | 22 | 89 | 0 | 0 | 111 | 0 | 93 | 0 | 0 | 93 | 204 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 77 | 0 | 214 | 214 | 418 |
| 04:45 PM | 8 | 56 | 0 | 0 | 64 | 0 | 95 | 3 | 0 | 98 | 162 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 54 | 0 | 214 | 214 | 376 |
| TOTAL | 66 | 301 | 0 | 0 | 367 | 0 | 377 | 7 | 0 | 384 | 751 | 0 | 0 | 0 | 0 | 0 | 632 | 0 | 258 | 0 | 890 | 890 | 1,641 |
| 05:00 PM | 16 | 95 | 0 | 0 | 111 | 0 | 117 | 2 | 0 | 119 | 230 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 83 | 0 | 245 | 245 | 475 |
| 05:15 PM | 19 | 89 | 0 | 0 | 108 | 0 | 148 | 0 | 0 | 148 | 256 | 0 | 0 | 0 | 0 | 0 | 199 | 0 | 83 | 0 | 282 | 282 | 538 |
| 05:30 PM | 19 | 88 | 0 | 0 | 107 | 0 | 122 | 1 | 0 | 123 | 230 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 64 | 0 | 267 | 267 | 497 |
| 05:45 PM | 11 | 85 | 0 | 0 | 96 | 0 | 124 | 0 | 0 | 124 | 220 | 0 | 0 | 0 | 0 | 0 | 222 | 0 | 69 | 0 | 291 | 291 | 511 |
| TOTAL | 65 | 357 | 0 | 0 | 422 | 0 | 511 | 3 | 0 | 514 | 936 | 0 | 0 | 0 | 0 | 0 | 786 | 0 | 299 | 0 | 1,085 | 1,085 | 2,021 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|----|-----|---|---|-----|---|-----|---|---|-----|-----|---|---|---|---|---|-----|---|-----|--------------------------------|-------|-------|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.939 | | | |
| 05:00 PM to 06:00 PM | 65 | 357 | 0 | 0 | 422 | 0 | 511 | 3 | 0 | 514 | 936 | 0 | 0 | 0 | 0 | 0 | 786 | 0 | 299 | 0 | 1,085 | 1,085 | 2,021 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0

LOCATION: Scrub Jay Lane & Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Scrub Jay Lane

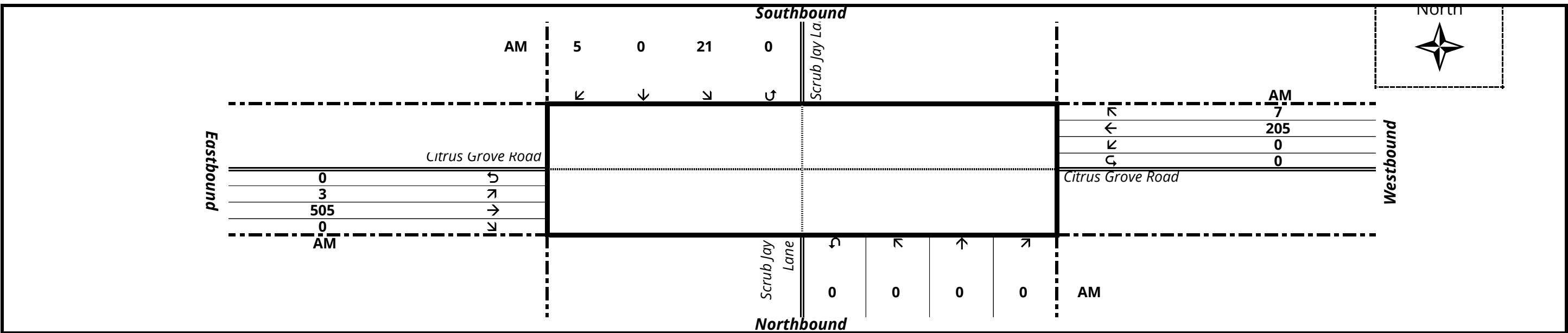
Scrub Jay Lane

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|---|---|--------|-------|------------|---|---|--------|-------|-----------|-----------|-----|---|--------|-------|-----------|-----|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 127 | 0 | 0 | 127 | 0 | 33 | 1 | 0 | 34 | 161 | 165 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 | 7 | 0 | 144 | 0 | 0 | 144 | 0 | 47 | 1 | 0 | 48 | 192 | 199 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 120 | 0 | 0 | 120 | 0 | 58 | 2 | 0 | 60 | 180 | 186 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 | 7 | 0 | 135 | 0 | 0 | 135 | 0 | 47 | 0 | 0 | 47 | 182 | 189 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 4 | 0 | 24 | 24 | 0 | 526 | 0 | 0 | 526 | 0 | 185 | 4 | 0 | 189 | 715 | 739 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 6 | 3 | 106 | 0 | 0 | 109 | 0 | 53 | 4 | 0 | 57 | 166 | 172 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 5 | 1 | 112 | 0 | 0 | 113 | 0 | 48 | 0 | 0 | 48 | 161 | 166 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 106 | 0 | 0 | 106 | 0 | 52 | 1 | 0 | 53 | 159 | 162 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 1 | 103 | 0 | 0 | 104 | 0 | 43 | 1 | 0 | 44 | 148 | 151 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 17 | 17 | 5 | 427 | 0 | 0 | 432 | 0 | 196 | 6 | 0 | 202 | 634 | 651 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|---|---|---|---|----|---|---|---|----|----|---|-----|---|---|-----|---|-----|---|-------------------------|-----|-----|-----|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.937 | | | |
| 07:15 AM to 08:15 AM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 0 | 26 | 26 | 3 | 505 | 0 | 0 | 508 | 0 | 205 | 7 | 0 | 212 | 720 | 746 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: Scrub Jay Lane & Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Scrub Jay Lane

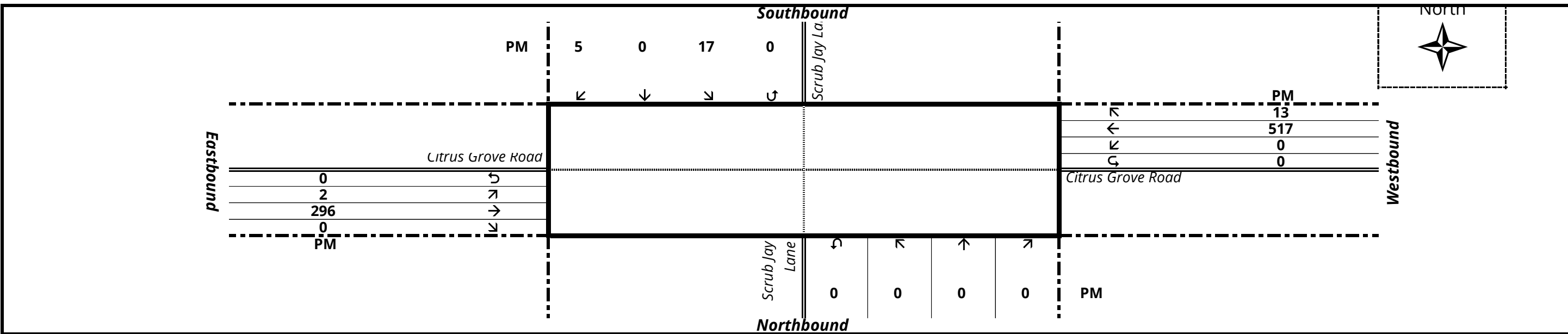
Scrub Jay Lane

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|---|---|--------|-------|------------|---|---|--------|-------|-----------|-----------|-----|---|--------|-------|-----------|-----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | 1 | 49 | 0 | 0 | 50 | 0 | 97 | 2 | 0 | 99 | 149 | 154 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 53 | 0 | 0 | 53 | 0 | 120 | 2 | 0 | 122 | 175 | 179 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 49 | 0 | 0 | 49 | 0 | 91 | 3 | 0 | 94 | 143 | 145 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 0 | 50 | 0 | 0 | 50 | 0 | 96 | 4 | 0 | 100 | 150 | 153 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 14 | 14 | 1 | 201 | 0 | 0 | 202 | 0 | 404 | 11 | 0 | 415 | 617 | 631 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 6 | 1 | 50 | 0 | 0 | 51 | 0 | 112 | 3 | 0 | 115 | 166 | 172 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 5 | 1 | 74 | 0 | 0 | 75 | 0 | 98 | 1 | 0 | 99 | 174 | 179 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 71 | 0 | 0 | 71 | 0 | 115 | 3 | 0 | 118 | 189 | 193 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 51 | 0 | 0 | 51 | 0 | 96 | 2 | 0 | 98 | 149 | 153 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 0 | 19 | 19 | 2 | 246 | 0 | 0 | 248 | 0 | 421 | 9 | 0 | 430 | 678 | 697 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|---|---|---|---|----|---|---|---|----|----|---|-----|---|---|-----|---|-----|----|--------------------------------|-----|-----|-----|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 1.101 | | | |
| 04:45 PM to 05:45 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 0 | 22 | 22 | 2 | 296 | 0 | 0 | 298 | 0 | 517 | 13 | 0 | 530 | 828 | 850 |



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1100 LAKE COUNTYWIDE

| WEEK | DATES | SF | MOCF: 0.95
PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2024 - 01/06/2024 | 1.02 | 1.07 |
| 2 | 01/07/2024 - 01/13/2024 | 1.04 | 1.09 |
| 3 | 01/14/2024 - 01/20/2024 | 1.05 | 1.11 |
| 4 | 01/21/2024 - 01/27/2024 | 1.03 | 1.08 |
| 5 | 01/28/2024 - 02/03/2024 | 1.01 | 1.06 |
| 6 | 02/04/2024 - 02/10/2024 | 0.99 | 1.04 |
| * 7 | 02/11/2024 - 02/17/2024 | 0.97 | 1.02 |
| * 8 | 02/18/2024 - 02/24/2024 | 0.96 | 1.01 |
| * 9 | 02/25/2024 - 03/02/2024 | 0.96 | 1.01 |
| *10 | 03/03/2024 - 03/09/2024 | 0.95 | 1.00 |
| *11 | 03/10/2024 - 03/16/2024 | 0.94 | 0.99 |
| *12 | 03/17/2024 - 03/23/2024 | 0.94 | 0.99 |
| *13 | 03/24/2024 - 03/30/2024 | 0.94 | 0.99 |
| *14 | 03/31/2024 - 04/06/2024 | 0.94 | 0.99 |
| *15 | 04/07/2024 - 04/13/2024 | 0.94 | 0.99 |
| *16 | 04/14/2024 - 04/20/2024 | 0.94 | 0.99 |
| *17 | 04/21/2024 - 04/27/2024 | 0.95 | 1.00 |
| *18 | 04/28/2024 - 05/04/2024 | 0.96 | 1.01 |
| *19 | 05/05/2024 - 05/11/2024 | 0.98 | 1.03 |
| 20 | 05/12/2024 - 05/18/2024 | 0.99 | 1.04 |
| 21 | 05/19/2024 - 05/25/2024 | 1.00 | 1.05 |
| 22 | 05/26/2024 - 06/01/2024 | 1.01 | 1.06 |
| 23 | 06/02/2024 - 06/08/2024 | 1.02 | 1.07 |
| 24 | 06/09/2024 - 06/15/2024 | 1.03 | 1.08 |
| 25 | 06/16/2024 - 06/22/2024 | 1.04 | 1.09 |
| 26 | 06/23/2024 - 06/29/2024 | 1.05 | 1.11 |
| 27 | 06/30/2024 - 07/06/2024 | 1.06 | 1.12 |
| 28 | 07/07/2024 - 07/13/2024 | 1.06 | 1.12 |
| 29 | 07/14/2024 - 07/20/2024 | 1.07 | 1.13 |
| 30 | 07/21/2024 - 07/27/2024 | 1.06 | 1.12 |
| 31 | 07/28/2024 - 08/03/2024 | 1.05 | 1.11 |
| 32 | 08/04/2024 - 08/10/2024 | 1.04 | 1.09 |
| 33 | 08/11/2024 - 08/17/2024 | 1.03 | 1.08 |
| 34 | 08/18/2024 - 08/24/2024 | 1.03 | 1.08 |
| 35 | 08/25/2024 - 08/31/2024 | 1.03 | 1.08 |
| 36 | 09/01/2024 - 09/07/2024 | 1.03 | 1.08 |
| 37 | 09/08/2024 - 09/14/2024 | 1.04 | 1.09 |
| 38 | 09/15/2024 - 09/21/2024 | 1.04 | 1.09 |
| 39 | 09/22/2024 - 09/28/2024 | 1.02 | 1.07 |
| 40 | 09/29/2024 - 10/05/2024 | 1.01 | 1.06 |
| 41 | 10/06/2024 - 10/12/2024 | 0.99 | 1.04 |
| 42 | 10/13/2024 - 10/19/2024 | 0.97 | 1.02 |
| 43 | 10/20/2024 - 10/26/2024 | 0.98 | 1.03 |
| 44 | 10/27/2024 - 11/02/2024 | 0.99 | 1.04 |
| 45 | 11/03/2024 - 11/09/2024 | 0.99 | 1.04 |
| 46 | 11/10/2024 - 11/16/2024 | 1.00 | 1.05 |
| 47 | 11/17/2024 - 11/23/2024 | 1.00 | 1.05 |
| 48 | 11/24/2024 - 11/30/2024 | 1.01 | 1.06 |
| 49 | 12/01/2024 - 12/07/2024 | 1.01 | 1.06 |
| 50 | 12/08/2024 - 12/14/2024 | 1.02 | 1.07 |
| 51 | 12/15/2024 - 12/21/2024 | 1.02 | 1.07 |
| 52 | 12/22/2024 - 12/28/2024 | 1.04 | 1.09 |
| 53 | 12/29/2024 - 12/31/2024 | 1.05 | 1.11 |

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

5_1100_PKSEASON.TXT

Appendix E: Existing Intersection Analysis Output

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 102 | 62 | 112 | 82 | 50 | 45 | 219 | 357 | 102 | 81 | 1201 | 109 |
| Future Volume (veh/h) | 102 | 62 | 112 | 82 | 50 | 45 | 219 | 357 | 102 | 81 | 1201 | 109 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 111 | 67 | 122 | 89 | 54 | 49 | 238 | 388 | 111 | 88 | 1305 | 118 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 247 | 76 | 138 | 169 | 104 | 95 | 291 | 2091 | 1021 | 595 | 1949 | 976 |
| Arrive On Green | 0.07 | 0.13 | 0.13 | 0.06 | 0.12 | 0.12 | 0.07 | 0.59 | 0.59 | 0.03 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1781 | 594 | 1082 | 1781 | 903 | 820 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 111 | 0 | 189 | 89 | 0 | 103 | 238 | 388 | 111 | 88 | 1305 | 118 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1676 | 1781 | 0 | 1723 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 7.8 | 0.0 | 16.0 | 6.3 | 0.0 | 8.1 | 8.3 | 7.3 | 3.9 | 3.1 | 37.9 | 4.5 |
| Cycle Q Clear(g_c), s | 7.8 | 0.0 | 16.0 | 6.3 | 0.0 | 8.1 | 8.3 | 7.3 | 3.9 | 3.1 | 37.9 | 4.5 |
| Prop In Lane | 1.00 | | 0.65 | 1.00 | | 0.48 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 247 | 0 | 213 | 169 | 0 | 199 | 291 | 2091 | 1021 | 595 | 1949 | 976 |
| V/C Ratio(X) | 0.45 | 0.00 | 0.89 | 0.53 | 0.00 | 0.52 | 0.82 | 0.19 | 0.11 | 0.15 | 0.67 | 0.12 |
| Avail Cap(c_a), veh/h | 274 | 0 | 255 | 193 | 0 | 239 | 417 | 2091 | 1021 | 595 | 1949 | 976 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.6 | 0.0 | 62.0 | 52.9 | 0.0 | 60.1 | 24.3 | 13.7 | 9.8 | 13.2 | 23.3 | 11.5 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 26.0 | 2.5 | 0.0 | 2.1 | 8.3 | 0.2 | 0.2 | 0.1 | 1.8 | 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(50%),veh/ln | 3.6 | 0.0 | 8.4 | 3.0 | 0.0 | 3.7 | 5.3 | 3.0 | 1.4 | 1.3 | 16.2 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 52.9 | 0.0 | 88.0 | 55.5 | 0.0 | 62.2 | 32.6 | 13.9 | 10.0 | 13.3 | 25.1 | 11.8 |
| LnGrp LOS | D | A | F | E | A | E | C | B | B | B | C | B |
| Approach Vol, veh/h | | 300 | | | 192 | | | 737 | | | 1511 | |
| Approach Delay, s/veh | | 75.0 | | | 59.1 | | | 19.4 | | | 23.4 | |
| Approach LOS | | E | | | E | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 92.0 | 15.1 | 25.4 | 17.8 | 86.2 | 16.8 | 23.7 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 85.0 | 10.0 | 22.0 | 21.0 | 69.0 | 12.0 | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 9.3 | 8.3 | 18.0 | 10.3 | 39.9 | 9.8 | 10.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | 0.0 | 0.3 | 0.5 | 12.6 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 30.5 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (veh/h) | 85 | 0 | 86 | 25 | 0 | 22 | 61 | 469 | 12 | 13 | 1061 | 11 |
| Future Volume (veh/h) | 85 | 0 | 86 | 25 | 0 | 22 | 61 | 469 | 12 | 13 | 1061 | 11 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 92 | 0 | 93 | 27 | 0 | 24 | 66 | 510 | 13 | 14 | 1153 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 146 | 8 | 108 | 218 | 0 | 232 | 349 | 2309 | 1030 | 612 | 2227 | 993 |
| Arrive On Green | 0.15 | 0.00 | 0.15 | 0.15 | 0.00 | 0.15 | 0.04 | 0.65 | 0.65 | 0.02 | 0.63 | 0.63 |
| Sat Flow, veh/h | 670 | 57 | 735 | 1303 | 0 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 185 | 0 | 0 | 27 | 0 | 24 | 66 | 510 | 13 | 14 | 1153 | 12 |
| Grp Sat Flow(s),veh/h/ln | 1463 | 0 | 0 | 1303 | 0 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.4 | 6.6 | 0.3 | 0.3 | 20.0 | 0.3 |
| Cycle Q Clear(g_c), s | 13.8 | 0.0 | 0.0 | 2.6 | 0.0 | 1.5 | 1.4 | 6.6 | 0.3 | 0.3 | 20.0 | 0.3 |
| Prop In Lane | 0.50 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 263 | 0 | 0 | 218 | 0 | 232 | 349 | 2309 | 1030 | 612 | 2227 | 993 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.19 | 0.22 | 0.01 | 0.02 | 0.52 | 0.01 |
| Avail Cap(c_a), veh/h | 350 | 0 | 0 | 295 | 0 | 326 | 376 | 2309 | 1030 | 664 | 2227 | 993 |
| 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 | 46.7 | 0.0 | 0.0 | 41.8 | 0.0 | 41.3 | 8.6 | 8.0 | 6.9 | 7.3 | 11.5 | 7.9 |
| Incr Delay (d2), s/veh | 4.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 0.3 | 0.2 | 0.0 | 0.0 | 0.9 | 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(50%),veh/ln | 5.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.5 | 2.5 | 0.1 | 0.1 | 7.7 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.8 | 0.0 | 0.0 | 42.1 | 0.0 | 41.5 | 8.8 | 8.2 | 6.9 | 7.3 | 12.4 | 7.9 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | B | A |
| Approach Vol, veh/h | | 185 | | | 51 | | | 589 | | | 1179 | |
| Approach Delay, s/veh | | 50.8 | | | 41.8 | | | 8.3 | | | 12.3 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.8 | 79.6 | | 23.4 | 11.4 | 77.0 | | 23.4 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 8.6 | | 15.8 | 3.4 | 22.0 | | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 0.5 | 0.0 | 11.7 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 15.4 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↗ | ↑↑ | ↗ | ↗ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 93 | 60 | 60 | 112 | 53 | 59 | 117 | 441 | 243 | 109 | 306 | 4 |
| Future Volume (veh/h) | 93 | 60 | 60 | 112 | 53 | 59 | 117 | 441 | 243 | 109 | 306 | 4 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 101 | 65 | 65 | 122 | 58 | 64 | 127 | 479 | 264 | 118 | 333 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 223 | 438 | 318 | 237 | 452 | 316 | 443 | 956 | 535 | 351 | 931 | 518 |
| Arrive On Green | 0.06 | 0.12 | 0.12 | 0.07 | 0.13 | 0.13 | 0.08 | 0.27 | 0.27 | 0.07 | 0.26 | 0.26 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 101 | 65 | 65 | 122 | 58 | 64 | 127 | 479 | 264 | 118 | 333 | 4 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.8 | 1.1 | 2.2 | 2.2 | 0.9 | 2.2 | 3.3 | 7.4 | 8.6 | 3.1 | 4.9 | 0.1 |
| Cycle Q Clear(g_c), s | 1.8 | 1.1 | 2.2 | 2.2 | 0.9 | 2.2 | 3.3 | 7.4 | 8.6 | 3.1 | 4.9 | 0.1 |
| 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 | 223 | 438 | 318 | 237 | 452 | 316 | 443 | 956 | 535 | 351 | 931 | 518 |
| V/C Ratio(X) | 0.45 | 0.15 | 0.20 | 0.52 | 0.13 | 0.20 | 0.29 | 0.50 | 0.49 | 0.34 | 0.36 | 0.01 |
| Avail Cap(c_a), veh/h | 1838 | 1397 | 746 | 932 | 466 | 322 | 1085 | 2953 | 1426 | 848 | 2657 | 1288 |
| 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 | 29.2 | 25.4 | 21.6 | 29.2 | 25.1 | 21.7 | 15.4 | 20.0 | 17.1 | 15.8 | 19.5 | 14.7 |
| Incr Delay (d2), s/veh | 1.4 | 0.2 | 0.3 | 1.7 | 0.1 | 0.3 | 0.4 | 0.4 | 0.7 | 0.6 | 0.2 | 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(50%),veh/ln | 0.8 | 0.4 | 0.8 | 0.9 | 0.4 | 0.8 | 1.3 | 2.9 | 3.0 | 1.2 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.7 | 25.6 | 21.9 | 30.9 | 25.3 | 22.0 | 15.8 | 20.4 | 17.8 | 16.4 | 19.7 | 14.7 |
| LnGrp LOS | C | C | C | C | C | C | B | C | B | B | B | B |
| Approach Vol, veh/h | | 231 | | | 244 | | | 870 | | | 455 | |
| Approach Delay, s/veh | | 26.8 | | | 27.2 | | | 19.0 | | | 18.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.2 | 25.2 | 11.9 | 15.5 | 12.6 | 24.8 | 11.7 | 15.7 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 10.6 | 4.2 | 4.2 | 5.3 | 6.9 | 3.8 | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.3 | 4.7 | 0.3 | 0.5 | 0.3 | 2.4 | 0.3 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.0 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026

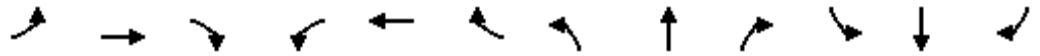


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 54 | 0 | 320 | 1098 | 0 |
| Future Volume (veh/h) | 8 | 54 | 0 | 320 | 1098 | 0 |
| Initial Q (Qb), veh | 0 | 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 9 | 59 | 0 | 348 | 1193 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 118 | 105 | 0 | 2069 | 2069 | 0 |
| Arrive On Green | 0.07 | 0.07 | 0.00 | 0.58 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 9 | 59 | 0 | 348 | 1193 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.2 | 1.4 | 0.0 | 1.8 | 8.4 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 1.4 | 0.0 | 1.8 | 8.4 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 118 | 105 | 0 | 2069 | 2069 | 0 |
| V/C Ratio(X) | 0.08 | 0.56 | 0.00 | 0.17 | 0.58 | 0.00 |
| Avail Cap(c_a), veh/h | 1162 | 1034 | 0 | 7135 | 7135 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.5 | 18.0 | 0.0 | 3.9 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 4.6 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.6 | 0.0 | 0.3 | 1.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.7 | 22.7 | 0.0 | 3.9 | 5.5 | 0.0 |
| LnGrp LOS | B | C | A | A | A | A |
| Approach Vol, veh/h | 68 | | | 348 | 1193 | |
| Approach Delay, s/veh | 22.0 | | | 3.9 | 5.5 | |
| Approach LOS | C | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 30.2 | | 9.6 | | 30.2 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 3.8 | | 3.4 | | 10.4 |
| Green Ext Time (p_c), s | | 2.6 | | 0.2 | | 12.8 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 5.8 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↔↔ | | ↗ | ↖ | ↕↕ | | | ↕↕ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 709 | 0 | 81 | 48 | 239 | 0 | 0 | 388 | 65 |
| Future Volume (veh/h) | 0 | 0 | 0 | 709 | 0 | 81 | 48 | 239 | 0 | 0 | 388 | 65 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 771 | 0 | 0 | 52 | 260 | 0 | 0 | 422 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1059 | 0 | | 338 | 1435 | 0 | 0 | 736 | |
| Arrive On Green | | | | 0.31 | 0.00 | 0.00 | 0.05 | 0.40 | 0.00 | 0.00 | 0.21 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 771 | 0 | 0 | 52 | 260 | 0 | 0 | 422 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 9.6 | 0.0 | 0.0 | 1.0 | 2.3 | 0.0 | 0.0 | 5.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 9.6 | 0.0 | 0.0 | 1.0 | 2.3 | 0.0 | 0.0 | 5.2 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1059 | 0 | | 338 | 1435 | 0 | 0 | 736 | |
| V/C Ratio(X) | | | | 0.73 | 0.00 | | 0.15 | 0.18 | 0.00 | 0.00 | 0.57 | |
| Avail Cap(c_a), veh/h | | | | 4004 | 0 | | 688 | 3676 | 0 | 0 | 2279 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 15.0 | 0.0 | 0.0 | 12.7 | 9.3 | 0.0 | 0.0 | 17.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.7 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 3.3 | 0.0 | 0.0 | 0.4 | 0.7 | 0.0 | 0.0 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 15.9 | 0.0 | 0.0 | 13.0 | 9.3 | 0.0 | 0.0 | 18.0 | 0.0 |
| LnGrp LOS | | | | B | A | | B | A | A | A | B | |
| Approach Vol, veh/h | | | | | 771 | | | 312 | | | 422 | |
| Approach Delay, s/veh | | | | | 15.9 | | | 9.9 | | | 18.0 | |
| Approach LOS | | | | | B | | | A | | | B | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.5 | | | 9.5 | 17.0 | | 21.8 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 4.3 | | | 3.0 | 7.2 | | 11.6 | | | | |
| Green Ext Time (p_c), s | | 1.8 | | | 0.0 | 2.8 | | 3.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.3 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 505 | 174 | 7 | 21 | 5 |
| Future Vol, veh/h | 3 | 505 | 174 | 7 | 21 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 549 | 189 | 8 | 23 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 197 | 0 | - | 0 | 748 193 |
| Stage 1 | - | - | - | - | 193 - |
| Stage 2 | - | - | - | - | 555 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1376 | - | - | - | 380 849 |
| Stage 1 | - | - | - | - | 840 - |
| Stage 2 | - | - | - | - | 575 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1376 | - | - | - | 379 849 |
| Mov Cap-2 Maneuver | - | - | - | - | 379 - |
| Stage 1 | - | - | - | - | 837 - |
| Stage 2 | - | - | - | - | 575 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1376 | - | - | - | 424 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.067 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 14.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

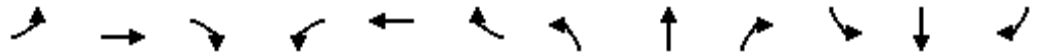
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 17 | 131 | 19 | 5 | 9 | 255 | 488 | 55 | 22 | 714 | 213 |
| Future Volume (veh/h) | 118 | 17 | 131 | 19 | 5 | 9 | 255 | 488 | 55 | 22 | 714 | 213 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 128 | 18 | 142 | 21 | 5 | 10 | 277 | 530 | 60 | 24 | 776 | 232 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 260 | 21 | 165 | 109 | 30 | 60 | 455 | 2279 | 1048 | 569 | 2073 | 1053 |
| Arrive On Green | 0.08 | 0.12 | 0.12 | 0.02 | 0.05 | 0.05 | 0.08 | 0.64 | 0.64 | 0.02 | 0.58 | 0.58 |
| Sat Flow, veh/h | 1781 | 181 | 1431 | 1781 | 557 | 1113 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 128 | 0 | 160 | 21 | 0 | 15 | 277 | 530 | 60 | 24 | 776 | 232 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1613 | 1781 | 0 | 1670 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 9.1 | 0.0 | 13.5 | 1.5 | 0.0 | 1.2 | 8.2 | 8.7 | 1.8 | 0.7 | 16.2 | 8.0 |
| Cycle Q Clear(g_c), s | 9.1 | 0.0 | 13.5 | 1.5 | 0.0 | 1.2 | 8.2 | 8.7 | 1.8 | 0.7 | 16.2 | 8.0 |
| Prop In Lane | 1.00 | | 0.89 | 1.00 | | 0.67 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 260 | 0 | 186 | 109 | 0 | 90 | 455 | 2279 | 1048 | 569 | 2073 | 1053 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.86 | 0.19 | 0.00 | 0.17 | 0.61 | 0.23 | 0.06 | 0.04 | 0.37 | 0.22 |
| Avail Cap(c_a), veh/h | 411 | 0 | 267 | 138 | 0 | 90 | 775 | 2279 | 1048 | 594 | 2073 | 1053 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.1 | 0.0 | 60.3 | 60.3 | 0.0 | 62.7 | 10.9 | 10.5 | 8.3 | 11.0 | 15.4 | 9.1 |
| Incr Delay (d2), s/veh | 1.4 | 0.0 | 17.4 | 0.8 | 0.0 | 0.9 | 1.3 | 0.2 | 0.1 | 0.0 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 0.0 | 6.4 | 0.7 | 0.0 | 0.5 | 3.3 | 3.5 | 0.7 | 0.3 | 6.7 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.5 | 0.0 | 77.7 | 61.2 | 0.0 | 63.5 | 12.2 | 10.7 | 8.4 | 11.0 | 15.9 | 9.6 |
| LnGrp LOS | E | A | E | E | A | E | B | B | A | B | B | A |
| Approach Vol, veh/h | | 288 | | | 36 | | | 867 | | | 1032 | |
| Approach Delay, s/veh | | 67.8 | | | 62.1 | | | 11.0 | | | 14.4 | |
| Approach LOS | | E | | | E | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 96.0 | 9.8 | 23.0 | 18.1 | 88.0 | 18.3 | 14.5 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 89.0 | 5.0 | 23.0 | 36.0 | 58.0 | 23.0 | 5.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 10.7 | 3.5 | 15.5 | 10.2 | 18.2 | 11.1 | 3.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.3 | 0.0 | 0.5 | 0.8 | 7.5 | 0.2 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 20.8 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

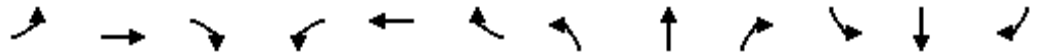
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↗ | ↗ | ↖ | ↗ | ↖ |
| Traffic Volume (veh/h) | 46 | 2 | 54 | 25 | 2 | 16 | 93 | 474 | 25 | 23 | 789 | 64 |
| Future Volume (veh/h) | 46 | 2 | 54 | 25 | 2 | 16 | 93 | 474 | 25 | 23 | 789 | 64 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 50 | 2 | 59 | 27 | 2 | 17 | 101 | 515 | 27 | 25 | 858 | 70 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 104 | 12 | 75 | 182 | 16 | 134 | 483 | 2429 | 1084 | 656 | 2357 | 1051 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.04 | 0.68 | 0.68 | 0.02 | 0.66 | 0.66 |
| Sat Flow, veh/h | 586 | 128 | 810 | 1341 | 170 | 1441 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 111 | 0 | 0 | 27 | 0 | 19 | 101 | 515 | 27 | 25 | 858 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1524 | 0 | 0 | 1341 | 0 | 1611 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.9 | 5.7 | 0.6 | 0.5 | 11.3 | 1.6 |
| Cycle Q Clear(g_c), s | 7.5 | 0.0 | 0.0 | 2.2 | 0.0 | 1.1 | 1.9 | 5.7 | 0.6 | 0.5 | 11.3 | 1.6 |
| Prop In Lane | 0.45 | | 0.53 | 1.00 | | 0.89 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 0 | 0 | 182 | 0 | 150 | 483 | 2429 | 1084 | 656 | 2357 | 1051 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.00 | 0.15 | 0.00 | 0.13 | 0.21 | 0.21 | 0.02 | 0.04 | 0.36 | 0.07 |
| Avail Cap(c_a), veh/h | 378 | 0 | 0 | 349 | 0 | 351 | 505 | 2429 | 1084 | 697 | 2357 | 1051 |
| 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 | 46.7 | 0.0 | 0.0 | 44.4 | 0.0 | 43.9 | 5.5 | 6.2 | 5.4 | 5.3 | 7.9 | 6.3 |
| Incr Delay (d2), s/veh | 2.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | 0.2 | 0.2 | 0.0 | 0.0 | 0.4 | 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(50%),veh/ln | 3.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.5 | 0.6 | 2.0 | 0.2 | 0.2 | 4.1 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.5 | 0.0 | 0.0 | 44.8 | 0.0 | 44.3 | 5.7 | 6.4 | 5.4 | 5.3 | 8.3 | 6.4 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | 111 | | | 46 | | | 643 | | | 953 | |
| Approach Delay, s/veh | | 49.5 | | | 44.6 | | | 6.2 | | | 8.1 | |
| Approach LOS | | D | | | D | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.6 | 79.1 | | 16.8 | 11.7 | 77.0 | | 16.8 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 7.7 | | 9.5 | 3.9 | 13.3 | | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.1 | | 0.4 | 0.0 | 7.9 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.0 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↖↗ | ↕ | ↘ | ↖↗ | ↕ | ↘ | ↖ | ↕ | ↘ | ↖ | ↕ | ↘ |
| Traffic Volume (veh/h) | 131 | 87 | 85 | 159 | 76 | 83 | 174 | 458 | 7 | 177 | 659 | 365 |
| Future Volume (veh/h) | 131 | 87 | 85 | 159 | 76 | 83 | 174 | 458 | 7 | 177 | 659 | 365 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 95 | 92 | 173 | 83 | 90 | 189 | 498 | 8 | 192 | 716 | 397 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 369 | 321 | 269 | 402 | 337 | 348 | 1158 | 640 | 464 | 1156 | 624 |
| Arrive On Green | 0.07 | 0.10 | 0.10 | 0.08 | 0.11 | 0.11 | 0.10 | 0.33 | 0.33 | 0.10 | 0.33 | 0.33 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 142 | 95 | 92 | 173 | 83 | 90 | 189 | 498 | 8 | 192 | 716 | 397 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 3.1 | 1.9 | 3.8 | 3.7 | 1.6 | 3.7 | 5.3 | 8.5 | 0.2 | 5.4 | 13.1 | 15.6 |
| Cycle Q Clear(g_c), s | 3.1 | 1.9 | 3.8 | 3.7 | 1.6 | 3.7 | 5.3 | 8.5 | 0.2 | 5.4 | 13.1 | 15.6 |
| 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 | 236 | 369 | 321 | 269 | 402 | 337 | 348 | 1158 | 640 | 464 | 1156 | 624 |
| V/C Ratio(X) | 0.60 | 0.26 | 0.29 | 0.64 | 0.21 | 0.27 | 0.54 | 0.43 | 0.01 | 0.41 | 0.62 | 0.64 |
| Avail Cap(c_a), veh/h | 1546 | 1175 | 681 | 784 | 402 | 337 | 828 | 2484 | 1231 | 813 | 2235 | 1105 |
| 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 | 34.9 | 31.8 | 26.0 | 34.5 | 31.0 | 25.3 | 16.1 | 20.4 | 13.8 | 14.9 | 22.0 | 18.9 |
| Incr Delay (d2), s/veh | 2.4 | 0.4 | 0.5 | 2.6 | 0.3 | 0.4 | 1.3 | 0.3 | 0.0 | 0.6 | 0.5 | 1.1 |
| 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(50%),veh/ln | 1.3 | 0.8 | 1.4 | 1.6 | 0.7 | 1.4 | 2.1 | 3.4 | 0.1 | 2.1 | 5.3 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.3 | 32.2 | 26.5 | 37.1 | 31.3 | 25.8 | 17.4 | 20.6 | 13.8 | 15.5 | 22.5 | 20.0 |
| LnGrp LOS | D | C | C | D | C | C | B | C | B | B | C | B |
| Approach Vol, veh/h | | 329 | | | 346 | | | 695 | | | 1305 | |
| Approach Delay, s/veh | | 32.8 | | | 32.8 | | | 19.7 | | | 20.7 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.2 | 32.9 | 13.5 | 15.5 | 15.2 | 32.9 | 12.8 | 16.2 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.4 | 10.5 | 5.7 | 5.8 | 7.3 | 17.6 | 5.1 | 5.7 | | | | |
| Green Ext Time (p_c), s | 0.5 | 3.8 | 0.4 | 0.8 | 0.5 | 7.5 | 0.5 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 23.5 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 83 | 0 | 410 | 1118 | 0 |
| Future Volume (veh/h) | 7 | 83 | 0 | 410 | 1118 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 8 | 90 | 0 | 446 | 1215 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 145 | 129 | 0 | 2069 | 2069 | 0 |
| Arrive On Green | 0.08 | 0.08 | 0.00 | 0.58 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 8 | 90 | 0 | 446 | 1215 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.2 | 2.3 | 0.0 | 2.5 | 9.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 2.3 | 0.0 | 2.5 | 9.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 145 | 129 | 0 | 2069 | 2069 | 0 |
| V/C Ratio(X) | 0.06 | 0.70 | 0.00 | 0.22 | 0.59 | 0.00 |
| Avail Cap(c_a), veh/h | 1113 | 990 | 0 | 6832 | 6832 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.6 | 18.6 | 0.0 | 4.2 | 5.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 6.6 | 0.0 | 0.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.0 | 0.0 | 0.5 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.8 | 25.2 | 0.0 | 4.2 | 5.8 | 0.0 |
| LnGrp LOS | B | C | A | A | A | A |
| Approach Vol, veh/h | | | | 446 | 1215 | |
| Approach Delay, s/veh | | | | 4.2 | 5.8 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 31.2 | | 10.4 | | 31.2 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 4.5 | | 4.3 | | 11.0 |
| Green Ext Time (p_c), s | | 3.4 | | 0.2 | | 13.2 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 6.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 786 | 0 | 299 | 65 | 357 | 0 | 0 | 511 | 3 |
| Future Volume (veh/h) | 0 | 0 | 0 | 786 | 0 | 299 | 65 | 357 | 0 | 0 | 511 | 3 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 854 | 0 | 0 | 71 | 388 | 0 | 0 | 555 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1115 | 0 | | 323 | 1519 | 0 | 0 | 863 | |
| Arrive On Green | | | | 0.32 | 0.00 | 0.00 | 0.06 | 0.43 | 0.00 | 0.00 | 0.24 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 854 | 0 | 0 | 71 | 388 | 0 | 0 | 555 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 12.5 | 0.0 | 0.0 | 1.5 | 3.9 | 0.0 | 0.0 | 7.9 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.5 | 0.0 | 0.0 | 1.5 | 3.9 | 0.0 | 0.0 | 7.9 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1115 | 0 | | 323 | 1519 | 0 | 0 | 863 | |
| V/C Ratio(X) | | | | 0.77 | 0.00 | | 0.22 | 0.26 | 0.00 | 0.00 | 0.64 | |
| Avail Cap(c_a), veh/h | | | | 3454 | 0 | | 598 | 3172 | 0 | 0 | 1966 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 17.1 | 0.0 | 0.0 | 13.7 | 10.3 | 0.0 | 0.0 | 19.0 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.1 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.8 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 4.5 | 0.0 | 0.0 | 0.6 | 1.3 | 0.0 | 0.0 | 3.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 18.2 | 0.0 | 0.0 | 14.1 | 10.4 | 0.0 | 0.0 | 19.8 | 0.0 |
| LnGrp LOS | | | | B | A | | B | B | A | A | B | |
| Approach Vol, veh/h | | | | | 854 | | | 459 | | | 555 | |
| Approach Delay, s/veh | | | | | 18.2 | | | 11.0 | | | 19.8 | |
| Approach LOS | | | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 30.9 | | | 10.3 | 20.6 | | 25.1 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | | 3.5 | 9.9 | | 14.5 | | | | |
| Green Ext Time (p_c), s | | 2.9 | | | 0.1 | 3.8 | | 3.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.9 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 2 | 296 | 517 | 13 | 17 | 5 |
| Future Vol, veh/h | 2 | 296 | 517 | 13 | 17 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 322 | 562 | 14 | 18 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 576 | 0 | - | 0 | 895 569 |
| Stage 1 | - | - | - | - | 569 - |
| Stage 2 | - | - | - | - | 326 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 997 | - | - | - | 311 522 |
| Stage 1 | - | - | - | - | 566 - |
| Stage 2 | - | - | - | - | 731 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 997 | - | - | - | 310 522 |
| Mov Cap-2 Maneuver | - | - | - | - | 310 - |
| Stage 1 | - | - | - | - | 565 - |
| Stage 2 | - | - | - | - | 731 - |

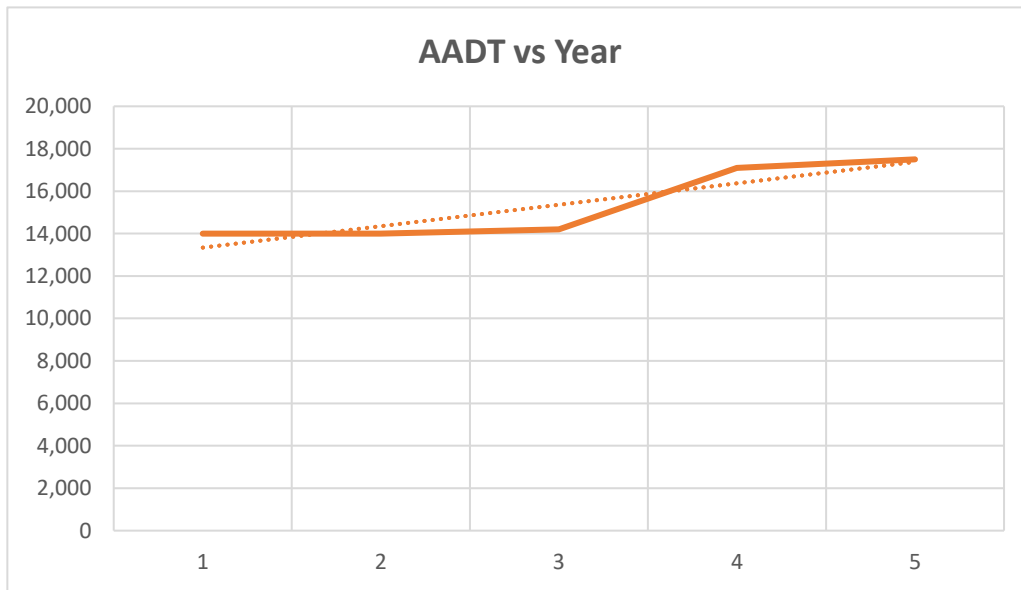
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 16.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 997 | - | - | - | 342 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.07 |
| HCM Control Delay (s) | 8.6 | 0 | - | - | 16.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Appendix F: Historical Trends Analysis

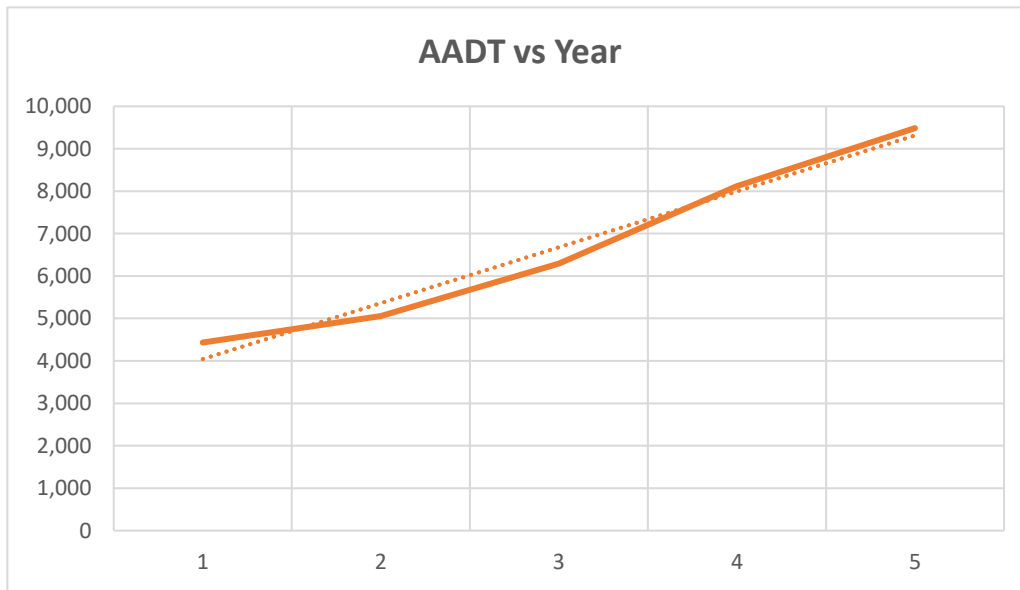
LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|--------|--------------|
| 2020 | 14,000 | |
| 2021 | 14,000 | 0.000000 |
| 2022 | 14,200 | 0.014286 |
| 2023 | 17,100 | 0.204225 |
| 2024 | 17,500 | 0.023392 |
| | | |
| Avg Annual Growth Rate | | 6.05% |



LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|-------|---------------|
| 2020 | 4,433 | |
| 2021 | 5,054 | 0.140086 |
| 2022 | 6,297 | 0.245944 |
| 2023 | 8,122 | 0.289821 |
| 2024 | 9,486 | 0.167939 |
| | | |
| Avg Annual Growth Rate | | 21.09% |



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 8025 - NORTH HANCOCK RD, 400 FT N OF SR-50 - OFF SYSTEM

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2024 | 17500 | F | N | 8600 | S | 8900 | 9.00 | 53.70 | 2.40 |
| 2023 | 17100 | C | N | 8400 | S | 8700 | 9.00 | 53.20 | 2.40 |
| 2022 | 14200 | S | N | 6900 | S | 7300 | 9.00 | 54.50 | 7.60 |
| 2021 | 14000 | F | N | 6800 | S | 7200 | 9.00 | 53.80 | 14.80 |
| 2020 | 14000 | C | N | 6800 | S | 7200 | 9.00 | 54.10 | 6.80 |
| 2019 | 16600 | C | N | 7900 | S | 8700 | 9.00 | 54.30 | 9.90 |
| 2018 | 17200 | F | N | 8400 | S | 8800 | 9.00 | 54.20 | 13.00 |
| 2017 | 16800 | C | N | 8200 | S | 8600 | 9.00 | 54.20 | 10.70 |
| 2016 | 14600 | C | N | 7000 | S | 7600 | 9.00 | 53.90 | 12.60 |
| 2015 | 14300 | T | N | 7000 | S | 7300 | 9.00 | 54.60 | 12.60 |
| 2014 | 13900 | S | N | 6800 | S | 7100 | 9.00 | 54.50 | 11.30 |
| 2013 | 13700 | F | N | 6700 | S | 7000 | 9.00 | 54.70 | 10.90 |
| 2012 | 13700 | C | N | 6700 | S | 7000 | 9.00 | 55.10 | 11.00 |
| 2011 | 15800 | C | N | 7700 | S | 8100 | 9.00 | 54.20 | 10.20 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0457 - N HANCOCK, MONTVERDE

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|-------------|-----------|----------|----------|
| 2024 | 9486 C | N 4959 | S 4527 | 9.00 | 59.20 | 9.60 |
| 2023 | 8122 C | N 4201 | S 3921 | 9.00 | 59.90 | 10.90 |
| 2022 | 6297 C | N 3322 | S 2975 | 9.00 | 58.40 | 12.40 |
| 2021 | 5054 C | N 2688 | S 2366 | 9.00 | 60.30 | 11.40 |
| 2020 | 4433 C | N 2310 | S 2123 | 9.00 | 54.10 | 10.00 |

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

Appendix G: Projected Intersection Analysis Output

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

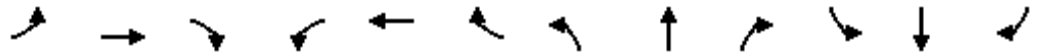
05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|-------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 141 | 79 | 142 | 104 | 64 | 57 | 278 | 523 | 130 | 103 | 1550 | 143 |
| Future Volume (veh/h) | 141 | 79 | 142 | 104 | 64 | 57 | 278 | 523 | 130 | 103 | 1550 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 153 | 86 | 154 | 113 | 70 | 62 | 302 | 568 | 141 | 112 | 1685 | 155 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 268 | 88 | 158 | 171 | 122 | 108 | 297 | 2014 | 1004 | 448 | 1635 | 856 |
| Arrive On Green | 0.08 | 0.15 | 0.15 | 0.07 | 0.13 | 0.13 | 0.14 | 0.57 | 0.57 | 0.03 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1781 | 601 | 1076 | 1781 | 915 | 810 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 153 | 0 | 240 | 113 | 0 | 132 | 302 | 568 | 141 | 112 | 1685 | 155 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1677 | 1781 | 0 | 1725 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.1 | 0.0 | 21.4 | 8.1 | 0.0 | 10.8 | 21.0 | 12.4 | 5.4 | 5.0 | 69.0 | 7.5 |
| Cycle Q Clear(g_c), s | 11.1 | 0.0 | 21.4 | 8.1 | 0.0 | 10.8 | 21.0 | 12.4 | 5.4 | 5.0 | 69.0 | 7.5 |
| Prop In Lane | 1.00 | | 0.64 | 1.00 | | 0.47 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 268 | 0 | 246 | 171 | 0 | 230 | 297 | 2014 | 1004 | 448 | 1635 | 856 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.98 | 0.66 | 0.00 | 0.57 | 1.02 | 0.28 | 0.14 | 0.25 | 1.03 | 0.18 |
| Avail Cap(c_a), veh/h | 268 | 0 | 246 | 171 | 0 | 230 | 297 | 2014 | 1004 | 448 | 1635 | 856 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.2 | 0.0 | 63.7 | 52.6 | 0.0 | 61.0 | 53.4 | 16.8 | 11.1 | 20.5 | 40.5 | 17.6 |
| Incr Delay (d2), s/veh | 2.9 | 0.0 | 50.5 | 8.9 | 0.0 | 3.4 | 56.2 | 0.4 | 0.3 | 0.3 | 30.6 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 0.0 | 12.6 | 4.1 | 0.0 | 5.0 | 15.6 | 5.2 | 2.0 | 2.2 | 36.6 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 54.1 | 0.0 | 114.2 | 61.5 | 0.0 | 64.4 | 109.6 | 17.1 | 11.4 | 20.8 | 71.1 | 18.1 |
| LnGrp LOS | D | A | F | E | A | E | F | B | B | C | F | B |
| Approach Vol, veh/h | | 393 | | | 245 | | | 1011 | | | 1952 | |
| Approach Delay, s/veh | | 90.8 | | | 63.1 | | | 44.0 | | | 64.0 | |
| Approach LOS | | F | | | E | | | D | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 92.0 | 17.0 | 29.0 | 28.0 | 76.0 | 19.0 | 27.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 85.0 | 10.0 | 22.0 | 21.0 | 69.0 | 12.0 | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.0 | 14.4 | 10.1 | 23.4 | 23.0 | 71.0 | 13.1 | 12.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 61.2 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

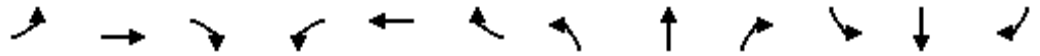
05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 108 | 0 | 109 | 32 | 0 | 28 | 78 | 676 | 15 | 17 | 1426 | 14 |
| Future Volume (veh/h) | 108 | 0 | 109 | 32 | 0 | 28 | 78 | 676 | 15 | 17 | 1426 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 117 | 0 | 118 | 35 | 0 | 30 | 85 | 735 | 16 | 18 | 1550 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 168 | 7 | 130 | 242 | 0 | 289 | 227 | 2201 | 982 | 465 | 2126 | 948 |
| Arrive On Green | 0.18 | 0.00 | 0.18 | 0.18 | 0.00 | 0.18 | 0.04 | 0.62 | 0.62 | 0.02 | 0.60 | 0.60 |
| Sat Flow, veh/h | 671 | 36 | 713 | 1274 | 0 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 235 | 0 | 0 | 35 | 0 | 30 | 85 | 735 | 16 | 18 | 1550 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1421 | 0 | 0 | 1274 | 0 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 2.1 | 11.6 | 0.5 | 0.5 | 36.4 | 0.4 |
| Cycle Q Clear(g_c), s | 19.1 | 0.0 | 0.0 | 3.6 | 0.0 | 1.8 | 2.1 | 11.6 | 0.5 | 0.5 | 36.4 | 0.4 |
| Prop In Lane | 0.50 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 0 | 242 | 0 | 289 | 227 | 2201 | 982 | 465 | 2126 | 948 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.00 | 0.14 | 0.00 | 0.10 | 0.37 | 0.33 | 0.02 | 0.04 | 0.73 | 0.02 |
| Avail Cap(c_a), veh/h | 326 | 0 | 0 | 260 | 0 | 312 | 247 | 2201 | 982 | 508 | 2126 | 948 |
| 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 | 47.3 | 0.0 | 0.0 | 40.6 | 0.0 | 39.9 | 15.7 | 10.7 | 8.6 | 9.0 | 16.7 | 9.5 |
| Incr Delay (d2), s/veh | 10.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 1.0 | 0.4 | 0.0 | 0.0 | 2.2 | 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(50%),veh/ln | 7.5 | 0.0 | 0.0 | 0.9 | 0.0 | 0.7 | 0.9 | 4.5 | 0.2 | 0.2 | 14.6 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.4 | 0.0 | 0.0 | 40.9 | 0.0 | 40.0 | 16.7 | 11.1 | 8.6 | 9.1 | 19.0 | 9.6 |
| LnGrp LOS | E | A | A | D | A | D | B | B | A | A | B | A |
| Approach Vol, veh/h | | 235 | | | 65 | | | 836 | | | 1583 | |
| Approach Delay, s/veh | | 57.4 | | | 40.5 | | | 11.6 | | | 18.8 | |
| Approach LOS | | E | | | D | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 79.5 | | 28.3 | 11.7 | 77.0 | | 28.3 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 13.6 | | 21.1 | 4.1 | 38.4 | | 5.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.2 | | 0.2 | 0.0 | 15.9 | | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 20.4 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑ | ↖ | ↖ | ↑↑ | ↖ | ↖ | ↑↑ | ↖ |
| Traffic Volume (veh/h) | 299 | 97 | 153 | 142 | 89 | 75 | 229 | 561 | 309 | 139 | 389 | 195 |
| Future Volume (veh/h) | 299 | 97 | 153 | 142 | 89 | 75 | 229 | 561 | 309 | 139 | 389 | 195 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 325 | 105 | 166 | 154 | 97 | 82 | 249 | 610 | 336 | 151 | 423 | 212 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 453 | 582 | 476 | 246 | 370 | 307 | 439 | 1000 | 559 | 331 | 828 | 577 |
| Arrive On Green | 0.13 | 0.16 | 0.16 | 0.07 | 0.10 | 0.10 | 0.14 | 0.28 | 0.28 | 0.09 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 325 | 105 | 166 | 154 | 97 | 82 | 249 | 610 | 336 | 151 | 423 | 212 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 6.9 | 2.0 | 6.3 | 3.3 | 1.9 | 3.4 | 7.9 | 11.4 | 13.4 | 4.8 | 8.0 | 7.5 |
| Cycle Q Clear(g_c), s | 6.9 | 2.0 | 6.3 | 3.3 | 1.9 | 3.4 | 7.9 | 11.4 | 13.4 | 4.8 | 8.0 | 7.5 |
| 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 | 582 | 476 | 246 | 370 | 307 | 439 | 1000 | 559 | 331 | 828 | 577 |
| V/C Ratio(X) | 0.72 | 0.18 | 0.35 | 0.63 | 0.26 | 0.27 | 0.57 | 0.61 | 0.60 | 0.46 | 0.51 | 0.37 |
| Avail Cap(c_a), veh/h | 1551 | 1179 | 742 | 787 | 393 | 317 | 854 | 2492 | 1224 | 700 | 2242 | 1208 |
| 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 | 32.0 | 27.7 | 21.0 | 34.7 | 31.7 | 26.4 | 18.4 | 24.0 | 20.4 | 19.8 | 25.7 | 17.9 |
| Incr Delay (d2), s/veh | 2.2 | 0.1 | 0.4 | 2.6 | 0.4 | 0.5 | 1.2 | 0.6 | 1.0 | 1.0 | 0.5 | 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(50%),veh/ln | 2.9 | 0.8 | 2.3 | 1.5 | 0.8 | 1.3 | 3.2 | 4.7 | 4.8 | 2.0 | 3.3 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 34.2 | 27.8 | 21.5 | 37.3 | 32.1 | 26.8 | 19.5 | 24.6 | 21.5 | 20.8 | 26.2 | 18.3 |
| LnGrp LOS | C | C | C | D | C | C | B | C | C | C | C | B |
| Approach Vol, veh/h | | 596 | | | 333 | | | 1195 | | | 786 | |
| Approach Delay, s/veh | | 29.5 | | | 33.2 | | | 22.6 | | | 23.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.4 | 29.4 | 13.0 | 20.1 | 18.1 | 25.7 | 17.6 | 15.5 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.8 | 15.4 | 5.3 | 8.3 | 9.9 | 10.0 | 8.9 | 5.4 | | | | |
| Green Ext Time (p_c), s | 0.3 | 6.2 | 0.4 | 1.1 | 0.7 | 3.9 | 1.1 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 25.4 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

05/18/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 138 | 0 | 491 | 1516 | 0 |
| Future Volume (veh/h) | 10 | 138 | 0 | 491 | 1516 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 11 | 150 | 0 | 534 | 1648 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 217 | 193 | 0 | 2361 | 2361 | 0 |
| Arrive On Green | 0.12 | 0.12 | 0.00 | 0.66 | 0.66 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 11 | 150 | 0 | 534 | 1648 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.4 | 6.0 | 0.0 | 3.9 | 19.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 6.0 | 0.0 | 3.9 | 19.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 217 | 193 | 0 | 2361 | 2361 | 0 |
| V/C Ratio(X) | 0.05 | 0.78 | 0.00 | 0.23 | 0.70 | 0.00 |
| Avail Cap(c_a), veh/h | 707 | 629 | 0 | 4337 | 4337 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.4 | 27.9 | 0.0 | 4.3 | 6.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 6.5 | 0.0 | 0.0 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 2.5 | 0.0 | 1.0 | 5.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 25.5 | 34.4 | 0.0 | 4.4 | 7.3 | 0.0 |
| LnGrp LOS | C | C | A | A | A | A |
| Approach Vol, veh/h | | | | 534 | 1648 | |
| Approach Delay, s/veh | | | | 4.4 | 7.3 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 50.5 | | 15.0 | | 50.5 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | 8.0 | | 21.0 |
| Green Ext Time (p_c), s | | 4.2 | | 0.4 | | 22.5 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 8.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary
5: Hancock Rd & WB Ramps

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 1003 | 0 | 103 | 127 | 321 | 0 | 0 | 512 | 83 |
| Future Volume (veh/h) | 0 | 0 | 0 | 1003 | 0 | 103 | 127 | 321 | 0 | 0 | 512 | 83 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 1090 | 0 | 0 | 138 | 349 | 0 | 0 | 557 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1331 | 0 | | 320 | 1457 | 0 | 0 | 805 | |
| Arrive On Green | | | | 0.39 | 0.00 | 0.00 | 0.08 | 0.41 | 0.00 | 0.00 | 0.23 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 1090 | 0 | 0 | 138 | 349 | 0 | 0 | 557 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 19.4 | 0.0 | 0.0 | 3.8 | 4.4 | 0.0 | 0.0 | 9.8 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 19.4 | 0.0 | 0.0 | 3.8 | 4.4 | 0.0 | 0.0 | 9.8 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1331 | 0 | | 320 | 1457 | 0 | 0 | 805 | |
| V/C Ratio(X) | | | | 0.82 | 0.00 | | 0.43 | 0.24 | 0.00 | 0.00 | 0.69 | |
| Avail Cap(c_a), veh/h | | | | 2833 | 0 | | 489 | 2601 | 0 | 0 | 1613 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 18.9 | 0.0 | 0.0 | 17.5 | 13.2 | 0.0 | 0.0 | 24.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.3 | 0.0 | 0.0 | 0.9 | 0.1 | 0.0 | 0.0 | 1.1 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 7.2 | 0.0 | 0.0 | 1.5 | 1.6 | 0.0 | 0.0 | 4.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 20.2 | 0.0 | 0.0 | 18.4 | 13.3 | 0.0 | 0.0 | 25.3 | 0.0 |
| LnGrp LOS | | | | C | A | | B | B | A | A | C | |
| Approach Vol, veh/h | | | | | 1090 | | | 487 | | | 557 | |
| Approach Delay, s/veh | | | | | 20.2 | | | 14.7 | | | 25.3 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 35.0 | | | 12.5 | 22.5 | | 33.3 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.4 | | | 5.8 | 11.8 | | 21.4 | | | | |
| Green Ext Time (p_c), s | | 2.5 | | | 0.2 | 3.6 | | 5.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.3 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 4 | 715 | 291 | 9 | 27 | 6 |
| Future Vol, veh/h | 4 | 715 | 291 | 9 | 27 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 777 | 316 | 10 | 29 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 326 | 0 | - | 0 | 1106 321 |
| Stage 1 | - | - | - | - | 321 - |
| Stage 2 | - | - | - | - | 785 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1234 | - | - | - | 233 720 |
| Stage 1 | - | - | - | - | 735 - |
| Stage 2 | - | - | - | - | 449 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1234 | - | - | - | 232 720 |
| Mov Cap-2 Maneuver | - | - | - | - | 232 - |
| Stage 1 | - | - | - | - | 731 - |
| Stage 2 | - | - | - | - | 449 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1234 | - | - | - | 265 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.135 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 20.7 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗↗ | ↗↗ | ↗ | ↘ | ↗ |
| Traffic Vol, veh/h | 36 | 307 | 256 | 73 | 278 | 35 |
| Future Vol, veh/h | 36 | 307 | 256 | 73 | 278 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 334 | 278 | 79 | 302 | 38 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 357 | 0 | - | 0 | 523 |
| Stage 1 | - | - | - | - | 278 |
| Stage 2 | - | - | - | - | 245 |
| Critical Hdwy | 4.14 | - | - | - | 6.84 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 |
| Pot Cap-1 Maneuver | 1198 | - | - | - | 484 |
| Stage 1 | - | - | - | - | 744 |
| Stage 2 | - | - | - | - | 773 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1198 | - | - | - | 468 |
| Mov Cap-2 Maneuver | - | - | - | - | 553 |
| Stage 1 | - | - | - | - | 719 |
| Stage 2 | - | - | - | - | 773 |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.9 | 0 | 18 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 1198 | - | - | - | 553 | 884 |
| HCM Lane V/C Ratio | 0.033 | - | - | - | 0.546 | 0.043 |
| HCM Control Delay (s) | 8.1 | - | - | - | 19.1 | 9.3 |
| HCM Lane LOS | A | - | - | - | C | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 3.3 | 0.1 |

HCM 6th TWSC
8: Citrus Grove Rd & Access

05/18/2026

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑↑ | ↑↑ | ↗ | | ↗ |
| Traffic Vol, veh/h | 36 | 549 | 294 | 218 | 0 | 35 |
| Future Vol, veh/h | 36 | 549 | 294 | 218 | 0 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | - | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 597 | 320 | 237 | 0 | 38 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|--------|
| Conflicting Flow All | 557 | 0 | - | 0 | - 160 |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | 4.14 | - | - | - | - 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | 2.22 | - | - | - | - 3.32 |
| Pot Cap-1 Maneuver | 1010 | - | - | - | 0 857 |
| Stage 1 | - | - | - | - | 0 - |
| Stage 2 | - | - | - | - | 0 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1010 | - | - | - | - 857 |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.5 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1010 | - | - | - | 857 |
| HCM Lane V/C Ratio | 0.039 | - | - | - | 0.044 |
| HCM Control Delay (s) | 8.7 | - | - | - | 9.4 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 159 | 22 | 167 | 24 | 6 | 11 | 324 | 681 | 70 | 28 | 933 | 275 |
| Future Volume (veh/h) | 159 | 22 | 167 | 24 | 6 | 11 | 324 | 681 | 70 | 28 | 933 | 275 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 173 | 24 | 182 | 26 | 7 | 12 | 352 | 740 | 76 | 30 | 1014 | 299 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 304 | 27 | 202 | 109 | 37 | 64 | 385 | 2194 | 1014 | 439 | 1904 | 1014 |
| Arrive On Green | 0.10 | 0.14 | 0.14 | 0.02 | 0.06 | 0.06 | 0.11 | 0.62 | 0.62 | 0.02 | 0.54 | 0.54 |
| Sat Flow, veh/h | 1781 | 188 | 1426 | 1781 | 619 | 1061 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 173 | 0 | 206 | 26 | 0 | 19 | 352 | 740 | 76 | 30 | 1014 | 299 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1614 | 1781 | 0 | 1679 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 12.7 | 0.0 | 18.1 | 2.0 | 0.0 | 1.6 | 12.2 | 14.5 | 2.6 | 1.1 | 26.7 | 12.1 |
| Cycle Q Clear(g_c), s | 12.7 | 0.0 | 18.1 | 2.0 | 0.0 | 1.6 | 12.2 | 14.5 | 2.6 | 1.1 | 26.7 | 12.1 |
| Prop In Lane | 1.00 | | 0.88 | 1.00 | | 0.63 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 304 | 0 | 229 | 109 | 0 | 101 | 385 | 2194 | 1014 | 439 | 1904 | 1014 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.90 | 0.24 | 0.00 | 0.19 | 0.91 | 0.34 | 0.07 | 0.07 | 0.53 | 0.29 |
| Avail Cap(c_a), veh/h | 403 | 0 | 257 | 131 | 0 | 101 | 641 | 2194 | 1014 | 458 | 1904 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.0 | 0.0 | 60.9 | 61.7 | 0.0 | 64.4 | 21.9 | 13.3 | 9.8 | 14.2 | 21.7 | 11.5 |
| Incr Delay (d2), s/veh | 1.7 | 0.0 | 29.7 | 1.1 | 0.0 | 0.9 | 11.2 | 0.4 | 0.1 | 0.1 | 1.1 | 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(50%),veh/ln | 5.9 | 0.0 | 9.3 | 0.9 | 0.0 | 0.7 | 7.9 | 5.9 | 1.0 | 0.5 | 11.4 | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.7 | 0.0 | 90.5 | 62.8 | 0.0 | 65.3 | 33.1 | 13.7 | 10.0 | 14.3 | 22.8 | 12.3 |
| LnGrp LOS | E | A | F | E | A | E | C | B | A | B | C | B |
| Approach Vol, veh/h | | 379 | | | 45 | | | 1168 | | | 1343 | |
| Approach Delay, s/veh | | 74.6 | | | 63.9 | | | 19.3 | | | 20.3 | |
| Approach LOS | | E | | | E | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.5 | 96.0 | 10.2 | 27.4 | 22.3 | 84.2 | 22.0 | 15.6 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 89.0 | 5.0 | 23.0 | 36.0 | 58.0 | 23.0 | 5.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.1 | 16.5 | 4.0 | 20.1 | 14.2 | 28.7 | 14.7 | 3.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.6 | 0.0 | 0.3 | 1.0 | 10.1 | 0.3 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 27.6 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary

2: Hancock Rd & Hamlin Ridge Rd

05/18/2026

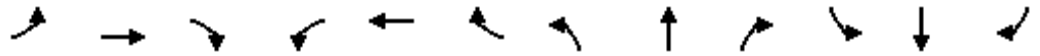


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (veh/h) | 58 | 3 | 69 | 32 | 3 | 20 | 118 | 673 | 32 | 29 | 1071 | 81 |
| Future Volume (veh/h) | 58 | 3 | 69 | 32 | 3 | 20 | 118 | 673 | 32 | 29 | 1071 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 63 | 3 | 75 | 35 | 3 | 22 | 128 | 732 | 35 | 32 | 1164 | 88 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 115 | 14 | 91 | 192 | 22 | 162 | 358 | 2357 | 1051 | 521 | 2298 | 1025 |
| Arrive On Green | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.05 | 0.66 | 0.66 | 0.03 | 0.65 | 0.65 |
| Sat Flow, veh/h | 586 | 120 | 802 | 1321 | 194 | 1421 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 141 | 0 | 0 | 35 | 0 | 25 | 128 | 732 | 35 | 32 | 1164 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1507 | 0 | 0 | 1321 | 0 | 1615 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 2.6 | 9.5 | 0.8 | 0.6 | 18.6 | 2.2 |
| Cycle Q Clear(g_c), s | 9.9 | 0.0 | 0.0 | 3.3 | 0.0 | 1.5 | 2.6 | 9.5 | 0.8 | 0.6 | 18.6 | 2.2 |
| Prop In Lane | 0.45 | | 0.53 | 1.00 | | 0.88 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 220 | 0 | 0 | 192 | 0 | 184 | 358 | 2357 | 1051 | 521 | 2298 | 1025 |
| V/C Ratio(X) | 0.64 | 0.00 | 0.00 | 0.18 | 0.00 | 0.14 | 0.36 | 0.31 | 0.03 | 0.06 | 0.51 | 0.09 |
| Avail Cap(c_a), veh/h | 367 | 0 | 0 | 322 | 0 | 343 | 376 | 2357 | 1051 | 553 | 2298 | 1025 |
| 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 | 46.8 | 0.0 | 0.0 | 44.0 | 0.0 | 43.1 | 7.8 | 7.7 | 6.3 | 6.1 | 10.0 | 7.2 |
| Incr Delay (d2), s/veh | 3.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.3 | 0.6 | 0.3 | 0.1 | 0.0 | 0.8 | 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(50%),veh/ln | 3.9 | 0.0 | 0.0 | 0.9 | 0.0 | 0.6 | 0.9 | 3.4 | 0.3 | 0.2 | 6.9 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.9 | 0.0 | 0.0 | 44.4 | 0.0 | 43.5 | 8.4 | 8.1 | 6.3 | 6.1 | 10.8 | 7.3 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | B | A |
| Approach Vol, veh/h | | 141 | | | 60 | | | 895 | | | 1284 | |
| Approach Delay, s/veh | | 49.9 | | | 44.0 | | | 8.0 | | | 10.5 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.1 | 78.8 | | 19.4 | 11.9 | 77.0 | | 19.4 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.6 | 11.5 | | 11.9 | 4.6 | 20.6 | | 5.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.3 | | 0.5 | 0.0 | 12.3 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.8 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary

3: Hancock Rd & Citrus Grove Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 327 | 130 | 176 | 202 | 116 | 106 | 291 | 582 | 9 | 225 | 838 | 629 |
| Future Volume (veh/h) | 327 | 130 | 176 | 202 | 116 | 106 | 291 | 582 | 9 | 225 | 838 | 629 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 355 | 141 | 191 | 220 | 126 | 115 | 316 | 633 | 10 | 245 | 911 | 684 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 440 | 457 | 406 | 287 | 300 | 294 | 351 | 1527 | 813 | 482 | 1429 | 839 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.08 | 0.08 | 0.08 | 0.13 | 0.43 | 0.43 | 0.10 | 0.40 | 0.40 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 355 | 141 | 191 | 220 | 126 | 115 | 316 | 633 | 10 | 245 | 911 | 684 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.7 | 4.2 | 12.0 | 7.3 | 4.0 | 7.5 | 12.2 | 14.5 | 0.4 | 9.3 | 24.2 | 42.0 |
| Cycle Q Clear(g_c), s | 11.7 | 4.2 | 12.0 | 7.3 | 4.0 | 7.5 | 12.2 | 14.5 | 0.4 | 9.3 | 24.2 | 42.0 |
| 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 | 440 | 457 | 406 | 287 | 300 | 294 | 351 | 1527 | 813 | 482 | 1429 | 839 |
| V/C Ratio(X) | 0.81 | 0.31 | 0.47 | 0.77 | 0.42 | 0.39 | 0.90 | 0.41 | 0.01 | 0.51 | 0.64 | 0.82 |
| Avail Cap(c_a), veh/h | 1014 | 771 | 546 | 515 | 300 | 294 | 554 | 1630 | 859 | 648 | 1466 | 856 |
| 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 | 49.9 | 46.5 | 37.0 | 52.8 | 51.1 | 42.1 | 23.7 | 23.3 | 14.0 | 17.6 | 28.3 | 22.9 |
| Incr Delay (d2), s/veh | 3.6 | 0.4 | 0.8 | 4.3 | 0.9 | 0.8 | 11.9 | 0.2 | 0.0 | 0.8 | 0.9 | 6.1 |
| 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(50%),veh/ln | 5.3 | 1.9 | 4.7 | 3.3 | 1.8 | 3.0 | 6.1 | 6.1 | 0.1 | 3.9 | 10.4 | 16.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 53.4 | 46.8 | 37.8 | 57.0 | 52.0 | 42.9 | 35.6 | 23.4 | 14.0 | 18.5 | 29.2 | 29.0 |
| LnGrp LOS | D | D | D | E | D | D | D | C | B | B | C | C |
| Approach Vol, veh/h | | 687 | | | 461 | | | 959 | | | 1840 | |
| Approach Delay, s/veh | | 47.7 | | | 52.1 | | | 27.4 | | | 27.7 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 19.4 | 58.3 | 17.3 | 22.6 | 22.6 | 55.0 | 22.5 | 17.4 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.3 | 16.5 | 9.3 | 14.0 | 14.2 | 44.0 | 13.7 | 9.5 | | | | |
| Green Ext Time (p_c), s | 0.5 | 5.0 | 0.4 | 1.1 | 0.8 | 3.2 | 1.2 | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|----------------------|--|--|--|--|--|--|--|--|--|--|------|--|
| HCM 6th Ctrl Delay | | | | | | | | | | | 33.9 | |
| HCM 6th LOS | | | | | | | | | | | C | |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

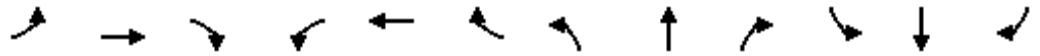
05/18/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 167 | 0 | 595 | 1526 | 0 |
| Future Volume (veh/h) | 9 | 167 | 0 | 595 | 1526 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 10 | 182 | 0 | 647 | 1659 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 256 | 228 | 0 | 2328 | 2328 | 0 |
| Arrive On Green | 0.14 | 0.14 | 0.00 | 0.66 | 0.66 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 10 | 182 | 0 | 647 | 1659 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.3 | 7.7 | 0.0 | 5.3 | 21.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 7.7 | 0.0 | 5.3 | 21.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 256 | 228 | 0 | 2328 | 2328 | 0 |
| V/C Ratio(X) | 0.04 | 0.80 | 0.00 | 0.28 | 0.71 | 0.00 |
| Avail Cap(c_a), veh/h | 666 | 592 | 0 | 4086 | 4086 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.6 | 28.8 | 0.0 | 5.1 | 7.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 6.3 | 0.0 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 3.2 | 0.0 | 1.5 | 6.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 25.7 | 35.2 | 0.0 | 5.1 | 8.2 | 0.0 |
| LnGrp LOS | C | D | A | A | A | A |
| Approach Vol, veh/h | | | | 647 | 1659 | |
| Approach Delay, s/veh | | | | 5.1 | 8.2 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 52.6 | | 17.0 | | 52.6 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 7.3 | | 9.7 | | 23.0 |
| Green Ext Time (p_c), s | | 5.3 | | 0.5 | | 22.6 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 9.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary
5: Hancock Rd & WB Ramps

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 1088 | 0 | 380 | 141 | 470 | 0 | 0 | 666 | 4 |
| Future Volume (veh/h) | 0 | 0 | 0 | 1088 | 0 | 380 | 141 | 470 | 0 | 0 | 666 | 4 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | No |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 1183 | 0 | 0 | 153 | 511 | 0 | 0 | 724 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1386 | 0 | | 288 | 1528 | 0 | 0 | 934 | |
| Arrive On Green | | | | 0.40 | 0.00 | 0.00 | 0.08 | 0.43 | 0.00 | 0.00 | 0.26 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 1183 | 0 | 0 | 153 | 511 | 0 | 0 | 724 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 25.9 | 0.0 | 0.0 | 4.9 | 7.9 | 0.0 | 0.0 | 15.6 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 25.9 | 0.0 | 0.0 | 4.9 | 7.9 | 0.0 | 0.0 | 15.6 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1386 | 0 | | 288 | 1528 | 0 | 0 | 934 | |
| V/C Ratio(X) | | | | 0.85 | 0.00 | | 0.53 | 0.33 | 0.00 | 0.00 | 0.77 | |
| Avail Cap(c_a), veh/h | | | | 2333 | 0 | | 399 | 2142 | 0 | 0 | 1328 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 22.6 | 0.0 | 0.0 | 20.4 | 15.7 | 0.0 | 0.0 | 28.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.7 | 0.0 | 0.0 | 1.5 | 0.1 | 0.0 | 0.0 | 1.9 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 10.1 | 0.0 | 0.0 | 2.1 | 3.1 | 0.0 | 0.0 | 6.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 24.3 | 0.0 | 0.0 | 21.9 | 15.9 | 0.0 | 0.0 | 30.2 | 0.0 |
| LnGrp LOS | | | | C | A | | C | B | A | A | C | |
| Approach Vol, veh/h | | | | | 1183 | | | 664 | | | 724 | |
| Approach Delay, s/veh | | | | | 24.3 | | | 17.3 | | | 30.2 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 42.7 | | | 13.9 | 28.8 | | 40.3 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.9 | | | 6.9 | 17.6 | | 27.9 | | | | |
| Green Ext Time (p_c), s | | 3.9 | | | 0.2 | 4.2 | | 5.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 24.1 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 439 | 718 | 17 | 22 | 6 |
| Future Vol, veh/h | 3 | 439 | 718 | 17 | 22 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 477 | 780 | 18 | 24 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 798 | 0 | - | 0 | 1272 789 |
| Stage 1 | - | - | - | - | 789 - |
| Stage 2 | - | - | - | - | 483 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 824 | - | - | - | 185 391 |
| Stage 1 | - | - | - | - | 448 - |
| Stage 2 | - | - | - | - | 620 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 824 | - | - | - | 184 391 |
| Mov Cap-2 Maneuver | - | - | - | - | 184 - |
| Stage 1 | - | - | - | - | 446 - |
| Stage 2 | - | - | - | - | 620 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 25.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 824 | - | - | - | 208 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.146 |
| HCM Control Delay (s) | 9.4 | 0 | - | - | 25.3 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

HCM 6th TWSC
7: Citrus Grove Rd & Turkey Farm Rd

05/18/2026

Intersection

Int Delay, s/veh 13.3

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑↑ | ↑↑ | ↗ | ↘ | ↗ |
| Traffic Vol, veh/h | 32 | 417 | 813 | 63 | 246 | 31 |
| Future Vol, veh/h | 32 | 417 | 813 | 63 | 246 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 453 | 884 | 68 | 267 | 34 |

Major/Minor

| | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|-------|------|
| Conflicting Flow All | 952 | 0 | 0 | 1181 | 442 |
| Stage 1 | - | - | - | 884 | - |
| Stage 2 | - | - | - | 297 | - |
| Critical Hdwy | 4.14 | - | - | 6.84 | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | 5.84 | - |
| Critical Hdwy Stg 2 | - | - | - | 5.84 | - |
| Follow-up Hdwy | 2.22 | - | - | 3.52 | 3.32 |
| Pot Cap-1 Maneuver | 717 | - | - | ~ 183 | 563 |
| Stage 1 | - | - | - | 364 | - |
| Stage 2 | - | - | - | 728 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 717 | - | - | ~ 174 | 563 |
| Mov Cap-2 Maneuver | - | - | - | 279 | - |
| Stage 1 | - | - | - | 346 | - |
| Stage 2 | - | - | - | 728 | - |

Approach

| | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 75.7 |
| HCM LOS | | | F |

Minor Lane/Major Mvmt

| | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 717 | - | - | - | 279 | 563 |
| HCM Lane V/C Ratio | 0.049 | - | - | - | 0.958 | 0.06 |
| HCM Control Delay (s) | 10.3 | - | - | - | 83.7 | 11.8 |
| HCM Lane LOS | B | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 9.3 | 0.2 |

Notes

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑↑ | ↑↑ | ↗ | | ↗ |
| Traffic Vol, veh/h | 32 | 631 | 845 | 190 | 0 | 31 |
| Future Vol, veh/h | 32 | 631 | 845 | 190 | 0 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | - | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 686 | 918 | 207 | 0 | 34 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1125 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.22 | - | - |
| Pot Cap-1 Maneuver | 617 | - | 0 |
| Stage 1 | - | - | 0 |
| Stage 2 | - | - | 0 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 617 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.5 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 617 | - | - | - | 549 |
| HCM Lane V/C Ratio | 0.056 | - | - | - | 0.061 |
| HCM Control Delay (s) | 11.2 | - | - | - | 12 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.2 |

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**
Traffic Impact Analysis Comments Responses
Kevin Carney Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

General Note: These comments provided by this reviewer do not appear to reflect a full understanding of the technical and procedural methods applicable to traffic impact studies. However, as public input is respected, the following responses are provided as a courtesy and for documentation purposes. The comments themselves do not alter the result of the study and/or were already made by County/City staff/reviewers and addressed separately.

Comment 1: Citrus Grove alignment included?

Response: The Citrus Grove Road realignment was not considered because, as is typical with traffic impact studies, only projects approved and fully funded within the timeframe of the project buildout would be considered.

Comment 2: Traffic volumes figure orientation?

Response: Traffic volume figures are a schematic representation of roadways. Roadway orientation does not affect level of service calculations which is the critical intent of the study.

Comment 3: Neighborhood volumes not shown/included?

Response: The level of service of these approaches are assumed to be unchanged as no project traffic is being added to them. For this reason, the neighborhood volumes and approaches are not analyzed.

Comment 4: Do a traffic count at a project access driveway intersections?

Response: The project access driveways do not exist today or there is no traffic on the side street approaches of the project access intersections. Therefore, there is no traffic to count at these intersections during the existing conditions.

Comment 5: Access driveway is supposed to be a Ri/Ro driveway?

Response: The study was updated as this feedback was already received from the County.

Comment 6: Intersection analysis not provided in Full Buildout analysis.

Response: No intersection analysis was conducted as only segment operations were evaluated for the maximum buildout scenario. This is typically the procedure followed for comprehensive plan-type applications

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**

Traffic Impact Analysis Comments Responses
Inspire Placemaking Collective Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. Apply 2025 Lake County Traffic Counts and segment limits from the 2023 Lake County CMP Database for the roadway capacity/segment analyses.

Response: The roadway capacity/segment analysis requires PM peak hour traffic count data. Such hourly data is not provided on the Lake County Traffic Counts map, only daily data. Therefore, as is typically and for consistency, the Lake County CMP Database volumes were utilized and growth rates applied as footnoted in the TIA report tables. The 2023 Lake County CMP segment limits were utilized. *Note: This comment does not alter the result of the study.*

2. For the Existing Roadway Segment Capacity Analysis include an assessment that shows what percentage of the projected generated traffic versus the roadway capacity to determine if it consumes 5% or more to determine the study area.

Response: This significance analysis was done as part of the TIA methodology previously submitted and reviewed by the City (see Table 2, Methodology Memorandum in Appendix B. *Note: This comment does not alter the result of the study.*

3. Please include the following planned improvements as part of the analysis: (a) New 2-lane roadway on N Hancock Rd from CR 561A to CR 455; (b) N Hancock Rd from SR 91 to CR 561A widened to 4 lanes

Response: The section of N Hancock Rd from CR 561A to CR 455 was not included in the study and is outside the one (1) mile impact area and does not meet the 5% significance test. The section of N Hancock Rd from SR 91 to CR 561A was analyzed as a four-lane roadway as requested. *Note: This comment does not alter the result of the study.*

4. Reference that the ITE Trip Generation Manual, 12th Edition, was applied in calculating the trip generation.

Response: Text was updated as requested to state that the ITE 12th edition was used. *Note: This comment does not alter the result of the study.*

5. Based on when the counts were conducted a 1% Seasonal Factor should be applied to the existing turning movement counts.

Response: The raw turning movement counts were obtained during the peak season (February 2026) so the counts were not and do not need to be seasonally adjusted using a factor. This is mentioned in Section 2.2. *Note: This comment does not alter the result of the study.*

6. The amount of pass-by traffic exceeds 10% of the background traffic on N Hancock Road between the Turnpike and Old Hwy 50 and exceeds 25% of the total trips generated. Modify the number of pass-by trips to be no greater than 25% of the existing background traffic on N Hancock Road in this area during peak periods, which is still a high percentage of existing traffic that would visit the development. Show the calculations in the trip generation table.

Response: The 10% and 25% thresholds cited in this comment is acknowledged. However, three aspects are important for context:

- (a) The proposed project has land uses with high pass-by rates, and the calculations in the Trip Generation section are intended to document the penchant for high pass-by trips to and from these land uses.
- (b) The pass-by calculation in Table 3 does not alter the total development trips used in the intersection analysis. That is, irrespective of the pass-by percentage, the same total project trips are utilized in the intersection analysis.
- (c) The pass-by percentage should be assessed on the entering traffic volumes at the Hancock Road and Citrus Grove Boulevard Intersection. This assessment should be based on the entering volume in the projected conditions (not existing conditions) since the project buildout is a future condition. The projected PM peak hour intersection entering traffic is $2,461 \times [1 + (13.57\% \times 2 \text{ years})] = 3,129$. The twenty-five (25%) pass-by threshold is therefore 782 vehicles. The projected pass-by trips calculated for the project is 357, which is less than the 25% trip threshold. That is, the study already reflects this comment. *Note: This comment does not alter the result of the study.*

END

AFFIDAVIT OF PUBLICATION

Clermont Sun

Published Weekly

Clermont, Lake County, Florida

Case No. 2026-03

STATE OF FLORIDA
COUNTY OF LAKE

Before the undersigned authority, Gina Sapp, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Clermont Sun, a newspaper published at Clermont in Lake County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

March 11, 2026

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

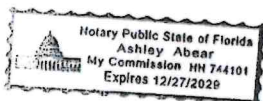
Gina Sapp
Gina Sapp

Sworn to and subscribed before me this 11th day of March 2026 by Gina Sapp, who is personally known to me.

Ashley N. Abear
Ashley N. Abear, Clerk, Notary Number: #HH744101
Notary expires: December 27, 2029

00012418 00205393

Joyce Heffington
CITY OF MINNEOLA
P.O BOX 678
MINNEOLA, FL 34755



NOTICE OF COMPREHENSIVE PLAN
AMENDMENT

ORDINANCE 2026-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, PROVIDING FOR A COMPREHENSIVE PLAN MAP AMENDMENT AMENDING THE LAND USE DESIGNATION FROM COUNTY "URBAN LOW RESIDENTIAL" TO "GENERAL COMMERCIAL" ON THE CITY'S FUTURE LAND USE MAP FOR 15.878+ ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD; PROVIDING FOR A COMPREHENSIVE PLAN MAP AMENDMENT FROM CITY OF MINNEOLA "MIXED USE RESIDENTIAL OVERLOOK AT GRASSY LAKE" TO "GENERAL COMMERCIAL" ON THE CITY'S LAND USE MAP FOR 2.0175+ ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTH HANCOCK ROAD AND NORTH OF CITRUS GROVE ROAD; PROVIDING FOR CONDITIONS AND CONTINGENCIES; DIRECTING THE CITY CLERK TO TRANSMIT THE AMENDMENT TO THE APPROPRIATE GOVERNMENTAL AGENCIES PURSUANT TO CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

The City of Minneola's Planning and Zoning Commission will hold a public hearing on Monday April 6, 2026 at 6:30 p.m. at the Minneola City Hall located at 800 North U.S. Highway 27, Minneola, FL, to consider the above requests to amend the City's Comprehensive Plan and Land Use Map.

The City of Minneola City Council will hold a public hearing on Tuesday April 7, 2026 at 6:30 p.m. and Tuesday April 21, 2026 at 6:30 p.m. at the Minneola City Hall located at 800 North U.S. Highway 27, Minneola, FL, to consider the matter.

The staff report on the case shall be sent to the City Council and will be available to the general public at least five (5) days prior to the hearing on the case. The complete legal description for the property described herein by metes and bounds and a copy of the ordinance may be obtained from the City Clerk. Interested parties may appear and be heard with regard to this proposed ordinance.

A person who decides to appeal any decision made by any board, agency, or council with respect to any matter considered at such meeting or hearing, will need a record of the proceedings. For such purposes, any such person may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based (Florida Statutes, 286.0105).

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT KRISTINE THOMPSON, CITY CLERK AT (352) 3943598 EXT 111 AT LEAST 48 HOURS BEFORE THE DATE OF THE SCHEDULED HEARING.



Business Impact Estimate

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

Proposed ordinance's title/reference: **ORDINANCE NO. 2026-03**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, PROVIDING FOR A COMPREHENSIVE PLAN MAP AMENDMENT AMENDING THE LAND USE DESIGNATION FROM COUNTY "URBAN LOW RESIDENTIAL" TO "GENERAL COMMERCIAL" ON THE CITY'S FUTURE LAND USE MAP FOR 15.878± ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTH HANCOCK ROAD AND NORTH AND SOUTH OF CITRUS GROVE ROAD; PROVIDING FOR A COMPREHENSIVE PLAN MAP AMENDMENT FROM CITY OF MINNEOLA "MIXED USE RESIDENTIAL OVERLOOK AT GRASSY LAKE" TO "GENERAL COMMERCIAL" ON THE CITY'S LAND USE MAP FOR 2.01751± ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTH HANCOCK ROAD AND NORTH OF CITRUS GROVE ROAD; PROVIDING FOR CONDITIONS AND CONTINGENCIES; DIRECTING THE CITY CLERK TO TRANSMIT THE AMENDMENT TO THE APPROPRIATE GOVERNMENTAL AGENCIES PURSUANT TO CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City is of the view that a business impact estimate is not required by state law¹ for the proposed ordinance.

- The proposed ordinance is required for compliance with Federal or State law or regulation;
- The proposed ordinance relates to the issuance or refinancing of debt;
- The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- The proposed ordinance is an emergency ordinance;
- The ordinance relates to procurement; or
- The proposed ordinance is enacted to implement the following:
 - a. A development order or development permit, as defined in s. 163.3164, F.S.; a development agreement as authorized by ss. 163.3220-163.3243, F.S.; or a

¹ See Section 166.041(4), Florida Statutes.

- comprehensive plan amendment or land development regulation amendment initiated by an application by a private party other than the municipality;
- b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

The ordinance allows a comp plan amendment to allow a commercial PUD.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur; **depends on the use.**

(b) Any new charge or fee imposed by the proposed ordinance, or for which businesses will be financially responsible; and **None.**

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs. **depends on the use.**

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance: **Only the ones building on this development.**

4. Additional information the governing body deems useful (if any):



AGENDA SUMMARY
City Council Meeting
June 16, 2026

Agenda Item: 11.

Subject Title: Resolution 2026-01 Citrus Ridge Commercial PUD Development Agreement - *Second Public Hearing*

Objective:

A Resolution of the City Council of the City of Minneola, Florida, Approving the Citrus Ridge Commercial Planned Unit Development Agreement; Providing for Severability; and Providing for an Effective Date.

Summary:

An application has been received from Tara Tedrow, Esq., applicant for Crittenden Howey, LLC Owner, requesting a PUD for approximately 17.878± acres of real property generally located west of North Hancock Road and north and south of Citrus Grove Road for a Commercial Development.

Exhibits:

1. Res 2026-01 Citrus Ridge Commercial PUD DA
2. Citrus Ridge Retail PUD Developer Agreement- Revised 5.27.26 for 6.19.26 Hearing(17833127.1)
3. Staff Changes on Developer Agreement
4. Citrus Ridge Retail PUD Developer Agreement Clean Copy
5. Citrus Grove PUD Conceptual Sit Plan 2026.04.16
6. Citrus Grove PUD Master Development Plan 2026.06.01
7. Minneola PUD Application - Citrus Ridge Road Commercial PUD
8. Concurrency Application
9. Geotechnical Report
10. Comments
11. Legal Description for Citrus Ridge Retail PUD Properties(17747475.1)
12. 2026.04.15_Public Facilities Analysis
13. 25174 Citrus Ridge TIA_v05.16.26
14. 25174_Comments Responses_KC Comments
15. 25174_Comments Responses_TIA Comments
16. Affidavit 1 DA
17. Affidavit 2 DA
18. Affidavit 3 DA

Options:

1. Approve the request as presented.
2. Approve the request subject to modifications.
3. Postpone the decision.
4. Do not approve the request.

Fiscal Impact:

Undetermined

Staff Recommendation:

Staff recommends approval of the City version. of the Developer Agreement, a revision of the facilities analysis, traffic and all staff concerns be addressed.

RESOLUTION 2026-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, APPROVING THE CITRUS RIDGE COMMERCIAL PLANNED UNIT DEVELOPMENT AGREEMENT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Tara Tedrow, applicant for Crittenden Howey, LLC, owner has requested to zone approximately 17.896± acres west of North Hancock Road and north and south of Citrus Grove Road, as described in Exhibit "A" (the "Property"), PUD and seeks a Planned Unit Development Agreement for the Property; and

WHEREAS, on April 21, 2026, the City Council of the City of Minneola adopted Ordinances 2026-02 and 2026-03 annexing the property into the City of Minneola and rezoning the property from Lake County Agriculture Residential (AR) To Planned Unit Development - (PUD); and

WHEREAS, the City is authorized to enter into Planned Unit Developments pursuant to Sections 166.021 and 163.3227, Florida Statutes, and the City of Minneola Land Development Code; and

WHEREAS, after due public notice, the City has held the requisite public hearings pursuant to Section 163.3225, Florida Statutes, and the City of Minneola Land Development Code, to afford an opportunity for public comments concerning the proposed Citrus Grove Road Commercial Planned Unit Development Agreement; and

WHEREAS, the City finds that the proposed Citrus Ridge Commercial Planned Unit Development Agreement approved hereby furthers the purposes of and is consistent with the City of Minneola Comprehensive Plan and the City of Minneola Land Development Code, and is consistent with and compliant with State law, including but not limited to, Chapter 163, Part II, Florida Statutes.

NOW, THEREFORE, be it Resolved by the City Council of the City of Minneola, Florida, as follows:

SECTION 1. The foregoing recitals are true and correct and are hereby ratified, confirmed, and made a part of this Resolution.

SECTION 2. The City hereby approves and adopts the Citrus Ridge Commercial Planned Unit Development Agreement attached hereto and incorporated herein as Exhibit "B" and hereby authorizes the Mayor, or in the Mayor's absence, the Vice-Mayor, to execute such Development Agreement. From and after the approval of this Resolution, the Citrus Ridge Commercial PUD Property shall be developed in accordance with the Citrus Ridge Commercial Planned Unit Development Agreement attached hereto.

SECTION 3. The City Clerk is directed to forward this Resolution to the Clerk of the Circuit Court in and for Lake County, Florida, for recording in accordance with Section 163.3239, Florida Statutes.

I

SECTION 4. If any provision or portion of this Resolution, including Exhibit "B" attached hereto, is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Resolution shall remain in full force and effect.

SECTION 5. All existing resolutions or part of existing resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 6. This Resolution shall become effective immediately upon approval by the City Council of the City of Minneola accordance with law.

PASSED AND ORDAINED this _____ day of _____, 2026, by
the City Council of the City of Minneola, Florida.

PASM SERVISS, City Mayor

ATTEST:

KRISTINE THOMPSON, City Clerk

Passed First Reading _____

Passed Second Reading _____

Approved as to form:

SCOTT A. GERKEN, City Attorney

**CITRUS RIDGE ROAD COMMERCIAL PUD DEVELOPMENT
|AGREEMENT**

This Development Agreement (the "Agreement") is made this _____ day of _____, 2026, by and between the CITY OF MINNEOLA, a Florida municipal corporation ("City"), whose address 800 N. U.S. Highway 27, Minneola, Florida 34715, and SKORMAN DEVELOPMENT, LLC, and/or its successors or assigns, whose address is 6000 Metrowest Blvd, Suite 111, Orlando, FL 32835 ("Developer" and/or "Owner"; together with the City, the "Parties").

RECITALS

WHEREAS, Developer desires to rezone approximately 17.74 acres more or less of property located in the City, comprised of Alt Keys 1028957, 3910223 (collectively, the "County Parcels") and 3850819 (the "City Parcel"; together with the County Parcels, the "Property"); and

WHEREAS, the County Parcels currently have a Lake County ("County") future land use designation of Urban Low (County) and the City Parcel has a City future land use designation of Overlook at Grassy Lake MU; and

WHEREAS, the County Parcels currently have a County zoning designation of Ag and the City Parcel has a City zoning designation of PUD; and

WHEREAS, Developer has requested an annexation of the County Parcels into the City, along with a concurrent amendment to the City of Minneola Future Land Use Map to change the Property to General Commercial and a rezoning to change the Property to Planned Unit Development- Commercial (PUD-C); and

WHEREAS, approval of the requests shall be consistent with the City's Comprehensive Plan, Land Development Code, and this Agreement; and

WHEREAS, Developer has the full power and authority to make, deliver, enter into, and perform pursuant to the terms and conditions of this Agreement and has taken all necessary action to authorize the execution, delivery, and performance of the terms and conditions of this Agreement; and

WHEREAS, the City of Minneola has determined that the proposal for its development presents, among other things, an opportunity for the City to secure quality planning and growth and a strengthened and revitalized tax base; and

WHEREAS, Developer and City believe that it is in the best interest of each party to enable the Property to be developed as further described herein, in accordance with Part II of Chapter 163, Florida Statutes, the "Local Government Comprehensive Planning and Land Development Regulation Act" (the "Act"), other applicable Florida Law and the Charter and Code of Ordinances of the City of Minneola, Florida, and, therefore, Developer and City agree that this Agreement shall constitute an Agreement in accordance with the Florida Local Government Development Agreement Act, Sections 163.3220- 163.3243, Florida Statutes.

NOW, THEREFORE, in consideration of mutual covenants and representations set forth herein and other valuable consideration, the receipt of which is acknowledged, the parties agree as follows:

1. **Recitals.** The above recitals are true and correct and are incorporated herein by reference.
2. **Authority.** This Agreement is entered into under the authority of the City's Code and under the Florida Local Government Development Agreement Act, Sections 163.3220-163.3243, Florida Statutes. This Agreement has been approved at two public hearings as mandated which were held on May 19, 2026, and _____, 2026.
3. **City Parcel Sale to Developer.** Pursuant to Section 163.380, F.S., which requires the City to publish notice and invite redevelopment proposals within a 30-day period following publication, the City published notice in the Clermont Sun on April 8, 2026 of its intent to dispose of the City Parcel. Following the submittal of a proposal to purchase the City Parcel in compliance with the terms of said notice, the City has agreed to sell to the Developer, and the Developer has agreed to purchase from the City, the City Parcel for \$375,00.00 (the "Purchase"). The Purchase shall be completed within thirty (30) days from the Effective Date of this Agreement. Upon the rezoning of the City Parcel contemplated herein, any obligations or restrictions under that certain Amended and Restated Planned Unit Development Agreement (Overlook at Grassy Lake), as recorded in Instrument No. 2016022389, as may have been amended, are superseded and replaced by all terms and conditions set forth herein.
4. **Conditions Precedent.** Developer has requested an annexation of the County Parcels into the City and a rezoning and future land use map amendment for the Property. The City has initiated the process to designate the future land use and zoning of the Property consistent with this Agreement. It is understood and agreed to by the City and the Developer that this Agreement shall not be binding or enforceable as to any party unless and until the City has annexed the County Parcels into the City, and subsequently adopts ordinances rezoning the Property and amending the City's future land use map as set forth herein.
5. **Land Use/ Development.** The overall development standards, including building setbacks, maximum building height, allowable uses, landscape buffers, etc. shall be in accordance with the master development plan attached hereto as **Exhibit "A"** (the "Master Development Plan"). A conceptual site plan is also attached hereto as **Exhibit "B"** (the "Conceptual Site Plan") for illustrative purposes only and to show a potential mix of uses meeting the Master Development Plan's enumerated development standards. The Property is not required to be developed in accordance with the Conceptual Site Plan, but would be permitted (subject to final site plan approvals) to develop the uses and in accordance with the layout shown thereon (subject to such lots being platted). The allowable FAR of 1.1 shall be calculated on the gross acreage of the overall Property; provided individual lots may exceed a FAR of 1.1. The Developer agrees that non-residential uses shall not be converted to residential uses under the Live Local Act.
6. **Design Standards.**

a. Architecture of the buildings and the design for the dumpster enclosures will meet the Land Development Code of the City; provided, however, that the following shall be permitted on the Property:

- i. All exterior facades of an outparcel building do not have to be considered primary facades; only those facades facing Citrus Grove Road shall be considered primary.
- ii. Corrugated metal panels shall be permitted on one coffee shop concept building and one car wash building if architectural renderings for these buildings are approved by City Council. Fluorescent colors are permitted as trim accents on commercial/retail buildings,

A Ministorage Warehouse/Self-Storage facility shall be the only use allowed to exceed the maximum building height of thirty-five feet (35'); however, such facility shall not exceed forty-two feet (42') in height and shall not be located on the Property's frontage on Citrus Grove Road. No outdoor storage shall be allowed. Any signage facing Citrus Grove Road residential property shall be non-illuminated.

b. A convenience store with fuel operations shall be permitted with the following conditions:

- i. Site must be at least one acre in size and shall front on an arterial or collector road.
- ii. Except as set forth herein, Mminimum requirements of the B-1 zoning district must be met.
- iii. Traffic generation and access for the proposed use shall not adversely impact adjoining properties and the general public safety. Major site plan review and approval by the City is required prior to any use of the Property.
- iv. Off-street parking, loading, and service areas shall be provided and located such that there is no adverse impact on adjoining properties, beyond that generally experienced in the district.
- v. Architecture shall comply with City Code requirements. Signage shall be limited to wall signage as allowed by code on walls facing the street and one seven-foot-high monument sign with gas prices. No additional signage or branding is allowed. No outdoor signage and no signage in the windows.
- vi. No merchandise shall be displayed outside of the building except propane tanks per federal regulations.
- vii. Unless prohibited by state law requirements, the facility shall be equipped with an on-demand generator capable of powering the store and the fuel pumps for at least 72 hours without the need to refuel.
- viii. Company will use commercially reasonable efforts to remain open during a natural disaster or, if it must be closed, shall reopen as soon as possible after the storm event has passed.

- ix. The Property shall be in compliance with Florida Statute 812.173, Convenience Business Security. Specifically:
- A. Surveillance Cameras: Color cameras with a 30-day recording storage capability will be placed inside the structure, outside the structure, and aimed at all fuel dispensers. The camera recording system shall be of a quality that allows for individual faces and license plate numbers to be clearly identified from the recording, covering at least 95% of the Property.
 - B. Lighting and Security: All lighting must be Dark Sky lighting. All exterior points of ingress/egress will be properly lit at all times. Rear and side doors not intended for customer access shall always remain locked from the outside with a functioning door alarm if opened from the inside. Hidden panic alarms will be mounted near all cash registers.
 - C. Employees & Community:
 - 1. Two employees shall be on duty and onsite whenever the store is open. If only one employee is present, the doors are to remain locked, and the package passer may be used.
 - 2. A remote alarm shall be provided to employees.
 - 3. No displays or sales of glass or metal tobacco pipes, or other paraphernalia commonly used for the consumption of illicit drugs.
 - 4. No alcohol for on site consumption shall be allowed.
 - 5. Other Facility Requirements: The store(s) will prohibit loitering on the Property and will promptly remove or have removed anyone determined to be loitering. No overnight parking shall be allowed.
 - D. The fuel dispensers shall have a canopy with a pitched roof. No signage shall be placed around the canopy. Columns shall not be exposed metal but match the building's materials. No advertising shall be allowed anywhere on or under the canopy or at the pumps.
 - E. Fuel dispensers must meet EMV certification, Triple Data Encryption Standard (TDES), and Tamper-Resistant Security Modules (TRSM) standards and must have unique keys or codes for dispenser panels and doors.
 - F. The fuel dispenser system must alert clerks when a dispenser panel or door is opened.
 - G. The dispenser system must cycle off when the panel or door is opened by an unauthorized individual.

- x. Maintenance, Vending, and Cleanliness Standards.
 - A. No outside vending machines will be allowed except for fuel dispensers and propane fuel cylinders. Air may be placed under the canopy, inside islands, and next to fuel dispensers if free of charge and approved by the City. No vacuums.
 - B. Trash receptacles shall be emptied regularly to prevent garbage from overflowing and blowing into the parking lot and streets.
 - C. Grounds will be inspected at least once per shift, and any loose garbage and debris will be cleaned and removed.
 - D. Paper funnels will be offered and provided free of charge to anyone purchasing oil, transmission fluid, or antifreeze to reduce ground contamination from spilled fluids.
 - E. Lighting, security cameras, and exterior areas will be promptly repaired, pressure washed, and repainted as necessary and as reasonably requested by the City of Minneola Code Enforcement.
- c. Sales of alcoholic beverages for on or off premises consumption shall be subject to the following requirements: (1) all necessary state licensure shall be obtained; (2) no nightclubs or standalone bars shall be permitted; and (3) no more than one package liquor store shall be permitted.
- d. A car wash (self-service) use shall be subject to the following requirements: (1) the car wash shall be located at least 1,000 feet from another car wash; (2) the car wash parcel shall be located fronting Citrus Grove Road; (3) shall provide for proper site circulation for customers; and (4) the Project shall be designed to properly accommodate any retention and stormwater outfall needs. The following conditions shall also be met for the carwash:
 - i. The Owner shall comply with all applicable provisions of the Code of Ordinances of the City of Minneola.
 - ii. Hours of operation shall be from 78 A.M. to 98 P.M. ~~Monday through Saturday and 8:00 A.M. to 6 P.M. on Sunday.~~
 - iii. Vacuums shall not be available for purchase or use separate from the purchase of a carwash; no standalone point of sale vacuums such as coin or card operated vacuums are permitted. ~~v~~Vacuums shall be screened from view with overhead canopies or a trellis system. All poles or supports, such as canopy poles, will be colors consistent with the building & brand to ensure aesthetic cohesion must be constructed of the same building materials as the main car wash building so that they are visually identical.
 - iv. All lighting shall be dark sky lighting.
 - v. Carwash must use an environmentally sensitive water recycling system.
 - vi. Carwash must follow a wastewater treatment plan, subject to City approval.

- vii. Owner/Applicant shall conduct a traffic study prior to commencing construction of the carwash, shall obtain City, FDOT and Lake County approval and shall ensure all access roads are aligned.
 - viii. Carwash tunnels must have sound deafening panels and blowers must have silencers. Blowers will be aimed away from any residential property. Any noise emanating machinery or equipment, such as pumps, motors, blowers, or vacuums must be enclosed to muffle sound. Within ninety (90) days of opening to the public, a sound study will shall be conducted for impacts on the nearest residential homes across Citrus Grove Road to confirm that the sound generated by the car wash at the property line fronting Citrus Grove Road does not produce offsite impacts on the residential properties that exceed 65 db. be conducted for the nearest houses. Results of the study may require additional sound proofing.
 - ix. Building lighting for the No lighting from the carwash may shall not be illuminated between 9 A.M. and 7 P.M. so as to minimize impacts on affect any nearby residential properties.
7. **Utilities.** Developer and its successors and assigns agree to obtain water, reuse water, irrigation water, and wastewater service (collectively, the "Utilities") exclusively from City when available. Developer covenants and warrants to City that it will not engage in the business of providing such Utilities to the Property or within City's F.S. Chapter 180 utility district. At the Developer's discretion and subject to availability, the Project may use private wells, potable water and/or reclaim for irrigation. Developer shall construct, at Developer's expense, all on-site utility facilities (e.g. lift stations and lines) and extensions of facilities from City's current point of connection. All such improvements must be constructed to City standards, and utility easement(s) shall be dedicated to the City, as reasonably required. Carwash uses may be required to pretreat their carwash wastewater and will be responsible for the costs for any periodic testing required by the City. Owner may be required to provide its own water and/or wastewater facilities if capacity in the City systems does not exist. This would require the Owner to install and operate at its expense a wastewater treatment facility for sewer treatment, conditioned upon approval by all relevant permitting agencies. The lift station shall be sized to accommodate the collection and transfer of all waste generated by the development to the City's plant for treatment. In the event the City decides to provide sewer service, upon written notice from the City, the Owner, the POA (as hereinafter defined), and any lot owners within the development will cooperate with the City to discontinue the use of any individual users' wastewater treatment facility and connect to the City's sewer system within sixty (60) days of the City's notice. The Owner, individual lot owner or POA and their successors and assigns shall, upon request from the City, transfer the lift station, tracts designated or used for wastewater treatment purposes, and any equipment from the facility to the City. Owner may retain any portion of the wastewater treatment facility not necessary for the City's provision of service to the Property, provided Owner promptly dismantles and removes such unnecessary portions of the facility from the Property. All lot owners in the development shall be required to connect to the City sewer system when capacity becomes available.
8. **Impact Fees.** Developer agrees to pay all applicable impact fees when the building permits are issued, at the then existing rate. No water, wastewater, or any other utility capacity is reserved until or unless such fees have been paid pursuant to an agreement with City. Developer agrees and understands that no capacity has been reserved and that Developer assumes the risk that capacity will be available.

9. **Environmental.** Developer will comply with all local, state, regional, and federal requirements regarding any environmental issues affecting the Property. No construction shall be in the 100-year flood plain.
10. **Grading.** The maximum elevation change permitted on the property is twenty feet (20'). Retaining walls may be constructed to a maximum height of twelve feet (12') as a single wall or a series of two (2), six (6) foot walls without a requirement for terracing. Provided, however that if such series of walls or single twelve foot (12') wall is utilized, such wall shall be visually softened with natural paint tones, landscaping, and/or other similar techniques to minimize the visual impact of such portion of the wall. Retaining walls shall be of uniform color and texture throughout the Property and shall match the building materials.
11. In order to avoid any conflicts with public utility lines and site required landscaping, where such lines are located, canopy trees may be replaced with understory trees, provided that the original number of required canopy trees are provided elsewhere on site.
 - a. Where grading dictates the use of retaining walls, canopy trees may be replaced with understory trees; provided the minimum number of canopy trees that would have otherwise been required shall be relocated to other portions of the Property. Moreover, such retaining walls can be placed within any required landscape buffer area.
 - b. Landscape plans shall be approved pursuant to the City's final site plan approval process. However, in addition to landscaping from the City's approved plant list, any non-invasive landscaping allowed in the Florida Friendly Landscaping Guide to Plant Selections and Landscape Design may be used. All landscaping shall be irrigated. The irrigation shall be from well water or reclaimed water and not potable water, unless other alternatives are not available. Each owner shall maintain the landscaping on its property, and the Property Owner's Association ("POA") shall maintain any landscaping in open space or common areas owned by the POA.
12. **Stormwater Management.** The Developer agrees to provide at Developer' s expense a comprehensive stormwater management system consistent with all regulatory requirements of the City and the St. John's River Water Management District. Stormwater may be provided on or offsite so long as both properties meet applicable requirements to accommodate their respective stormwater retention needs. The POA shall maintain the stormwater management system for the Property.
13. **Concurrency.** Developer shall comply with all applicable concurrency requirements pursuant to the City' s Land Development Code. The Developer shall ensure that all traffic concurrency studies submitted with final engineered site plans shall be conducted to reflect all planned and approved development in the area.
14. **Signage.** Developer shall ensure that all signage for the Property complies with Chapter 118 of the City's Code; provided the project shall be permitted subject to the following:
 - a. up to a 200 square foot master monument sign at each of the project entrances off Citrus Grove Road and Camp Lake Commerce Drive (fka Turkey Farm Road) and at the intersection of Citrus Grove Road and Camp Lake Commerce Drive, and

- b. in the event each parcel is individually platted, each tenant shall be permitted to have its own signage in accordance with the City's Sign Regulation Table standards for:
- c. B-1 (single occupant) as it relates to wall, projecting, awning, swing, monument, electric message centers, and
- d. B-1, OR, I-1, P, PUD for monument signage, and
- e. B-1, I-1, OR, PUD for window signage.

15. Citrus Grove Road and Camp Lake Commerce Drive (fka Turkey Farm Road) are both considered primary frontage roads for signage purposes only.

16. Parking. Minimum parking requirements for uses in the Development shall be per City Code, except for Ministorage Warehouse/Self-Storage facilities which shall follow the most recent edition of the ITE Parking Generation Manual for Land Use Code 151 (Mini-Warehouse) for parking requirements.

ADA parking spaces shall be included as part of the above minimum requirements. No outside storage of any kind will be allowed at the Mini-Storage unless approved on the site plan and completely screened from view.

Up to 12 uninterrupted outdoor parking spaces may be permitted between landscaping areas provided that the number of trees that would have been required in such parking areas are accounted for elsewhere on the Property.

17. Compliance with City Laws and Regulations. Except as expressly modified herein, all development of the Property shall be subject to the regulations of county, state, and federal agencies, as well as with the City Code provisions. The City may apply subsequently enacted Land Development Code provisions to the Property in accordance with Section 163.3233, Florida Statutes, or as may be otherwise agreed to in writing by Developer.

18. Enforcement/Effectiveness. A default by either party under this Agreement shall entitle the other party to all remedies available at law or as set forth in Section 163.3243, Florida Statutes.

19. Governing Law. This Agreement shall be construed in accordance with the laws of the State of Florida and venue for any action hereunder shall be in the Circuit Court of Lake County, Florida.

20. Binding Effect; Assignability. This Agreement, once effective, shall be binding upon and enforceable by and against the Parties hereto and their assigns. This Agreement shall be assignable by the Parties to successive owners. The Parties shall, however, provide written notice to the City of any and all such assignees. The rights and obligations set forth in this Agreement shall run with the land and be binding on all successors and/or assignees. The Parties hereby covenant that they will enforce this Agreement and that it is a legal, valid, and binding agreement.

21. Waiver; Remedies. No failure or delay on the part of either party in exercising any right, power, or privilege hereunder will operate as a waiver thereof, nor will any waiver on the part of either party or any right, power, or privilege hereunder operate as a waiver of any other right, power, privilege hereunder, nor will any single or partial exercise of any right, power, or privilege hereunder preclude any other further exercise thereof or the exercise of any other right, power, or privilege hereunder.

22. Exhibits. All exhibits attached hereto are hereby incorporated in and made a part of this Agreement as if set forth in full herein.

23. Notice. Any notice to be given as to this Agreement shall be in writing and shall be sent by certified mail, return receipt requested, to the party being noticed at the following addresses or such other address as the Parties shall provide from time to time:

| | |
|-------------|--|
| As to City: | Mark Johnson, City Manager
City of Minneola
Post Office Box 678
Minneola, FL 34755
352-394-3598 Telephone |
| Copy to: | Skorman Development LLC
c/o Kevin Skorman
6000 Metrowest Blvd, Suite 111
Orlando, FL 32835 |
| Copy to: | Tara L. Tedrow, Esquire
Lowndes
215 N. Eola Drive
Orlando, FL 32801
407-418-6361 Telephone
Email: tara.tedrow@lowndes-law.com |

24. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to the transactions contemplated herein, and it supersedes all prior understandings or agreements between the parties relating to this Agreement.

25. Term of Agreement. The term of this Agreement shall terminate thirty (30) years after the effective date of this Agreement; provided, however, that the term of this Agreement may be extended by mutual consent of the City and the Parties, subject to a public hearing in accordance with the requirements of Section 163.3225, Florida Statutes.

26. Amendment. Amendments to the provisions of this Agreement shall be made by the Parties only in writing by formal amendment.

27. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original and need not be signed by more than one of the Parties hereto and all of which shall constitute one and the same agreement.

[SIGNATURES APPEAR ON FOLLOWING PAGES]

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement as of the date first above written.

CITY OF MINNEOLA, FLORIDA, a
Florida municipal corporation

Attest:

City Clerk

Approved as to form:

Scott Gerken, City Attorney

By: _____

Name: _____

Its: _____

Date: _____

WITNESSES:

SKORMAN DEVELOPMENT, LLC, a
Florida Limited Liability Company

Print Name: _____

By: _____

Name: _____

Print Name: _____

Its: _____

Date: _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this ____ day of _____, 20__, by _____, as _____ of _____, a _____ company, on behalf of the company. He (She) is personally known to me or has produced _____ as identification.

(NOTARY SEAL)

Notary Public Signature
Printed Name : _____
Notary Public, State of Florida
Commissioner No.: _____
My Commission Expires: _____

Exhibit "A"
Master Development Plan

Exhibit "B"
Conceptual Site Plan

Staff Changes on Developer Agreement

- i. Vacuums shall not be available for purchase or use separate from the purchase of a carwash; no standalone point of sale vacuums such as coin or card operated vacuums are permitted. vacuums shall be screened from view with overhead canopies or a trellis system. All poles or supports, such as canopy poles, will be ~~poles~~ covered with a material consistent with the building & brand to ensure aesthetic cohesion .
- b. **Utilities.** Developer and its successors and assigns agree to obtain water, reuse water, ~~irrigation water~~, and wastewater service (collectively, the "Utilities") exclusively from City when available. Developer covenants and warrants to City that it will not engage in the business of providing such Utilities to the Property or within City's F.S. Chapter 180 utility district. ~~At the Developer's discretion and subject to availability, the~~ The Project may will use private wells, ~~potable water and/or~~ reclaim for irrigation. Developer shall construct, at Developer' s expense, all on-site utility facilities (e.g. lift stations and lines) and extensions of facilities from City's current point of connection. All such improvements must be constructed to City standards, and utility easement(s) shall be dedicated to the City, as reasonably required. Carwash uses may be required to pretreat their carwash wastewater and will be responsible for the costs for any periodic testing required by the City. Owner may be required to provide its own water and/or wastewater facilities if capacity in the City systems does not exist. This would require the Owner to install and operate at its expense a wastewater treatment facility for sewer treatment, conditioned upon approval by all relevant permitting agencies. The lift station shall be sized to accommodate the collection and transfer of all waste generated by the development to the City's plant for treatment. In the event the City decides to provide sewer service, upon written notice from the City, the Owner, the POA (as hereinafter defined), and any lot owners within the development will cooperate with the City to discontinue the use of any individual users' wastewater treatment facility and connect to the City's sewer system within sixty (60) days of the City's notice. The Owner, individual lot owner or POA and their successors and assigns shall, upon request from the City, transfer the lift station, tracts designated or used for wastewater treatment purposes, and any equipment from the facility to the City. Owner may retain any portion of the wastewater treatment facility not necessary for the City's provision of service to the Property, provided Owner promptly dismantles and removes such unnecessary portions of the facility from the Property. All lot owners in the development shall be required to connect to the City sewer system when capacity becomes available.
- c. **Impact Fees.** Developer agrees to pay all applicable impact fees when the building permits are issued, at the then existing rate. ~~No water, wastewater, or any other utility capacity is reserved until or unless such fees have been paid pursuant to an agreement with City.~~ Developer agrees and understands that no capacity has been reserved and that Developer assumes the risk that capacity will be available.
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- ii. in the event each parcel is individually platted, except for the convenience store with fueling, each tenant shall be permitted to have its own signage in accordance with the City's Sign Regulation Table standards for:
- iii. B-1 (single occupant) as it relates to wall, projecting, awning, swing, ~~monument~~, ~~electric message centers~~, and
- iv. ~~B-1, OR, I-1, P, PUD for monument signage, and~~
- v. B-1, I-1, OR, PUD for window signage.

**CITRUS RIDGE ROAD COMMERCIAL PUD DEVELOPMENT
|AGREEMENT**

This Development Agreement (the "Agreement") is made this _____ day of _____, 2026, by and between the CITY OF MINNEOLA, a Florida municipal corporation ("City"), whose address 800 N. U.S. Highway 27, Minneola, Florida 34715, and SKORMAN DEVELOPMENT, LLC, and/or its successors or assigns, whose address is 6000 Metrowest Blvd, Suite 111, Orlando, FL 32835 ("Developer" and/or "Owner"; together with the City, the "Parties").

RECITALS

WHEREAS, Developer desires to rezone approximately 17.74 acres more or less of property located in the City, comprised of Alt Keys 1028957, 3910223 (collectively, the "County Parcels") and 3850819 (the "City Parcel"; together with the County Parcels, the "Property"); and

WHEREAS, the County Parcels currently have a Lake County ("County") future land use designation of Urban Low (County) and the City Parcel has a City future land use designation of Overlook at Grassy Lake MU; and

WHEREAS, the County Parcels currently have a County zoning designation of Ag and the City Parcel has a City zoning designation of PUD; and

WHEREAS, Developer has requested an annexation of the County Parcels into the City, along with a concurrent amendment to the City of Minneola Future Land Use Map to change the Property to General Commercial and a rezoning to change the Property to Planned Unit Development- Commercial (PUD-C); and

WHEREAS, approval of the requests shall be consistent with the City's Comprehensive Plan, Land Development Code, and this Agreement; and

WHEREAS, Developer has the full power and authority to make, deliver, enter into, and perform pursuant to the terms and conditions of this Agreement and has taken all necessary action to authorize the execution, delivery, and performance of the terms and conditions of this Agreement; and

WHEREAS, the City of Minneola has determined that the proposal for its development presents, among other things, an opportunity for the City to secure quality planning and growth and a strengthened and revitalized tax base; and

WHEREAS, Developer and City believe that it is in the best interest of each party to enable the Property to be developed as further described herein, in accordance with Part II of Chapter 163, Florida Statutes, the "Local Government Comprehensive Planning and Land Development Regulation Act" (the "Act"), other applicable Florida Law and the Charter and Code of Ordinances of the City of Minneola, Florida, and, therefore, Developer and City agree that this Agreement shall constitute an Agreement in accordance with the Florida Local Government Development Agreement Act, Sections 163.3220- 163.3243, Florida Statutes.

NOW, THEREFORE, in consideration of mutual covenants and representations set forth herein and other valuable consideration, the receipt of which is acknowledged, the parties agree as follows:

1. **Recitals.** The above recitals are true and correct and are incorporated herein by reference.
2. **Authority.** This Agreement is entered into under the authority of the City's Code and under the Florida Local Government Development Agreement Act, Sections 163.3220-163.3243, Florida Statutes. This Agreement has been approved at two public hearings as mandated which were held on May 19, 2026, and _____, 2026.
3. **City Parcel Sale to Developer.** Pursuant to Section 163.380, F.S., which requires the City to publish notice and invite redevelopment proposals within a 30-day period following publication, the City published notice in the Clermont Sun on April 8, 2026 of its intent to dispose of the City Parcel. Following the submittal of a proposal to purchase the City Parcel in compliance with the terms of said notice, the City has agreed to sell to the Developer, and the Developer has agreed to purchase from the City, the City Parcel for \$375,00.00 (the "Purchase"). The Purchase shall be completed within thirty (30) days from the Effective Date of this Agreement. Upon the rezoning of the City Parcel contemplated herein, any obligations or restrictions under that certain Amended and Restated Planned Unit Development Agreement (Overlook at Grassy Lake), as recorded in Instrument No. 2016022389, as may have been amended, are superseded and replaced by all terms and conditions set forth herein.
4. **Conditions Precedent.** Developer has requested an annexation of the County Parcels into the City and a rezoning and future land use map amendment for the Property. The City has initiated the process to designate the future land use and zoning of the Property consistent with this Agreement. It is understood and agreed to by the City and the Developer that this Agreement shall not be binding or enforceable as to any party unless and until the City has annexed the County Parcels into the City, and subsequently adopts ordinances rezoning the Property and amending the City's future land use map as set forth herein.
5. **Land Use/ Development.** The overall development standards, including building setbacks, maximum building height, allowable uses, landscape buffers, etc. shall be in accordance with the master development plan attached hereto as **Exhibit "A"** (the "Master Development Plan"). A conceptual site plan is also attached hereto as **Exhibit "B"** (the "Conceptual Site Plan") for illustrative purposes only and to show a potential mix of uses meeting the Master Development Plan's enumerated development standards. The Property is not required to be developed in accordance with the Conceptual Site Plan, but would be permitted (subject to final site plan approvals) to develop the uses and in accordance with the layout shown thereon (subject to such lots being platted). The allowable FAR of 1.1 shall be calculated on the gross acreage of the overall Property; provided individual lots may exceed a FAR of 1.1. The Developer agrees that non-residential uses shall not be converted to residential uses under the Live Local Act.
6. **Design Standards.**

a. Architecture of the buildings and the design for the dumpster enclosures will meet the Land Development Code of the City; provided, however, that the following shall be permitted on the Property:

- i. All exterior facades of an outparcel building do not have to be considered primary facades; only those facades facing Citrus Grove Road shall be considered primary.
- ii. Corrugated metal panels shall be permitted on one coffee shop concept building and one car wash building if architectural renderings for these buildings are approved by City Council. Fluorescent colors are permitted as trim accents on commercial/retail buildings,

A Ministorage Warehouse/Self-Storage facility shall be the only use allowed to exceed the maximum building height of thirty-five feet (35'); however, such facility shall not exceed forty-two feet (42') in height and shall not be located on the Property's frontage on Citrus Grove Road. No outdoor storage shall be allowed. Any signage facing Citrus Grove Road shall be non-illuminated.

b. A convenience store with fuel operations shall be permitted with the following conditions:

- i. Site must be at least one acre in size and shall front on an arterial or collector road.
- ii. Except as set forth herein, minimum requirements of the B-1 zoning district must be met.
- iii. Traffic generation and access for the proposed use shall not adversely impact adjoining properties and the general public safety. Major site plan review and approval by the City is required prior to any use of the Property.
- iv. Off-street parking, loading, and service areas shall be provided and located such that there is no adverse impact on adjoining properties, beyond that generally experienced in the district.
- v. Architecture shall comply with City Code requirements. Signage shall be limited to wall signage as allowed by code on walls facing the street and one seven-foot-high monument sign with gas prices. No additional signage or branding is allowed. No outdoor signage and no signage in the windows.
- vi. No merchandise shall be displayed outside of the building except propane tanks per federal regulations.
- vii. Unless prohibited by state law requirements, the facility shall be equipped with an on-demand generator capable of powering the store and the fuel pumps for at least 72 hours without the need to refuel.
- viii. Company will use commercially reasonable efforts to remain open during a natural disaster or, if it must be closed, shall reopen as soon as possible after the storm event has passed.

- ix. The Property shall be in compliance with Florida Statute 812.173, Convenience Business Security. Specifically:
- A. Surveillance Cameras: Color cameras with a 30-day recording storage capability will be placed inside the structure, outside the structure, and aimed at all fuel dispensers. The camera recording system shall be of a quality that allows for individual faces and license plate numbers to be clearly identified from the recording, covering at least 95% of the Property.
 - B. Lighting and Security: All lighting must be Dark Sky lighting. All exterior points of ingress/egress will be properly lit at all times. Rear and side doors not intended for customer access shall always remain locked from the outside with a functioning door alarm if opened from the inside. Hidden panic alarms will be mounted near all cash registers.
 - C. Employees & Community:
 - 1. Two employees shall be on duty and onsite whenever the store is open. If only one employee is present, the doors are to remain locked, and the package passer may be used.
 - 2. A remote alarm shall be provided to employees.
 - 3. No displays or sales of glass or metal tobacco pipes, or other paraphernalia commonly used for the consumption of illicit drugs.
 - 4. No alcohol for on site consumption shall be allowed.
 - 5. Other Facility Requirements: The store(s) will prohibit loitering on the Property and will promptly remove or have removed anyone determined to be loitering. No overnight parking shall be allowed.
 - D. The fuel dispensers shall have a canopy with a pitched roof. No signage shall be placed around the canopy. Columns shall not be exposed metal but match the building's materials. No advertising shall be allowed anywhere on or under the canopy or at the pumps.
 - E. Fuel dispensers must meet EMV certification, Triple Data Encryption Standard (TDES), and Tamper-Resistant Security Modules (TRSM) standards and must have unique keys or codes for dispenser panels and doors.
 - F. The fuel dispenser system must alert clerks when a dispenser panel or door is opened.
 - G. The dispenser system must cycle off when the panel or door is opened by an unauthorized individual.

- x. Maintenance, Vending, and Cleanliness Standards.
 - A. No outside vending machines will be allowed except for fuel dispensers and propane fuel cylinders. Air may be placed under the canopy, inside islands, and next to fuel dispensers if free of charge and approved by the City. No vacuums.
 - B. Trash receptacles shall be emptied regularly to prevent garbage from overflowing and blowing into the parking lot and streets.
 - C. Grounds will be inspected at least once per shift, and any loose garbage and debris will be cleaned and removed.
 - D. Paper funnels will be offered and provided free of charge to anyone purchasing oil, transmission fluid, or antifreeze to reduce ground contamination from spilled fluids.
 - E. Lighting, security cameras, and exterior areas will be promptly repaired, pressure washed, and repainted as necessary and as reasonably requested by the City of Minneola Code Enforcement.
- c. Sales of alcoholic beverages for on or off premises consumption shall be subject to the following requirements: (1) all necessary state licensure shall be obtained; (2) no nightclubs or standalone bars shall be permitted; and (3) no more than one package liquor store shall be permitted.
- d. A car wash (self-service) use shall be subject to the following requirements: (1) the car wash shall be located at least 1,000 feet from another car wash; (2) the car wash parcel shall be located fronting Citrus Grove Road; (3) shall provide for proper site circulation for customers; and (4) the Project shall be designed to properly accommodate any retention and stormwater outfall needs. The following conditions shall also be met for the carwash:
 - i. The Owner shall comply with all applicable provisions of the Code of Ordinances of the City of Minneola.
 - ii. Hours of operation shall be from 7 A.M. to 9 P.M.
 - iii. Vacuums shall not be available for purchase or use separate from the purchase of a carwash; no standalone point of sale vacuums such as coin or card operated vacuums are permitted. vacuums shall be screened from view with overhead canopies or a trellis system. All poles or supports, such as canopy poles, will be colors consistent with the building & brand to ensure aesthetic cohesion .
 - iv. All lighting shall be dark sky lighting.
 - v. Carwash must use an environmentally sensitive water recycling system.
 - vi. Carwash must follow a wastewater treatment plan, subject to City approval.

- vii. Owner/Applicant shall conduct a traffic study prior to commencing construction of the carwash, shall obtain City, FDOT and Lake County approval and shall ensure all access roads are aligned.
 - viii. Carwash tunnels must have sound deafening panels and blowers must have silencers. Blowers will be aimed away from any residential property. Any noise emanating machinery or equipment, such as pumps, motors, blowers, or vacuums must be enclosed to muffle sound. Within ninety (90) days of opening to the public, a sound study shall be conducted for impacts on the nearest residential homes across Citrus Grove Road to confirm that the sound generated by the car wash at the property line fronting Citrus Grove Road does not produce offsite impacts on the residential properties that exceed 65 db. . Results of the study may require additional sound proofing.
 - ix. Building lighting for the carwash shall not be illuminated between 9 A.M. and 7 P.M. so as to minimize impacts on nearby residential properties.
7. **Utilities.** Developer and its successors and assigns agree to obtain water, reuse water, irrigation water, and wastewater service (collectively, the "Utilities") exclusively from City when available. Developer covenants and warrants to City that it will not engage in the business of providing such Utilities to the Property or within City's F.S. Chapter 180 utility district. At the Developer's discretion and subject to availability, the Project may use private wells, potable water and/or reclaim for irrigation. Developer shall construct, at Developer's expense, all on-site utility facilities (e.g. lift stations and lines) and extensions of facilities from City's current point of connection. All such improvements must be constructed to City standards, and utility easement(s) shall be dedicated to the City, as reasonably required. Carwash uses may be required to pretreat their carwash wastewater and will be responsible for the costs for any periodic testing required by the City. Owner may be required to provide its own water and/or wastewater facilities if capacity in the City systems does not exist. This would require the Owner to install and operate at its expense a wastewater treatment facility for sewer treatment, conditioned upon approval by all relevant permitting agencies. The lift station shall be sized to accommodate the collection and transfer of all waste generated by the development to the City's plant for treatment. In the event the City decides to provide sewer service, upon written notice from the City, the Owner, the POA (as hereinafter defined), and any lot owners within the development will cooperate with the City to discontinue the use of any individual users' wastewater treatment facility and connect to the City's sewer system within sixty (60) days of the City's notice. The Owner, individual lot owner or POA and their successors and assigns shall, upon request from the City, transfer the lift station, tracts designated or used for wastewater treatment purposes, and any equipment from the facility to the City. Owner may retain any portion of the wastewater treatment facility not necessary for the City's provision of service to the Property, provided Owner promptly dismantles and removes such unnecessary portions of the facility from the Property. All lot owners in the development shall be required to connect to the City sewer system when capacity becomes available.
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- b. in the event each parcel is individually platted, each tenant shall be permitted to have its own signage in accordance with the City's Sign Regulation Table standards for:
- c. B-1 (single occupant) as it relates to wall, projecting, awning, swing, monument, electric message centers, and
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ADA parking spaces shall be included as part of the above minimum requirements. No outside storage of any kind will be allowed at the Mini-Storage unless approved on the site plan and completely screened from view.

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21. Waiver; Remedies. No failure or delay on the part of either party in exercising any right, power, or privilege hereunder will operate as a waiver thereof, nor will any waiver on the part of either party or any right, power, or privilege hereunder operate as a waiver of any other right, power, privilege hereunder, nor will any single or partial exercise of any right, power, or privilege hereunder preclude any other further exercise thereof or the exercise of any other right, power, or privilege hereunder.

22. Exhibits. All exhibits attached hereto are hereby incorporated in and made a part of this Agreement as if set forth in full herein.

23. Notice. Any notice to be given as to this Agreement shall be in writing and shall be sent by certified mail, return receipt requested, to the party being noticed at the following addresses or such other address as the Parties shall provide from time to time:

| | |
|-------------|--|
| As to City: | Mark Johnson, City Manager
City of Minneola
Post Office Box 678
Minneola, FL 34755
352-394-3598 Telephone |
| Copy to: | Skorman Development LLC
c/o Kevin Skorman
6000 Metrowest Blvd, Suite 111
Orlando, FL 32835 |
| Copy to: | Tara L. Tedrow, Esquire
Lowndes
215 N. Eola Drive
Orlando, FL 32801
407-418-6361 Telephone
Email: tara.tedrow@lowndes-law.com |

24. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to the transactions contemplated herein, and it supersedes all prior understandings or agreements between the parties relating to this Agreement.

25. Term of Agreement. The term of this Agreement shall terminate thirty (30) years after the effective date of this Agreement; provided, however, that the term of this Agreement may be extended by mutual consent of the City and the Parties, subject to a public hearing in accordance with the requirements of Section 163.3225, Florida Statutes.

26. Amendment. Amendments to the provisions of this Agreement shall be made by the Parties only in writing by formal amendment.

27. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original and need not be signed by more than one of the Parties hereto and all of which shall constitute one and the same agreement.

[SIGNATURES APPEAR ON FOLLOWING PAGES]

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement as of the date first above written.

CITY OF MINNEOLA, FLORIDA, a
Florida municipal corporation

Attest:

City Clerk

Approved as to form:

Scott Gerken, City Attorney

By: _____

Name: _____

Its: _____

Date: _____

WITNESSES:

SKORMAN DEVELOPMENT, LLC, a
Florida Limited Liability Company

Print Name: _____

By: _____

Name: _____

Print Name: _____

Its: _____

Date: _____

STATE OF _____
COUNTY OF _____

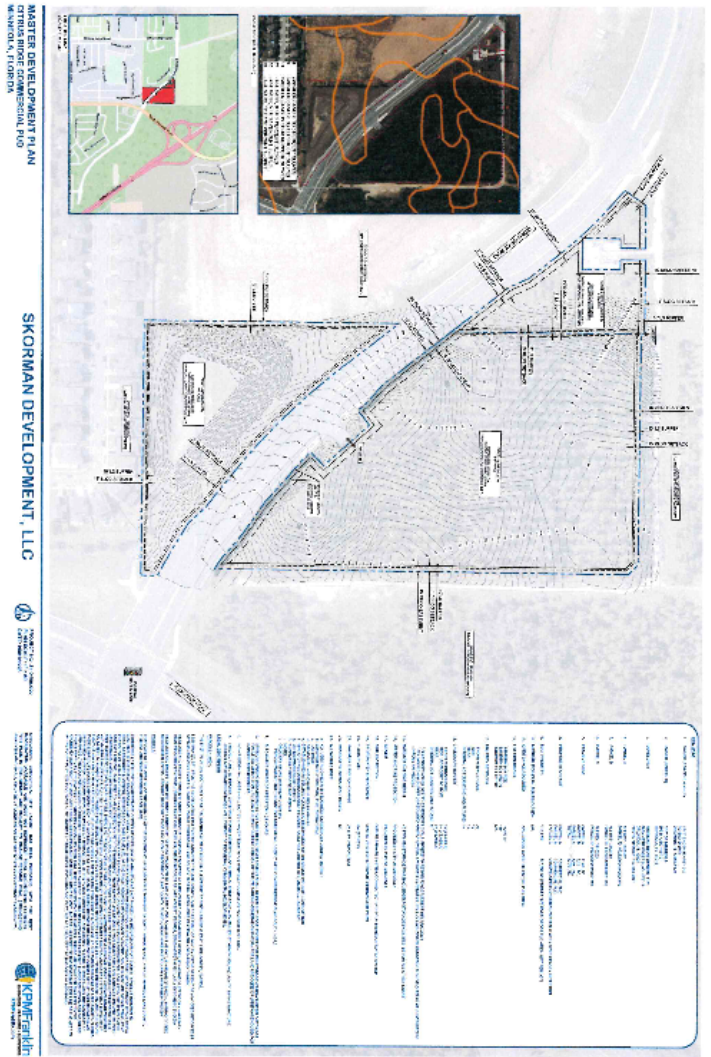
The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this ____ day of _____, 20__, by _____, as _____ of _____, a _____ company, on behalf of the company. He (She) is personally known to me or has produced _____ as identification.

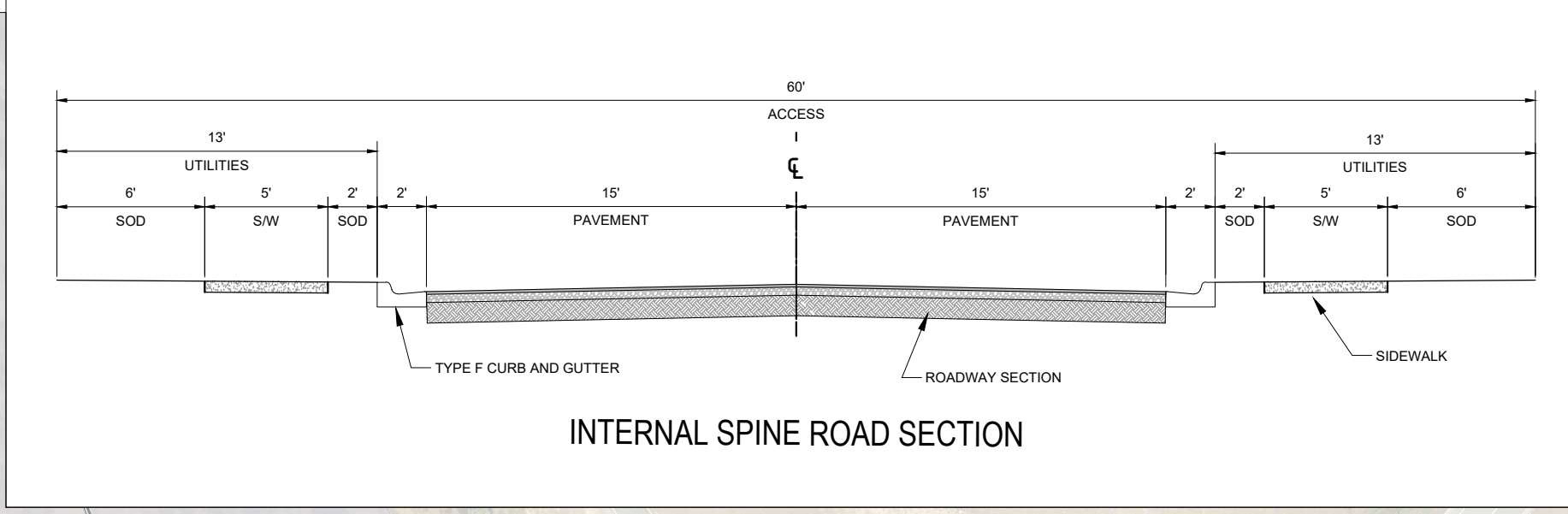
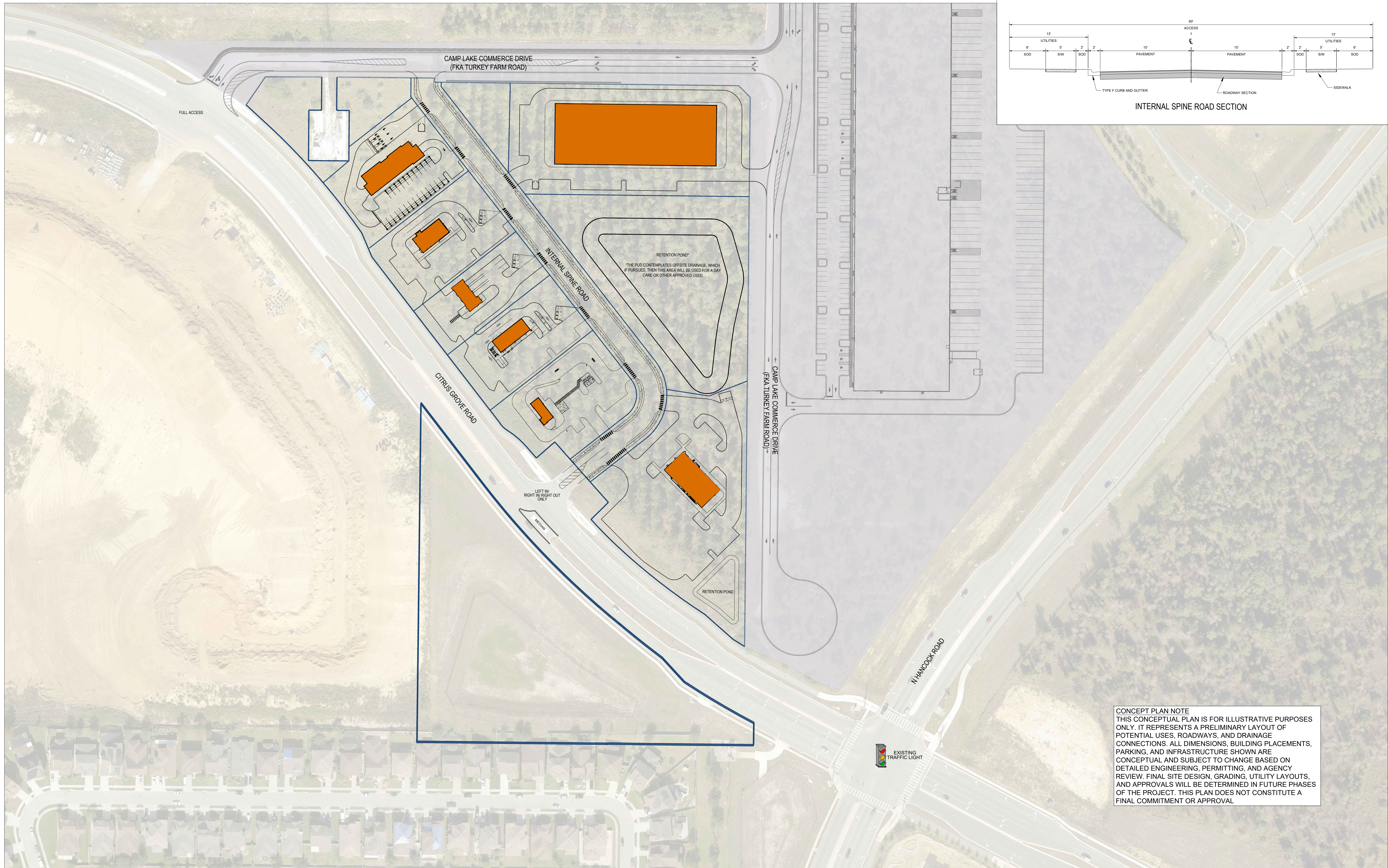
(NOTARY SEAL)

Notary Public Signature
Printed Name : _____
Notary Public, State of Florida
Commissioner No.: _____
My Commission Expires: _____

Exhibit "A"

Master Development Plan





CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.



SOILS MAP (NOT TO SCALE)



LOCATION MAP
SCALE: 1" = 1000'

SITE DATA

| | |
|---------------------------------------|--|
| 1. OWNER (PARCELS A and C) | CRITTENDEN HOWEY LLC
PO BOX 561079
ORLANDO, FL 32856-1079 |
| 2. OWNER (PARCEL B) | CITY OF MINNEOLA
800 N. USE HWY 27
MINNEOLA, FL 34715 |
| 3. DEVELOPER | SKORMAN DEVELOPMENT, LLC.
6000 METROWEST BLVD, STE 111
ORLANDO, FL 32825
PHONE NUMBER: 407-253-2001 |
| 4. PARCEL A | ALT KEY: 1028957
PARCEL ID: 05222600040000800 |
| 5. PARCEL B | ALT KEY: 3850819
PARCEL ID: 052226000400001300 |
| 6. PARCEL C | ALT KEY: 3910223
PARCEL ID: 052226000400001700 |
| 7. PROJECT AREA | PARCEL A 11.89 AC.
PARCEL B 2.02 AC.
PARCEL C 3.79 AC.
TOTAL: 17.70 AC. |
| 8. PROPOSED LAND USE | PARCEL A COMMERCIAL PUD
PARCEL B COMMERCIAL PUD
PARCEL C UNDEVELOPED CONSERVED GREEN SPACE / OPEN SPACE / RETENTION |
| 9. MAX INTENSITY: | 1.10 FAR 847,893 SF (CUMULATIVE OVER GROSS PUD AREA, NOT PER LOT) |
| 10. MAXIMUM INDIVIDUAL BUILDING AREA: | N/A |
| 11. OPEN SPACE REQUIRED | 20% (GROSS OVER THE ENTIRE PUD AREA) |
| 12. LOT DIMENSIONS | MINIMUM LOT SIZE 10,000 SF
MINIMUM LOT WIDTH 100
MINIMUM LOT DEPTH N/A |
| 13. BUILDING SETBACKS | FRONT (CITRUS RIDGE) 25'
SIDE 15'
REAR 15'
INTERNAL LOT (EXISTING AND FUTURE) 10' |
| 14. LANDSCAPE BUFFER ¹ | FRONT (CITRUS RIDGE) 10' (CLASS A)
SIDE (ADJACENT TO ROW) 10' (CLASS A)
REAR 10' (CLASS A)
INTERNAL LOT (EXISTING AND FUTURE) 5' ² |

- ¹ PLANTINGS WITHIN UTILITY EASEMENTS SHALL ADHERE TO RESPECTIVE EASEMENT RESTRICTIONS
² NO LANDSCAPE BUFFER IS REQUIRED WHEN A SHARED DRIVEWAY STRADDLES THE LOT LINE, WHERE REQUIRED, SUCH BUFFER TO BE COMPRISED OF SHRUBS OR HEDGES
- MAXIMUM BUILDING HEIGHT 42' FOR MINISTORAGE WAREHOUSE/SELF-STORAGE FACILITIES, 35' FOR ALL OTHER USERS
 - WATER AND FIRE PROTECTION PROVIDED BY CITY OF MINNEOLA
 - SEWER PROVIDED BY CITY OF MINNEOLA
 - FIRE PROTECTION ONSITE PRIVATE SYSTEM, CONNECTED TO CITY OF MINNEOLA WATER SYSTEM
 - STORMWATER MANAGEMENT ONSITE OR OFFSITE PRIVATE STORMWATER POND
 - FLOOD PLAIN N/A (ZONE X)
 - MAXIMUM ELEVATION CHANGE 20' (CUT AND/OR FILL)
 - MAXIMUM RETAINING WALL HEIGHT 12'
 - ALLOWABLE USES¹
 - ALL USES ALLOWED IN B-1 BUSINESS COMMERCIAL ZONING DISTRICT
 - CONVENIENCE STORE WITH FUEL OPERATIONS
 - CAR WASH
 - DRIVE-THRU AND DRIVE-UP RESTAURANTS
 - ESTABLISHMENTS SELLING ALCOHOLIC BEVERAGES FOR ON AND/OR OFF-SITE CONSUMPTION
 - MINI STORAGE WAREHOUSE/SELF STORAGE FACILITIES (MULTISTORY, MAXIMUM 100,000 SF)
 - OFFICE/WAREHOUSE FACILITY
 - AUTOMOBILE SERVICE AND REPAIR
 - HOTEL
 - GROCERY STORE (MAXIMUM 24,000 SF)

¹ PERCENTAGE OF LIGHT INDUSTRIAL USES SHALL COMPLY WITH COMPREHENSIVE PLAN POLICY 1-2.4.2

- ALLOWABLE HOURS OF OPERATION - 24 HOURS
- MINIMUM PARKING REQUIREMENTS FOR USES IN THE DEVELOPMENT SHALL BE PER CITY CODE, EXCEPT FOR MINISTORAGE WAREHOUSE/SELF-STORAGE FACILITIES WHICH SHALL FOLLOW THE MOST RECENT EDITION OF THE ITE PARKING GENERATION MANUAL FOR LAND USE CODE 151 (MINI-WAREHOUSE) FOR PARKING REQUIREMENTS.
- NON-RESIDENTIAL USES SHALL NOT BE CONVERTED INTO AFFORDABLE HOUSING UNITS UNDER LIVE LOCAL
- PROJECT WILL BE PHASED, WITH FIRST PHASE CONSISTING OF INTERNAL SPINE ROAD AND MASTER STORMWATER AND UTILITY INFRASTRUCTURE. SECOND AND REMAINING PHASES WILL CONSIST OF INDIVIDUAL COMMERCIAL DEVELOPMENTS.

LEGAL DESCRIPTION
PARCELS A AND C
THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, LAKE COUNTY, FLORIDA.
LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 519, PAGE 585, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.
ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2598, PAGE 795, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.
ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5077, PAGE 1614, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL B
THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 26 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:
COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATIVE TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.66 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 67.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'30"W FOR 65.00 FEET; THENCE N89°23'24"E FOR 25.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°36'36"E FOR 100.00 FEET; THENCE N89°23'24"E FOR 25.00 FEET; THENCE N00°36'36"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.



City of Minneola
Planning Department
 800 N Highway 27, Minneola, FL 34715
 (352) 394 – 3598 x172

Planned Development Application

The following information is required for all Planned Development Amendment Applications:

| Rec'd | Requirement |
|-------|---|
| | (1) Legal description |
| | (3) 24" x 36" Master Plan signed and sealed by a Professional Engineer |
| | (10) 11" x 17" Master Plan |
| | (1) Signed application form and checklist |
| | (1) Signed and notarized Property Owner's Authorization form |
| | (1) Completed Adjacent Property Owners form |
| | (1) copy of the first page of property record cards for all parcels within 300 feet of the subject parcel |
| | (1) set of mailing labels for all parcels within 300 feet of the subject parcel |
| | (1) CD containing all applications and documents in PDF format |
| | \$1,000.00 non-refundable fee |

Application Review Process

Development Review Process (DRP)

The DRP reviewers shall review every application and make recommendations to the Planning & Zoning Commission (P&Z)

The DRP will provide written comments/recommendations to the applicant and the P&Z

Planning and Zoning Commission (P&Z)

A Planning and Zoning review is required by the City Code

The Planning Dept. is responsible to ensure the proper legal advertising is done in a timely manner Applications need to be submitted by the 1st of the month to be considered at the next month's Planning & Zoning Commission meeting. Any and all supporting documents that need to be reviewed by the Commission need to be submitted by the 15th of the same month to be included in the packet for review.

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

**City of Minneola
Planned Development Application Cont.**

City Council

The City Council must conduct one public hearing regarding the proposed amendment
The City Council may defer consideration of the subject application at any time

Transmit to:

City of Minneola
Planning Department
800 N Highway 27
Minneola, FL 34715
(352) 394 – 3598 x172

Office Use:

Applicant Name: _____

Application for: _____

Amount: _____ Check #: _____

Rec'd by: _____ Date: _____ Receipt #: _____

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

**City of Minneola
Planned Development Application Cont.**

Applicant Name: Tara L. Tedrow
Applicant Address: 215 N. Eola Drive, Orlando, FL 32801
Applicant Phone #: 407-418-6361 Fax or E-mail: 407-843-4444
Project Name: Citrus Ridge Road Commercial PUD
General Location and/or Street Address: North of Citrus Ridge Drive
Owner Name: Crittenden Howey, LLC (Altkeys 1028957, 3910223) / City of Minneola (Altkey 3850819)
Owner Address: P.O. Box 561079, Orlando, FL 32856
Owner Phone #: N/A Fax or E-mail: ecrittenden@ymail.com
Reason for the request: Annexation, Comprehensive Plan and Rezoning


CERTIFICATION

I, the undersigned, do hereby certify that I have read the application and the relevant guidance material and understand the requirements described therein and that I will fully comply with all City, State and Federal regulations applicable to this project.

I understand that the application fee is non-refundable.

I further understand that I am responsible to reimburse the City for the actual advertising costs AND the actual consultants' review fees, if any. Said fees shall be paid within 30 days of receipt of the City's invoice OR further processing of the application will cease until the invoice is paid in full.

I understand that only application packages that are determined complete by the Department will be scheduled for review.



Applicant Signature

03.19.26

Date

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

CITY OF MINNEOLA, FLORIDA
ZONING MAP AMENDMENT
WITH
COMPREHENSIVE PLAN AMENDMENT

OWNER'S APPLICATION AUTHORIZATION
(Required if the property owner of record is not the applicant)

STATE OF FLORIDA

COUNTY OF LAKE ORANGE

Before me, the undersigned authority, personally appeared Helen J. Crittenden, as Manager
who being by me first duly sworn on oath, deposes and says: of Crittenden Hwy,

1. That ~~he/she~~ the LLC is the property owner of the subject parcel(s) in this application. LLC
2. That ~~he/she~~ the LLC desires to apply for a Zoning Map Amendment and Comprehensive Plan Amendment on land generally located at (insert legal description) "LLC"

N of Citrus Grove Rd

3. That ~~he/she~~ the LLC has appointed Tara L Tedrow, Esq. to act as agent in ~~his/her~~ its behalf to accomplish the above. (*per the attached disclaimer)

Helen J. Crittenden
Owner's Signature

This is to certify that on December 20, 2024 before me,
an officer duly authorized to take acknowledgments in the State and County aforesaid,
personally appeared Helen J. Crittenden and ~~he/she~~ is
personally known to me or has produced _____ as identification
and Did (Did Not) Take an Oath.



Shelley Ritten
Signature of Acknowledger

Shelley Ritten
Acknowledger Name

HH237195
Serial Number

3/15/26
My Commission Expires

**City of Minneola
Planned Development Application Cont.**

Adjacent Property Owners

Type a list of owner's names and mailing addresses for all property owners lying within 300 ft of all sides of the property described in the attached application, as recorded in the current County tax rolls, or attach copies of the appropriate property record card.

| Alternate Key # | Property Owner | Address, include Zip Code |
|-----------------------------|----------------|---------------------------|
| see attached mailing labels | | |
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Use additional pages as necessary.



City of Minneola
 Planning Department
 800 N Highway 27, Minneola, FL 34715
 (352) 394 – 3598

Concurrency Management Application

This checklist is based on the relevant provisions of Chapter 90-5 of the Minneola Code of Ordinances. The Code is available online at www.municode.com. The requirements described below are minimums that may be adjusted in the pre-application conference.

State law requires the City to determine that the available capacity of the necessary public facilities, such as: roads, potable water, sanitary sewer, parks & recreations, stormwater management and solid waste, are available to serve the proposed project at the time its off-site impacts actually occur. This determination is done by comparing the impacts of the proposed project with the Level-of-Science (LOS) standards established in the City’s Comprehensive Plan and the currently available capacities in these systems.

There are three types of concurrency certificates (letters): Conceptual, Preliminary, and Final. They are described as follows:

| | | |
|--------------------|---|---|
| Conceptual | Optional at the zoning stage | Valuable as an early assessment of available public facility capacities which will be available at the time of the project’s final development order application. |
| Preliminary | Valid only for letter date
Optional at the site plan or preliminary S/D plat stage | Valuable as an early assessment of available public facility capacities which will be available at the time of the projects final development order application |
| Final | Valid only for letter date
Prior to issuing a Final Development Order

Valid for a specified time | If public facilities capacities are found to be available at adopted levels of service at the time of final development approval, a certificate of concurrency will be issued and vice-versa. |

Applicant Name: Tara L. Tedrow, Esq.

Applicant Address: 215 N. Eola Drive, Orlando, FL 362801

Applicant Phone: 407-418-6361 Fax or E-mail Address: tara.tedrow@lowndes-law.com

Project Name: Citrus Grove Road Commercial PUD

General Location: North of Citrus Ridge Drive

Alternate Key Number(s): 3910223, 1028957, 3850819

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

City of Minneola

Concurrency Management Application Cont.

Minimum Submission Requirements

One copy each of the completed and signed Checklist and Application forms

A non-refundable application fee of \$350.00

One copy of the legal description. This can be shown on either the Boundary Survey (11x17) or the Warranty Deed

Concurrency Reviews, Development Orders, & Capacity Reservations

1. All concurrency determinations are made at staff level, no other review is required.
2. A concurrency determination must be provided to the application with 30 days after receipt of a complete application package.
3. The pre-application meeting will identify whether a traffic study will be required pursuant to Chapter 134-3 of the City's Code.
4. Conceptual and/or Preliminary Concurrency determinations are advisory only and are valid only for the date of the Concurrency Certificate. A Final Concurrency determination is applicable for the duration identified in the Final Concurrency letter.
5. The Final Concurrency Certificate shall include:
 - a. The estimated impact on each of the public facilities identified in the application.
 - b. The ability of each of the public facilities to accommodate the proposed project at the established LOS standards.
 - c. An identification of public facility deficiencies that must be corrected prior to completion of the project.
 - d. An identification of any improvements or additions that are needed for a public facility in order to meet the applicable LOS standards and the entities responsible for the improvements or additions.
 - e. The date on which the improvements must be completed to maintain, or exceed, the established applicable LOS standards.
6. The concurrency determination may require one or more mitigation measures to be completed, particularly for roads and/or schools, through a variety enforceable agreements.
7. Should the City Council determine that the City and/or the developer not reach an agreement on how to ensure the necessary public facilities will be available to correct the identified deficiencies, the project shall be denied. [Sec. 90-5(h)]
8. A concurrency statement is not a capacity reservation.
9. A capacity reservation is valid only for the specific land used, densities, intensities, and construction schedules contained in the development order or development agreement.

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

City of Minneola
Concurrency Management Application Cont.

10. Payment of the water and sewer connection fees are optional, but may be required to reserve capacity in these systems and should be done as soon as possible in the review process.
11. No clearance or construction activity may be initiated until a Development Order (DO) is issued. The City may issue a DO only after approval of the conceptual or preliminary development plans according to the relevant permit process required in this Code. [Sec. 98-1(a)]
12. A development order allows land clearing, site preparation, utility construction, road construction, building construction, or rezoning of the subject parcel to PUD only. [Sec. 98-1(a)]
13. No Final Development Order shall be issued until a Concurrency Certificate is issued by the City [Sec. 90-5(b)(1)]
14. The applicant is responsible to require a Final Development Order from the City.
15. Both the City and the County collect various impact fees. For City fees, contact the Planning & Zoning Department at the address below. For County fees, contact Lake County Public Works at (352) 483-9000.

Certification:

I, the undersigned, do hereby certify that I have read this checklist and understand the requirements described herein. I further understand that only application packages that have been determined complete by the Planning Department, prior to the City Council agenda deadline, will be scheduled for processing.



Owner/Authorized Signature

2/2/26

Date

Transmit To:

City of Minneola
Planning & Zoning Department
800 N Highway 27
Minneola, FL 34715
(352) 394-3598

Please note: Fax or e-mail submissions are not accepted.

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201



City of Minneola
Planning Department
800 N Highway 27, Minneola, FL 34715

Concurrency Determination Application

Applicant Name: Tara Tedrow, Esq.

Applicant Address: 215 N. Eola Drive, Orlando, FL 32801

Applicant Ph. Number: 407-418-6361 E-mail Address: tara.tedrow@lowndes-law.ciom

Owner Name: Crittenden Howey LLC

Owner Address: P.O. Box 561079, Orlando FL 32856

Owner Ph. Number: N/A E-mail Address: ecrittenden@ymail.com

Subject Parcel General Location and/or Street Address: _____

North of Citrus Ridge Drive

Alternate Key Number(s): 3910223, 1028957, 3850819

Non-Residential:

Land Use Designation: Urban Low (County) / Overlook at Grassy Lake MU (City-Alt Key 3850819) Current Zoning: Ag (County) / PUD (City-Alt Key 3850819) Proposed Zoning: PUD

Specific Proposed Use: Refer to attached sheet for additional details. Number of Structures: 7

List Square Footage of Each Structure: Refer to attached sheet for additional details.

Total Square Footage: 170,000 SF

Residential Units:

Single Family Detached: N/A Single Family Attached: N/A

Multi-Family (three or more dwelling units): N/A

Type of Concurrency Review Requested:

- Conceptual, valid only for date of letter (optional)
- Preliminary, valid only for date of letter (optional)
- Final, required prior to issuing of Final Development Order [Sec. 90-5(1)(c)]

School Capacity. Please contact the Lake County School Board in regards to School Concurrency at (352) 394-6694.

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

City of Minneola
Concurrency Determination Application Cont.

CERTIFICATION

I, the undersigned, do hereby certify that I have read the application and the relevant guidance material and understand the requirements described therein and that I will fully comply with all City, State, and Federal regulations applicable to this project.

I understand that the application fee is non-refundable.

I further understand that I am responsible to reimburse the City for the actual advertising costs and the actual consultants' review fee, if any. Said fees shall be paid within 30 days of receipt of the City's invoice or further processing of the application will cease until the invoice is paid in full.

I understand that only application packages that are determined complete by the Planning Department will be scheduled for review.



Applicant Signature

2/2/26

Date

Office Use Only:

Project Name: _____

Application Fee: \$350.00

Received By: _____

Receipt #: _____

Transmit To:

City of Minneola
Planning & Zoning Department
800 N Highway 27
Minneola, FL 34715
(352) 394-3598 x171 or x172

POST OFFICE BOX 678, MINNEOLA, FLORIDA 34755 ♦ (352) 394-3598 ♦ FAX (352) 394-7201

| Proposed Use | Square Footage | Other Details |
|------------------------------|-----------------------|----------------------|
| Gas Station | 5,500 | 14 pumps |
| Coffee Shop | 3,000 | |
| Quick Service Restaurant | 6,500 | |
| Retail | 6,000 | |
| Car Wash | 5,500 | Single Tunnel |
| Self Storage | 130,000 | |
| Daycare | 13,500 | 250 Children |
| TOTAL SQUARE FOOTAGE: | 170,000 | |

PRELIMINARY GEOTECHNICAL EXPLORATION

CITRUS GROVE ROAD PROPERTY
CITRUS GROVE ROAD,
CLERMONT, LAKE COUNTY, FLORIDA 33837

UES PROJECT NO. 0130.2400307.0000
UES REPORT NO. 2113443

PREPARED FOR:

Skorman Enterprises, LLC
6000 Metrowest Boulevard, Suite 111
Orlando, Florida 32835

Attention: Mr. Mark Kidwell, Manager

PREPARED BY:

UES
3532 Maggie Boulevard
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Revised: January 9, 2025

October 7, 2024

Revised: January 9, 2025

Skorman Enterprises, LLC
6000 Metrowest Boulevard, Suite 111
Orlando, Florida 32835
P: 407-253-2001

Attention: Mr. Mark Kidwell – Manager
mdkidwell@skormandevelopment.com

Reference: **Preliminary Geotechnical Exploration**
Citrus Grove Road Property
Citrus Grove Road,
Clermont, Lake County, Florida
UES Project No. 0130.2400307.0000
UES Report No. 2113443

Dear Mr. Kidwell:

UES Professional Solutions, LLC. d/b/a UES, has completed the Preliminary Geotechnical Exploration at the above referenced site in Clermont, Florida. The scope of our exploration was planned in conjunction with and authorized by you. This exploration was performed in general accordance with UES Proposal No. 2110194 dated September 20, 2024, and generally accepted soil and foundation engineering practices. No other warranty, express or implied, is made.

The following report presents the results of our field exploration with a geotechnical engineering interpretation of those results with respect to the project characteristics as provided to us. We have included soil and groundwater conditions at the boring locations, potential constraints to site development, and a preliminary geotechnical assessment regarding the planned construction. *The site was found to be generally suitable for the proposed development following typical site preparation procedures. However, additional exploration will be needed once a final conceptual plan is ready to confirm the finding presented in this report. This report alone is not sufficient for final design.*

We appreciate the opportunity to have worked with you on this project and look forward to a continued association. Please do not hesitate to contact us if you should have any questions, or if we may further assist you as your plans proceed.

Respectfully Submitted,
UES PROFESSIONAL SERVICES, LLC
Florida Engineering Business Registry No. 549



Erfan Mobarezi, M.S.
Geotechnical Project Manager

This item has been digitally signed and sealed by Ricardo C. Kiriakidis L. 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

Ricardo C. Kiriakidis L., Ph.D., P.E.
Date: 1/9/2025
Geotechnical Department Manager
Florida Registration No. 70602



TABLE OF CONTENTS

PROJECT DESCRIPTION 1

PURPOSE..... 1

SITE DESCRIPTION 1

 3.1 SOIL SURVEY..... 2

 3.2 TOPOGRAPHY..... 3

4.0 SCOPE OF SERVICES..... 3

5.0 FIELD EXPLORATION..... 3

 5.1 STANDARD PENETRATION TEST (SPT) BORINGS..... 3

6.0 LABORATORY TESTING..... 3

7.0 SUBSURFACE CONDITIONS 4

 7.1 GENERALIZED SOIL PROFILE..... 4

 7.2 NOTABLE FINDINGS..... 4

 7.2.1 *Very Loose Soil Conditions*..... 4

8.0 GROUNDWATER CONDITIONS..... 5

 8.1 EXISTING GROUNDWATER LEVEL..... 5

 8.2 SEASONAL HIGH GROUNDWATER LEVEL 5

9.0 PRELIMINARY GEOTECHNICAL ASSESSMENT 6

 9.1 PRELIMINARY SITE PREPARATION 6

 9.2 PRELIMINARY FOUNDATION DESIGN 6

 9.3 PRELIMINARY PAVEMENT DESIGN..... 7

10.0 FINAL GEOTECHNICAL EXPLORATION..... 7

11.0 CONSTRUCTION RELATED SERVICES..... 7

12.0 LIMITATIONS..... 8



LIST OF TABLES

Table I: Summary of Published Soil Data.....2
 Table II: Laboratory Methodologies..... 4
 Table III: Generalized Soil Profile..... 5

LIST OF FIGURES

Figure I: Web Soil Survey2

APPENDICES

APPENDIX A
 USGS Location Map A-1

APPENDIX B
 Boring Location Plan B-1
 Boring Logs B-2
 Key to Boring Logs Sheet..... B-3

APPENDIX C
 GBC Document C-1
 Constraints and Restrictions C-2

PROJECT DESCRIPTION

UES understand that Skorman Enterprises, LLC is in the early design stages for the proposed commercial development located at Clermont, Lake County, Florida, with parcel IDs: 05-22-26-0004-000-00800, 05-22-26-0004-000-01700, as listed by the Lake County Property Appraiser. UES was not provided with a conceptual site plan with proposed boring locations to assist with the preparation of this report.

At this time, UES was asked to perform a preliminary geotechnical exploration of the subject site. Our scope of services has been designed to evaluate the subsurface conditions on subject site for the proposed site improvements.

Should any of the above information or assumptions made by UES be inconsistent with the planned development and construction, we request that you contact us immediately to allow us the opportunity to review the new information in conjunction with our report and revise or modify our engineering recommendations accordingly, as needed.

No site or project facilities/improvements, other than those described herein, should be designed using the soil information presented in this report. Moreover, UES will not be responsible for the performance of any site improvement so designed and constructed.

PURPOSE

The purposes of this exploration were:

- to explore and evaluate the subsurface conditions at the site with special attention to potential problems that may impact the proposed development,
- to provide our estimates of the seasonal high groundwater level at the boring locations, and
- to provide preliminary geotechnical engineering recommendations for site preparation foundation design, pavement design.

This report presents an evaluation of site conditions on the basis of geotechnical procedures for site characterization. The recovered samples were not examined, either visually or analytically, for chemical composition or environmental hazards. We would be glad to provide you with a proposal for these services at your request.

Our exploration was not designed to specifically address the potential for surface expression of deep geological conditions, such as sinkhole development related to karst activity. This evaluation requires a more extensive range of field services than those performed in this study. We would be pleased to conduct an exploration to evaluate the probable effect of the regional geology upon the proposed construction, if you so desire.

SITE DESCRIPTION

The subject site is located within Section 05, Township 22 South, Range 26 East in Lake County, Florida. More specifically, the site is located at Citrus Grove Road, in Clermont as shown on the attached Appendix. During our field exploration, the northern portion of the site was densely covered with vegetation and trees, requiring us to clear a path to access the boring locations. In contrast, the southern portion was free of vegetation and contained a dry lake in the middle.

3.1 SOIL SURVEY

There are five (5) native soil types mapped within the general vicinity of the site according to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Survey of Lake County. A summary of the mapped surficial soil type is presented in Table I.

TABLE I
 SUMMARY OF PUBLISHED SOIL DATA ¹

| Soil Symbol | Soil Type | Hydrologic Group | Drainage Characteristics | Depth to Published Seasonal High GWT (feet) |
|-------------|--|------------------|--------------------------|---|
| 8 | <i>Candler sand, 0 to 5 percent slopes</i> | A | Excessively drained | >6 ½ |
| 9 | <i>Candler fine sand, 5 to 12 percent slopes</i> | A | Excessively drained | >6 ½ |
| 10 | <i>Candler sand, 12 to 40 percent slopes</i> | A | Excessively drained | >6 ½ |
| 21 | <i>Lake sand, 0 to 5 percent slopes</i> | A | Excessively drained | >6 ½ |
| 22 | <i>Lake sand, 5 to 12 percent slopes</i> | A | Excessively drained | >6 ½ |

¹ Data obtained from the NRCS online webpage, accessed on 10/04/2024

² GWT = Groundwater table



Figure I: Web Soil Survey

(Image obtained from the USDA NRCS Web Soil Survey online webpage, accessed on 10/04/2024)

3.2 TOPOGRAPHY

According to information obtained from the United States Geologic Survey (USGS) "Clermont East, Florida" quadrangle map, the pre-development ground surface elevation across the site area was approximately +235 to +275 feet National Geodetic Vertical Datum (NGVD). A copy of a portion of the USGS Map is included in Appendix A.

4.0 SCOPE OF SERVICES

The services conducted by UES during our geotechnical explorations were as follows:

- Ten (10) Standard Penetration Test (SPT) borings to a depth of 20 feet below existing land surface (bls) within the proposed development.
- Secured samples of representative soils encountered in the soil borings for review, laboratory analysis and classification by a Geotechnical Engineer.
- Measured the existing site groundwater levels and provided an estimate of the seasonal high groundwater level at the boring locations.
- Conducted laboratory testing on selected soil samples obtained in the field to determine their engineering properties.
- Assessed the existing soil conditions with respect to the proposed construction.
- Prepared a report which documents the results of our exploration and analysis with geotechnical engineering recommendations.

5.0 FIELD EXPLORATION

The SPT borings were performed with a truck drilling rig. Horizontal and vertical survey control was not provided for the test locations prior to our field exploration program. UES located the test borings by using the provided site plan, measuring from existing on-site landmarks shown on an aerial photograph, and by using handheld GPS devices. The indicated test locations should be considered accurate to the degree of the methodologies used. The approximate boring locations are shown in Appendix B.

5.1 STANDARD PENETRATION TEST (SPT) BORINGS

The SPT borings, designated B-01 through B-10 as shown on the attached Boring Location Plan in Appendix B-1, were performed in general accordance with the procedures of ASTM D 1586 "Standard Method for Penetration Test and Split-Barrel Sampling of Soils". SPT sampling was performed continuously to 10 feet to detect variations in the near surface soil profile and on approximate 5 feet centers thereafter. The soil samples recovered from the test borings were returned to our laboratory and visually classified in general accordance with ASTM D 2487 "Standard Classification of Soils for Engineering Purposes (Unified Soil Classification System – USCS).

6.0 LABORATORY TESTING

The soil samples recovered from the test borings were returned to our laboratory and visually classified in general accordance with ASTM D 2487 "Standard Classification of Soils for Engineering Purposes" (Unified Soil Classification System). We selected representative soil samples from the borings for laboratory testing to aid in classifying the soils and to help to evaluate the general engineering characteristics of the site soils. The results of these tests are

shown on the boring logs in Appendix B. A summary of the tests performed is shown in Table II.

**TABLE II
LABORATORY METHODOLOGIES**

| Test Performed | Number Performed | Reference |
|--------------------------------------|------------------|--|
| Grain Size Analysis (#200 wash only) | 9 | ASTM D 1140 "Amount of Material in Soils Finer than the No. 200 (75 - μm) sieve" |
| Moisture Content | 9 | ASTM D 2216 "Laboratory Determination of Water (Moisture) Content of Soil by Mass" |

7.0 SUBSURFACE CONDITIONS

7.1 GENERALIZED SOIL PROFILE

The results of our field exploration and laboratory analysis, together with pertinent information obtained from the SPT borings, such as soil profiles, penetration resistance and groundwater levels are shown on the boring logs included in Appendix B. The Key to Boring Logs, Soil Classification Chart is also included in Appendix B. The soil profiles were prepared from field logs after the recovered soil samples were examined by a Geotechnical Engineer.

The stratification lines shown on the boring logs represent the approximate boundaries between soil types and may not depict exact subsurface soil conditions. The actual soil boundaries may be more transitional than depicted. A generalized profile of the soils encountered at our boring locations is presented in Table III. For detailed soil profiles, please refer to the attached boring logs.

**TABLE III
GENERALIZED SOIL PROFILE**

| Typical Depth (feet, bls) | | Soil Description | Range of SPT "N" Values (blows/ft) |
|---------------------------|-----|--|------------------------------------|
| From | To | | |
| 0 | 20* | Very loose to medium dense fine SAND [SP], fine SAND with silt [SP-SM] | 2 to 22 |

* Denotes maximum termination depth of boring

7.2 NOTABLE FINDINGS

7.2.1 Very Loose Soil Conditions

Very loose soil was observed within the upper 7 feet bls at boring locations B-01, B-02, B-03, and B-04. These soils exhibited "N" blow count values of 1 blow to 4 blows per foot. It has been our experience that very loose soils with SPT "N" blow counts less than approximately 5 blow count per foot may not provide adequate support for the proposed structures without compaction effort. The use of conventional shallow footing foundations is viable, in our opinion, provided that the loose soils below any foundations are properly densified.

8.0 GROUNDWATER CONDITIONS

8.1 EXISTING GROUNDWATER LEVEL

Groundwater **was not encountered** at our boring locations on September 27, 2024, during our drilling operations. Fluctuations in groundwater levels should be anticipated throughout the year, primarily due to seasonal variations in rainfall, surface runoff, and other factors that may vary from the time the boring was conducted. Fluctuation in groundwater levels should be anticipated throughout the year, primarily due to seasonal variations in rainfall, surface runoff, and other factors that may vary from the time the borings were conducted.

8.2 SEASONAL HIGH GROUNDWATER LEVEL

Based on historical data, the rainy season in Central Florida is between June and October of the year. In order to estimate the seasonal high water level at the boring locations, many factors are examined, including the following:

- Measured groundwater level
- Drainage characteristics of existing soil types
- Current & historical rainfall data
- Natural relief points (such as lakes, rivers, wetlands, etc.)
- Man-made drainage systems (ditches, canals, retention basins, etc.)
- On-site types of vegetation
- Review of available data (soil surveys, USGS maps, etc.)
- Redoximorphic features (mottling, stripping, etc.)

Based on the results of our field exploration and the factors listed above, we estimate that the seasonal high groundwater level at the boring locations will generally more than **a depth of drilling (+20 feet)** depending on the boring locations. Site grading operations may influence the groundwater levels. The estimated seasonal high groundwater levels at the boring locations are shown on the individual boring logs as attached in Appendix B.

Horizontal and vertical survey control was not provided for the boring locations. Ground surface elevations at the boring locations would be beneficial to help UES identify any anomalies in our measured and estimated seasonal high groundwater levels, as well as improve the usefulness of the soil and groundwater information during the civil engineering design of the site. UES will not be responsible for the performance of any site improvements designed and constructed based on the reported soil and groundwater depths without horizontal and vertical survey control.

It should be noted that the estimated seasonal high water levels provided should be considered accurate to approximately $\pm 1/2$ foot and do **not** provide any assurance that groundwater levels will not exceed these estimated levels during any given year in the future. Should the impediments to surface water drainage be present, or should rainfall intensity and duration, or total rainfall quantities, exceed the normally anticipated rainfall quantities, groundwater levels might exceed our seasonal high estimates. Further, it should be understood that changes in the surface hydrology and subsurface drainage from on-site and/or off-site improvements could have significant effects on the normal and seasonal high groundwater levels.

9.0 PRELIMINARY GEOTECHNICAL ASSESSMENT

9.1 PRELIMINARY SITE PREPARATION

Generally, the subsurface soils consisted mostly of very loose to medium dense fine SAND [SP], and fine SAND with silt [SP-SM] to depths 20 feet. No unsuitable soils including highly organic soils and/or high plasticity clayey soils which would require significant removal or remediation were encountered within the explored depths at all boring locations.

Typical site preparation within these areas will consist of root raking and stripping procedures to remove surface vegetation, roots, topsoils, debris and other deleterious materials, followed by densification of any loose subgrade soils and placement of compacted fill. Clearing and grubbing depths are anticipated to be about 6 to 12 inches.

Based on the anticipated groundwater conditions, some temporary dewatering will most likely be necessary to achieve the necessary excavation, backfilling and compaction requirements.

All fill/backfill should consist of clean sand with less than 12 percent soil fines and be free of organics, debris and other deleterious materials. Fill soils containing between 5 and 12 percent fines may require strict moisture control. The fill should be placed in maximum 12-inch loose, uniform lifts with each lift compacted to at least 95 percent of the Modified Proctor maximum dry density (ASTM D1557).

9.2 PRELIMINARY FOUNDATION DESIGN

We assume that the proposed construction will consist of commercial structures (assumed maximum loadings of 50 kips per column and 5 kips/ft for structural walls). Assuming that the site is properly prepared, we anticipate that conventional, shallow spread footing or slab-on-grade foundations may be used to support the proposed structures. Based on the results of our preliminary exploration, adequate allowable net bearing pressures are anticipated for typical foundation design (i.e. 2,500 to 3,000 psf).

The foundations may bear on either the compacted suitable native soils or compacted structural fill. The bearing level soils should be densified to at least 95 percent of the maximum dry density as determined by ASTM D 1557 (Modified Proctor) to a depth of at **least 2 feet below foundation level**. Detailed recommendations will be provided during the final design level exploration.

The minimum width recommended for an isolated column footing is 24 inches. For continuous wall or thickened edge monolithic slab footings, the minimum widths should comply with the current Florida Building Code (FBC), but under no circumstances should be less than 12 inches in width. The base of all footings should bear at least 12 inches below finished grade elevation as required under the current FBC.

Construction Observations and Testing: We recommend the developer retain UES to provide inspection services during the site preparation procedures for confirmation of the adequacy of the earthwork operations. Field tests and observations include verification of foundation subgrade by monitoring earthwork operations and performing quality assurance tests of the placement of compacted structural fill courses. In-place density tests shall be performed within two feet of the bottom of all foundations and in each lift of structural fill to verify proper compaction of the subgrade soils.

9.3 PRELIMINARY PAVEMENT DESIGN

We assume that the proposed parking and drive areas will consist of a combination of flexible asphaltic and rigid concrete pavement sections with typical light and some heavy-duty traffic. Our recommendations for both pavement types are listed in the following sections. We understand that the roadways will be designed and constructed in accordance with the Lake County Technical Standards Manual.

For asphaltic pavements, we recommend using a three-layer section consisting of stabilized subgrade (sub-base), base course, and surface course. The roadways should be designed and constructed in accordance with Lake County or municipality requirements and appropriate FDOT standards.

Rigid pavement may also be utilized within the loading dock areas which could transfer much lighter wheel loads to the subgrade soils than a flexible asphalt pavement; therefore, requiring less subgrade preparation. Concrete pavement is recommended in truck court areas, under the dumpster areas, and 10 feet in front of the trash enclosures, at a minimum.

Sufficient separation will need to be maintained between the bottom of base course and the anticipated seasonal high groundwater level. Based on the anticipated seasonal high groundwater conditions, the separation requirements should not be an issue for pavements constructed near existing grades.

10.0 FINAL GEOTECHNICAL EXPLORATION

Please note that this exploration was preliminary in nature and was designed to help determine the presence of any near surface constraints which would significantly impact the intended development of the subject site, as well as affect the cost of construction. The information obtained from this exploration is not sufficient to meet the standard of care for final design.

We strongly recommended that the information obtained from this preliminary exploration be supplemented with a more comprehensive subsurface exploration once the building layouts and the site plan have been finalized. The foundations for the building and the pavement grades should be designed based on the information obtained from a comprehensive geotechnical exploration program.

This report has not been prepared to meet the full needs of design professionals, contractors, or any other parties. Any use of this report without the guidance of the geotechnical engineer who prepared it constitutes improper usage which could lead to erroneous assumptions, faulty conclusions, and other problems.

11.0 CONSTRUCTION RELATED SERVICES

We recommend the owner retain UES to provide inspection services during the site preparation procedures for confirmation of the adequacy of the earthwork operations. Field tests and observations include verification of foundation and pavement subgrades by monitoring earthwork operations and performing quality assurance tests of the placement of compacted structural fill courses.

The geotechnical engineering design does not end with the advertisement of the construction documents. The design is an on-going process throughout construction. Because of our familiarity with the site conditions and the intent of the engineering design, we are most

qualified to address site problems or construction changes, which may arise during construction, in a timely and cost-effective manner.

12.0 LIMITATIONS

This report has been prepared for the exclusive use of *Skorman Enterprises, LLC*, *Crittenden Howey LLC*, and other designated members of their design/construction team associated with the proposed construction for the specific project discussed in this report. No other site or project facilities should be designed using the soil information contained in this report. As such, UES will not be responsible for the performance of any other site improvement designed using the data in this report.

This report should not be relied upon for final design recommendations or professional opinions by unauthorized third parties without the expressed written consent of UES. Unauthorized third parties that rely upon the information contained herein without the expressed written consent of UES assume all risk and liability for such reliance.

The recommendations submitted in this report are based upon the data obtained from the soil borings performed at the locations indicated on the Boring Location Plan and from other information as referenced. This report does not reflect any variations which may occur between the boring locations. The nature and extent of such variations may not become evident until the course of construction. If variations become evident, it will then be necessary for a re-evaluation of the recommendations of this report after performing on-site observations during the construction period and noting the characteristics of the variations.

Borings for a typical geotechnical report are widely spaced and generally not sufficient for reliably detecting the presence of isolated, anomalous surface or subsurface conditions, or reliably estimating unsuitable or suitable material quantities. Accordingly, UES does not recommend relying on our boring information for estimation of material quantities unless our contracted services *specifically* include sufficient exploration for such purpose(s) and within the report we so state that the level of exploration provided should be sufficient to detect anomalous conditions or estimate such quantities. Therefore, UES will not be responsible for any extrapolation or use of our data by others beyond the purpose(s) for which it is applicable or intended.

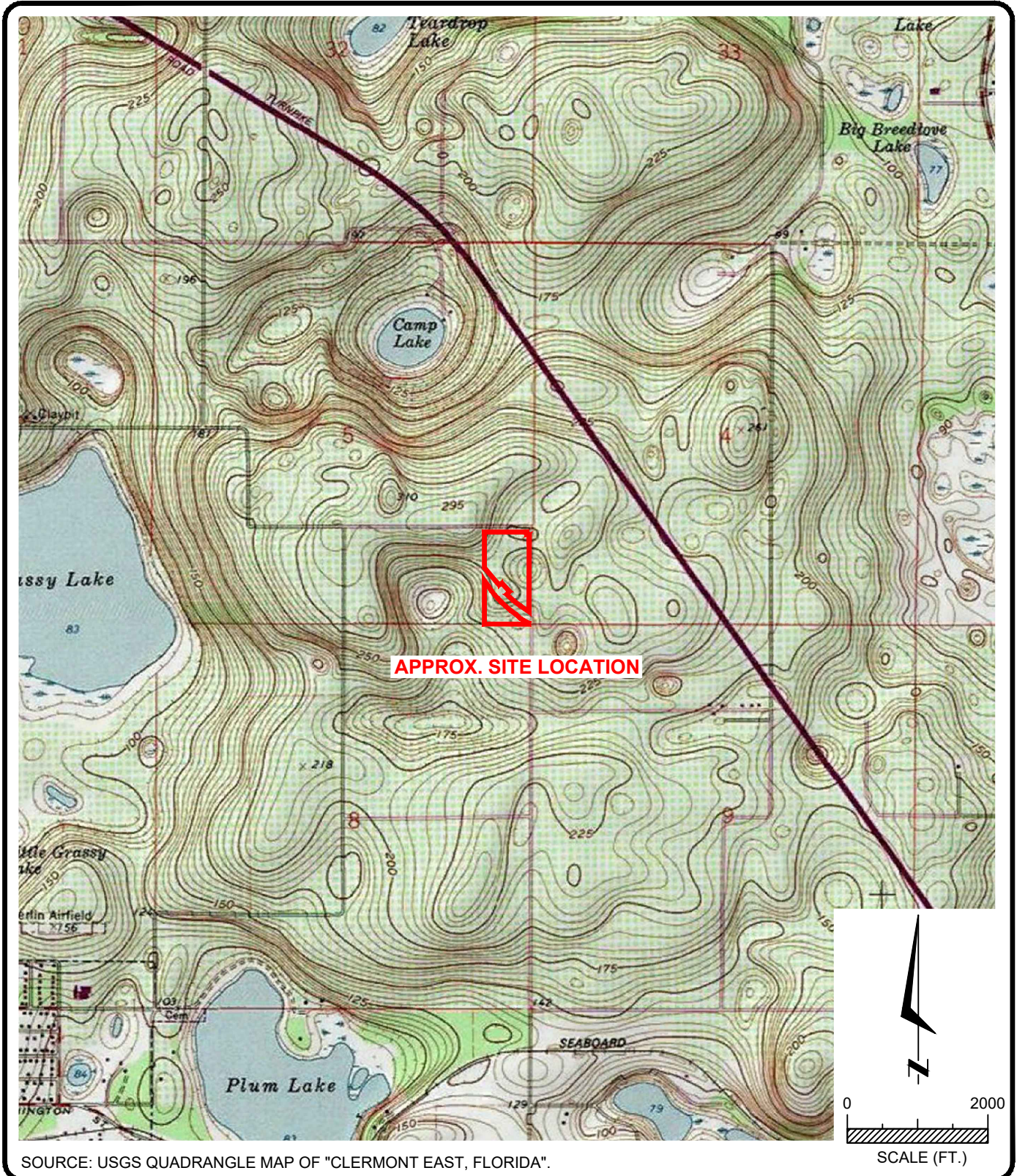
All users of this report are cautioned that there was no requirement for UES to attempt to locate any man-made buried objects or identify any other potentially hazardous conditions that may exist at the site during the course of this exploration. Therefore, no attempt was made by UES to locate or identify such concerns. UES cannot be responsible for any buried man-made objects or environmental hazards which may be subsequently encountered during construction that are not discussed within the text of this report. We can provide this service if requested.

During the early stages of most construction projects, geotechnical issues not addressed in this report may arise. Because of the natural limitations inherent in working with the subsurface, it is not possible for a geotechnical engineer to predict and address all possible problems. A Geotechnical Business Council (GBC) publication, "Important Information About This Geotechnical Engineering Report" appears in Appendix C, and will help explain the nature of geotechnical issues. Further, we present documents in Appendix C: Constraints and Restrictions, to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.

* * * * *

APPENDIX A





SOURCE: USGS QUADRANGLE MAP OF "CLERMONT EAST, FLORIDA".

24-0632-01



PRELIMINARY GEOTECHNICAL EXPLORATION
 CITRUS GROVE ROAD PROPERTY CLERMONT,
 LAKE COUNTY, FLORIDA

SITE LOCATION MAP


| | | | |
|-----------------|-------------------------------|--------------------|---------------------|
| DRAWN BY: N.F. | DATE: 10 - 2 - 2024 | CHECKED BY: E.M. | DATE: 10 - 7 - 2024 |
| SCALE: AS SHOWN | PROJECT NO: 0130.2400307.0000 | REPORT NO: 2113443 | PAGE NO: A-1 |

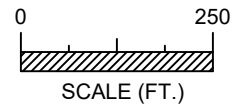
APPENDIX B





LEGEND


 APPROX. STANDARD PENETRATION TEST
 BORING LOCATION (SPT)
 PERFORMED 9/27/2024



THIS DRAWING CREATED USING PLAN PROVIDED BY CLIENT.

24-0632-01



PRELIMINARY GEOTECHNICAL EXPLORATION
 CITRUS GROVE ROAD PROPERTY CLERMONT,
 LAKE COUNTY, FLORIDA

BORING LOCATION PLAN

| | | | |
|------------------------|--------------------------------------|---------------------------|----------------------------|
| DRAWN BY: N.F. | DATE: 10 - 2 - 2024 | CHECKED BY: E.M. | DATE: 10 - 7 - 2024 |
| SCALE: AS SHOWN | PROJECT NO: 0130.2400307.0000 | REPORT NO: 2113443 | PAGE NO: B-1 |



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.1

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-01**

SHEET: **1 of 1**

SECTION: 5

TOWNSHIP: 22 S

RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S.

DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE

DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024

DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20

TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|--------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Very loose fine SAND [SP] | | | | | | |
| | | 1-1-2-2 | 3 | | | -- loose | | | | | | |
| | | 2-2-2-3 | 4 | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| | | 3-4-3-3 | 7 | | | | | | | | | |
| | | 2-4-2-4 | 6 | | | | | | | | | |
| 10 | | | | | | | 3 | 3 | | | | |
| | | 4-4-5-5 | 9 | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | -- medium dense | | | | | | |
| 15 | | | | | | | | | | | | |
| | | 5-6-8 | 14 | | | | | | | | | |
| | | | | | | | | | | | | |
| 20 | | | | ▽ | | BORING TERMINATED AT 20.0 FEET | | | | | | |
| | | 5-7-10 | 17 | | | | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.2

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-02**

SHEET: **1 of 1**

SECTION: 5

TOWNSHIP: 22 S

RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S.

DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE

DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024

DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20

TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|--------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Loose orange fine SAND [SP] | | | | | | |
| | | 1-2-2-2 | 4 | | | -- very loose | | | | | | |
| | | 2-1-2-2 | 3 | | | -- loose | | | | | | |
| 5 | | | | | | | | | | | | |
| | | 2-2-2-3 | 4 | | | | | | | | | |
| | | 3-3-4-3 | 7 | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| | | 3-3-3-3 | 6 | | | | | | | | | |
| | | | | | | | | | | | | |
| | | 4-5-4 | 9 | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | 6-5-4 | 9 | ▽ | | | 5 | 5 | | | | |
| 20 | | | | | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ



UES BORING LOG

| | |
|--------------|-------------------|
| PROJECT NO.: | 0130.2400307.0000 |
| REPORT NO.: | 2113443 |
| PAGE: | B-2.3 |

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-03** SHEET: **1 of 1**
SECTION: 5 TOWNSHIP: 22 S RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC
LOCATION: SEE BORING LOCATION PLAN

G.S. ELEVATION (ft): N.S. DATE STARTED: 9/27/24
WATER TABLE (ft): NE DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024 DRILLED BY: ALLSTATE GEO DR
EST. SHGWT (ft): +20 TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|--|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Very loose light orange fine SAND [SP] | | | | | | |
| | | 1-1-1-2 | 2 | | | | | | | | | |
| | | 1-1-2-2 | 3 | | | -- loose, orange | | | | | | |
| 5 | | | | | | | | | | | | |
| | | 2-2-2-3 | 4 | | | | | | | | | |
| | | 2-2-3-4 | 5 | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| | | 4-5-4-3 | 9 | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | | 5-4-6 | 10 | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | -- medium dense | | | | | | |
| 20 | | 6-7-6 | 13 | ▽ | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.4

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-04**

SHEET: **1 of 1**

SECTION: 5

TOWNSHIP: 22 S

RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S.

DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE

DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024

DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20

TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|---------------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Very loose light brown fine SAND [SP] | | | | | | |
| | | 1-1-1-1 | 2 | | | | | | | | | |
| | | 1-1-1-1 | 2 | | | -- orange | | | | | | |
| 5 | | | | | | | | | | | | |
| | | 1-2-1-2 | 3 | | | -- loose | | | | | | |
| | | 3-4-3-5 | 7 | | | | | | | | | |
| 10 | | | | | | | | | | | | |
| | | 3-3-4-3 | 7 | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | -- medium dense | | | | | | |
| 15 | | | | | | | 3 | 2 | | | | |
| | | 6-7-8 | 15 | | | | | | | | | |
| | | | | | | | | | | | | |
| 20 | | | | ▽ | | BORING TERMINATED AT 20.0 FEET | | | | | | |
| | | 5-6-9 | 15 | | | | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.5

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-05**
SECTION: 5

TOWNSHIP: 22 S SHEET: **1 of 1**
RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S. DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024 DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20 TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|--------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Loose orange fine SAND [SP] | | | | | | |
| | | 2-2-3-4 | 5 | | | | | | | | | |
| | | 2-2-2-2 | 4 | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| | | 2-3-4-4 | 7 | | | | | | | | | |
| | | 3-3-3-3 | 6 | | | -- medium dense | | | | | | |
| 10 | | | | | | | | | | | | |
| | | 3-5-6-6 | 11 | | | | | | | | | |
| | | 6-7-5 | 12 | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | | 5-8-6 | 14 | ▽ | | | | | | | | |
| 20 | | | | | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.6

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-06**

SHEET: **1 of 1**

SECTION: 5

TOWNSHIP: 22 S

RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S.

DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE

DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024

DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20

TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|------------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Medium dense orange fine SAND [SP] | | | | | | |
| | | 1-5-7-4 | 12 | | | -- loose, brown | | | | | | |
| | | 3-2-2-4 | 4 | | | -- medium dense, orange | 3 | 3 | | | | |
| 5 | | 5-6-7-9 | 13 | | | | | | | | | |
| | | 5-6-6-4 | 12 | | | -- loose | | | | | | |
| 10 | | 3-3-4-4 | 7 | | | | | | | | | |
| | | 5-5-5 | 10 | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | | | | | | -- medium dense | | | | | | |
| 20 | | 5-6-7 | 13 | ▽ | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.7

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-07**

SHEET: **1 of 1**

SECTION: 5

TOWNSHIP: 22 S

RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S.

DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE

DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024

DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20

TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|--------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Loose orange fine SAND [SP] | | | | | | |
| | | 1-1-3-4 | 4 | | | | 4 | 5 | | | | |
| | | 4-5-3-4 | 8 | | | -- light orange | | | | | | |
| 5 | | 4-5-5-7 | 10 | | | -- light brown | | | | | | |
| | | 4-4-6-6 | 10 | | | -- medium dense | | | | | | |
| 10 | | 6-6-8-8 | 14 | | | | | | | | | |
| | | 5-6-9 | 15 | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | | 6-8-11 | 19 | ▽ | | | | | | | | |
| 20 | | | | | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.8

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-08**
SECTION: 5

TOWNSHIP: 22 S SHEET: **1 of 1**
RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S. DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024 DRILLED BY: ALLSTATE GEO DR

EST. SHGWT (ft): +20 TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|---|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Loose light orange fine SAND [SP] | | | | | | |
| | | 1-3-5-6 | 8 | | | -- medium dense | | | | | | |
| | | 6-7-7-8 | 14 | | | | | | | | | |
| 5 | | 6-8-8-10 | 16 | | | -- orange | | | | | | |
| | | 6-6-8-7 | 14 | | | | | | | | | |
| 10 | | 6-6-7-10 | 13 | | | | | | | | | |
| | | | | | | | | | | | | |
| 15 | | 5-8-8 | 16 | | | Medium dense orange fine SAND with silt [SP-SM] | 8 | 19 | | | | |
| | | | | | | | | | | | | |
| 20 | | 6-8-12 | 20 | ▽ | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ



UES BORING LOG

PROJECT NO.: 0130.2400307.0000

REPORT NO.: 2113443

PAGE: B-2.9

PROJECT: GEOTECHNICAL EXPLORATION
CITRUS GROVE ROAD PROPERTY
CLERMONT, FLORIDA

BORING I.D.: **B-09**

SHEET: **1 of 1**

SECTION: 5

TOWNSHIP: 22 S

RANGE: 26 E

CLIENT: SKORMAN ENTERPRISES, LLC

G.S. ELEVATION (ft): N.S.

DATE STARTED: 9/27/24

LOCATION: SEE BORING LOCATION PLAN

WATER TABLE (ft): NE

DATE FINISHED: 9/27/24

REMARKS: SHGWT = SEASONAL HIGH GROUNDWATER TABLE, N.S. = NOT SURVEYED, NE = NOT ENCOUNTERED

DATE OF READING: 9/27/2024

DRILLED BY: ALLSTATE GEO DR






EST. SHGWT (ft): +20

TYPE OF SAMPLING: ASTM D 1586

| DEPTH (FT.) | SAMPLE | BLOWS PER 6" INCREMENT | N BLOWS / FT | W.T. | SYMBOL | DESCRIPTION | -200 (%) | MC (%) | ATTERBERG LIMITS | | K (FT/DAY) | ORG. CONT. (%) |
|-------------|--------|------------------------|--------------|------|--------|-----------------------------------|----------|--------|------------------|----|------------|----------------|
| | | | | | | | | | LL | PI | | |
| 0 | | | | | | Medium dense brown fine SAND [SP] | | | | | | |
| | | 1-6-8-13 | 14 | | | | | | | | | |
| | | 6-6-7-7 | 13 | | | -- loose | | | | | | |
| 5 | | 4-3-2-4 | 5 | | | -- medium dense | | | | | | |
| | | 6-8-9-10 | 17 | | | -- orange | 4 | 10 | | | | |
| 10 | | 10-9-13-12 | 22 | | | | | | | | | |
| | | | | | | -- loose | | | | | | |
| 15 | | 4-4-5 | 9 | | | | | | | | | |
| | | | | | | -- medium dense | | | | | | |
| 20 | | 5-6-6 | 12 | ▽ | | BORING TERMINATED AT 20.0 FEET | | | | | | |

W-13708.GPJ

SYMBOLS AND ABBREVIATIONS

| <u>SYMBOL</u> | <u>DESCRIPTION</u> |
|---|--|
| N-Value | No. of Blows of a 140-lb. Weight Falling 30 Inches Required to Drive a Standard Spoon 1 Foot |
| WOR | Weight of Drill Rods |
| WOH | Weight of Drill Rods and Hammer |
|  | Sample from Auger Cuttings |
|  | Standard Penetration Test Sample |
|  | Thin-wall Shelby Tube Sample (Undisturbed Sampler Used) |
| RQD | Rock Quality Designation |
|  | Stabilized Groundwater Level |
|  | Seasonal High Groundwater Level (also referred to as the W.S.W.T.) |
| NE | Not Encountered |
| GNE | Groundwater Not Encountered |
| BT | Boring Terminated |
| -200 (%) | Fines Content or % Passing No. 200 Sieve |
| MC (%) | Moisture Content |
| LL | Liquid Limit (Atterberg Limits Test) |
| PI | Plasticity Index (Atterberg Limits Test) |
| NP | Non-Plastic (Atterberg Limits Test) |
| K | Coefficient of Permeability |
| Org. Cont. | Organic Content |
| G.S. Elevation | Ground Surface Elevation |

UNIFIED SOIL CLASSIFICATION SYSTEM

| MAJOR DIVISIONS | | GROUP SYMBOLS | TYPICAL NAMES |
|--|---|---|--|
| COARSE GRAINED SOILS
More than 50% retained on the No. 200 sieve* | GRAVELS
50% or more of coarse fraction retained on No. 4 sieve | CLEAN GRAVELS | GW
Well-graded gravels and gravel-sand mixtures, little or no fines |
| | | | GP
Poorly graded gravels and gravel-sand mixtures, little or no fines |
| | SANDS
More than 50% of coarse fraction passes No. 4 sieve | GRAVELS WITH FINES | GM
Silty gravels and gravel-sand-silt mixtures |
| | | | GC
Clayey gravels and gravel-sand-clay mixtures |
| | SANDS
More than 50% of coarse fraction passes No. 4 sieve | CLEAN SANDS
5% or less passing No. 200 sieve | SW**
Well-graded sands and gravelly sands, little or no fines |
| | | | SP**
Poorly graded sands and gravelly sands, little or no fines |
| SANDS with 12% or more passing No. 200 sieve | | SM**
Silty sands, sand-silt mixtures | |
| FINE-GRAINED SOILS
50% or more passes the No. 200 sieve* | SILTS AND CLAYS
Liquid limit 50% or less | ML | Inorganic silts, very fine sands, rock flour, silty or clayey fine sands |
| | | CL | Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays |
| | | OL | Organic silts and organic silty clays of low plasticity |
| | SILTS AND CLAYS
Liquid limit greater than 50% | MH | Inorganic silts, micaceous or diamicaceous fine sands or silts, elastic silts |
| | | CH | Inorganic clays or clays of high plasticity, fat clays |
| | | OH | Organic clays of medium to high plasticity |
| | | PT | Peat, muck and other highly organic soils |

*Based on the material passing the 3-inch (75 mm) sieve

** Use dual symbol (such as SP-SM and SP-SC) for soils with more than 5% but less than 12% passing the No. 200 sieve

RELATIVE DENSITY

(Sands and Gravels)

Very loose – Less than 4 Blow/Foot
 Loose – 4 to 10 Blows/Foot
 Medium Dense – 11 to 30 Blows/Foot
 Dense – 31 to 50 Blows/Foot
 Very Dense – More than 50 Blows/Foot

CONSISTENCY

(Sils and Clays)

Very Soft – Less than 2 Blows/Foot
 Soft – 2 to 4 Blows/Foot
 Firm – 5 to 8 Blows/Foot
 Stiff – 9 to 15 Blows/Foot
 Very Stiff – 16 to 30 Blows/Foot
 Hard – More than 30 Blows/Foot

RELATIVE HARDNESS

(Limestone)

Soft – 100 Blows for more than 2 Inches
 Hard – 100 Blows for less than 2 Inches

MODIFIERS

These modifiers Provide Our Estimate of the Amount of Minor Constituents (Silt or Clay Size Particles) in the Soil Sample

Trace – 5% or less
 With Silt or With Clay – 6% to 11%
 Silty or Clayey – 12% to 30%
 Very Silty or Very Clayey – 31% to 50%

These Modifiers Provide Our Estimate of the Amount of Organic Components in the Soil Sample

Trace – Less than 3%
 Few – 3% to 4%
 Some – 5% to 8%
 Many – Greater than 8%

These Modifiers Provide Our Estimate of the Amount of Other Components (Shell, Gravel, Etc.) in the Soil Sample

Trace – 5% or less
 Few – 6% to 12%
 Some – 13% to 30%
 Many – 31% to 50%

APPENDIX C



Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

Geotechnical Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a civil engineer may not fulfill the needs of a constructor — a construction contractor — or even another civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. No one except you should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one — not even you — should apply this report for any purpose or project except the one originally contemplated.*

Read the Full Report

Serious problems have occurred because those relying on a geotechnical-engineering report did not read it all. Do not rely on an executive summary. Do not read selected elements only.

Geotechnical Engineers Base Each Report on a Unique Set of Project-Specific Factors

Geotechnical engineers consider many unique, project-specific factors when establishing the scope of a study. Typical factors include: the client's goals, objectives, and risk-management preferences; the general nature of the structure involved, its size, and configuration; the location of the structure on the site; and other planned or existing site improvements, such as access roads, parking lots, and underground utilities. Unless the geotechnical engineer who conducted the study specifically indicates otherwise, do not rely on a geotechnical-engineering report that was:

- not prepared for you;
- not prepared for your project;
- not prepared for the specific site explored; or
- completed before important project changes were made.

Typical changes that can erode the reliability of an existing geotechnical-engineering report include those that affect:

- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light-industrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes—even minor ones—and request an

assessment of their impact. *Geotechnical engineers cannot accept responsibility or liability for problems that occur because their reports do not consider developments of which they were not informed.*

Subsurface Conditions Can Change

A geotechnical-engineering report is based on conditions that existed at the time the geotechnical engineer performed the study. *Do not rely on a geotechnical-engineering report whose adequacy may have been affected by:* the passage of time; man-made events, such as construction on or adjacent to the site; or natural events, such as floods, droughts, earthquakes, or groundwater fluctuations. *Contact the geotechnical engineer before applying this report to determine if it is still reliable.* A minor amount of additional testing or analysis could prevent major problems.

Most Geotechnical Findings Are Professional Opinions

Site exploration identifies subsurface conditions only at those points where subsurface tests are conducted or samples are taken. Geotechnical engineers review field and laboratory data and then apply their professional judgment to render an opinion about subsurface conditions throughout the site. Actual subsurface conditions may differ — sometimes significantly — from those indicated in your report. Retaining the geotechnical engineer who developed your report to provide geotechnical-construction observation is the most effective method of managing the risks associated with unanticipated conditions.

A Report's Recommendations Are Not Final

Do not overrely on the confirmation-dependent recommendations included in your report. *Confirmation-dependent recommendations are not final*, because geotechnical engineers develop them principally from judgment and opinion. Geotechnical engineers can finalize their recommendations *only* by observing actual subsurface conditions revealed during construction. *The geotechnical engineer who developed your report cannot assume responsibility or liability for the report's confirmation-dependent recommendations if that engineer does not perform the geotechnical-construction observation required to confirm the recommendations' applicability.*

A Geotechnical-Engineering Report Is Subject to Misinterpretation

Other design-team members' misinterpretation of geotechnical-engineering reports has resulted in costly

problems. Confront that risk by having your geotechnical engineer confer with appropriate members of the design team after submitting the report. Also retain your geotechnical engineer to review pertinent elements of the design team's plans and specifications. Constructors can also misinterpret a geotechnical-engineering report. Confront that risk by having your geotechnical engineer participate in prebid and preconstruction conferences, and by providing geotechnical construction observation.

Do Not Redraw the Engineer's Logs

Geotechnical engineers prepare final boring and testing logs based upon their interpretation of field logs and laboratory data. To prevent errors or omissions, the logs included in a geotechnical-engineering report should *never* be redrawn for inclusion in architectural or other design drawings. Only photographic or electronic reproduction is acceptable, *but recognize that separating logs from the report can elevate risk.*

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can make constructors liable for unanticipated subsurface conditions by limiting what they provide for bid preparation. To help prevent costly problems, give constructors the complete geotechnical-engineering report, *but* preface it with a clearly written letter of transmittal. In that letter, advise constructors that the report was not prepared for purposes of bid development and that the report's accuracy is limited; encourage them to confer with the geotechnical engineer who prepared the report (a modest fee may be required) and/or to conduct additional study to obtain the specific types of information they need or prefer. A prebid conference can also be valuable. *Be sure constructors have sufficient time* to perform additional study. Only then might you be in a position to give constructors the best information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions.

Read Responsibility Provisions Closely

Some clients, design professionals, and constructors fail to recognize that geotechnical engineering is far less exact than other engineering disciplines. This lack of understanding has created unrealistic expectations that have led to disappointments, claims, and disputes. To help reduce the risk of such outcomes, geotechnical engineers commonly include a variety of explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help

others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Environmental Concerns Are Not Covered

The equipment, techniques, and personnel used to perform an *environmental* study differ significantly from those used to perform a *geotechnical* study. For that reason, a geotechnical-engineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated environmental problems have led to numerous project failures.* If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. *Do not rely on an environmental report prepared for someone else.*

Obtain Professional Assistance To Deal with Mold

Diverse strategies can be applied during building design, construction, operation, and maintenance to prevent significant amounts of mold from growing on indoor surfaces. To be effective, all such strategies should be devised for the *express purpose* of mold prevention, integrated into a comprehensive plan, and executed with diligent oversight by a professional mold-prevention consultant. Because just a small amount of water or moisture can lead to the development of severe mold infestations, many mold-prevention strategies focus on keeping building surfaces dry. While groundwater, water infiltration, and similar issues may have been addressed as part of the geotechnical-engineering study whose findings are conveyed in this report, the geotechnical engineer in charge of this project is not a mold prevention consultant; *none of the services performed in connection with the geotechnical engineer's study were designed or conducted for the purpose of mold prevention. Proper implementation of the recommendations conveyed in this report will not of itself be sufficient to prevent mold from growing in or on the structure involved.*

Rely, on Your GBC-Member Geotechnical Engineer for Additional Assistance

Membership in the Geotechnical Business Council of the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project. Confer with your GBC-Member geotechnical engineer for more information.



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CONSTRAINTS & RESTRICTIONS

The intent of this document is to bring to your attention the potential concerns and the basic limitations of a typical geotechnical report.

WARRANTY

Universal Engineering Sciences has prepared this report for our client for his exclusive use, in accordance with generally accepted soil and foundation engineering practices, and makes no other warranty either expressed or implied as to the professional advice provided in the report.

UNANTICIPATED SOIL CONDITIONS

The analysis and recommendations submitted in this report are based upon the data obtained from soil borings performed at the locations indicated on the Boring Location Plan. This report does not reflect any variations which may occur between these borings.

The nature and extent of variations between borings may not become known until excavation begins. If variations appear, we may have to re-evaluate our recommendations after performing on-site observations and noting the characteristics of any variations.

CHANGED CONDITIONS

We recommend that the specifications for the project require that the contractor immediately notify Universal Engineering Sciences, as well as the owner, when subsurface conditions are encountered that are different from those present in this report.

No claim by the contractor for any conditions differing from those anticipated in the plans, specifications, and those found in this report, should be allowed unless the contractor notifies the owner and Universal Engineering Sciences of such changed conditions. Further, we recommend that all foundation work and site improvements be observed by a representative of Universal Engineering Sciences to monitor field conditions and changes, to verify design assumptions and to evaluate and recommend any appropriate modifications to this report.

MISINTERPRETATION OF SOIL ENGINEERING REPORT

Universal Engineering Sciences is responsible for the conclusions and opinions contained within this report based upon the data relating only to the specific project and location discussed herein. If the conclusions or recommendations based upon the data presented are made by others, those conclusions or recommendations are not the responsibility of Universal Engineering Sciences.

CHANGED STRUCTURE OR LOCATION

This report was prepared in order to aid in the evaluation of this project and to assist the architect or engineer in the design of this project. If any changes in the design or location of the structure as outlined in this report are planned, or if any structures are included or added that are not discussed in the report, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and the conclusions modified or approved by Universal Engineering Sciences.

USE OF REPORT BY BIDDERS

Bidders who are examining the report prior to submission of a bid are cautioned that this report was prepared as an aid to the designers of the project and it may affect actual construction operations.

Bidders are urged to make their own soil borings, test pits, test caissons or other investigations to determine those conditions that may affect construction operations. Universal Engineering Sciences cannot be responsible for any interpretations made from this report or the attached boring logs with regard to their adequacy in reflecting subsurface conditions which will affect construction operations.

STRATA CHANGES

Strata changes are indicated by a definite line on the boring logs which accompany this report. However, the actual change in the ground may be more gradual. Where changes occur between soil samples, the location of the change must necessarily be estimated using all available information and may not be shown at the exact depth.

OBSERVATIONS DURING DRILLING

Attempts are made to detect and/or identify occurrences during drilling and sampling, such as: water level, boulders, zones of lost circulation, relative ease or resistance to drilling progress, unusual sample recovery, variation of driving resistance, obstructions, etc.; however, lack of mention does not preclude their presence.

WATER LEVELS

Water level readings have been made in the drill holes during drilling and they indicate normally occurring conditions. Water levels may not have been stabilized at the last reading. This data has been reviewed and interpretations made in this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in rainfall, temperature, tides, and other factors not evident at the time measurements were made and reported. Since the probability of such variations is anticipated, design drawings and specifications should accommodate such possibilities and construction planning should be based upon such assumptions of variations.

LOCATION OF BURIED OBJECTS

All users of this report are cautioned that there was no requirement for Universal Engineering Sciences to attempt to locate any man-made buried objects during the course of this exploration and that no attempt was made by Universal Engineering Sciences to locate any such buried objects. Universal Engineering Sciences cannot be responsible for any buried man-made objects which are subsequently encountered during construction that are not discussed within the text of this report.

TIME

This report reflects the soil conditions at the time of exploration. If the report is not used in a reasonable amount of time, significant changes to the site may occur and additional reviews may be required.



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Comments for Citrus Grove Road Commercial PUD Annexation Rezoning Comp Plan Amendment & Developer Agreement

Tetra Tech PUD

1. Section 7-Utilities. The proposed conceptual plan and intended uses are not generally anticipated to generate significant wastewater or water demands. The City is in the process of expanding the wastewater treatment plant. The applicant is cautioned that depending upon the timing of the plan reviews and project construction, there may be limitations on available City utility capacity.
2. Section 10-Grading allows site grading with a 20-foot maximum limit. This is not a substantial deviation from the City’s Land Development Code typical site grading limit of 15-feet.
3. Max wall height of 12-feet is proposed in Section 10 -Grading. This is a substantial deviation from the City’s typical 6-foot maximum wall height. The proposed 12-foot wall does list provision such that the walls are to be of uniform color and match the building materials.

Concurrency

1. A traffic study was mentioned but not provided. Defer to Lake County and Traffic Review Consultant.
2. The City is in the process of expanding the wastewater treatment plant. The applicant is cautioned that depending upon the timing of plan reviews and construction, there may be limitations on available City utility capacity.
4. The applicant is cautioned that concurrency review and approval does not guarantee or reserve capacity.

Conceptual Master Plan

1. Allowed uses, setbacks, open space, block lengths, radius, densities, pedestrian trail requirements, roadway connection requirements, right-of-way dedication requirements, PUD development agreement criteria, and all other overall development criteria are deferred to the PUD agreement, City Attorney, and Planning as applicable.
2. The concept plan consists of a commercial subdivision along Citrus Grove Road consisting of car wash, fast food, retail, coffee, gas/convenience, and self-storage uses and associated access and storm management. No engineering comment on the concept plan, defer to final design.
3. The applicant does not appear to own all the parcels involved.

Fire

Fire needs secondary access to the coffee property and self-storage facility.

County

1. All access management shall be in accordance with the Comprehensive Plan and Land Development Regulations, as amended
 - A. The full access from the Gas station will not be permitted as full access because it does not meet the spacing requirement as per LDR 9.05.05. it can only be directional or right in right out.

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- B. The intersection at proposed Turkey Farm Road in which the development will also accessing needs to be look at if it warrants a signal for the proposed development.

Inspire

We have conducted a second review of the Future Land Use Map (FLUM) amendment and Planned Unit Development rezoning for the above-referenced project. The site is 17.74 acres in size and the applicant is requesting a Future Land Use Map amendment from Lake County Urban Low and City of Minneola – Mixed-Use Development Grassy Lake (MURD-OVERLOOK) to City of Minneola General Commercial. Additionally, the applicant is requesting a rezoning from Lake County Agricultural and City of Minneola Planned Unit Development - Residential (PUD-R) to City of Minneola Planned Unit Development (PUD) Citrus Grove Road Commercial. A portion of this project is currently located in unincorporated Lake County and there is an annexation being proposed concurrent with this request. No site visit was conducted.

Planning

General Comments

1. The applicant provided a warranty deed that conveyed a portion of the property to the City. *Inspire defers to City staff and the City Attorney’s Office on the process for confirming agent authorization for this project.*
2. A traffic study has not been provided. A traffic methodology was provided and comments on that methodology were sent to the applicant. *Please updated the methodology as directed by the comments and provide a traffic study for review with the resubmittal.*
3. A proposed access point from Citrus Grove Road (access #1) is shown within the existing turn lane. *Inspire defers to Lake County Public Works with regard to access from Citrus Grove Road.*
4. Please add a note to restrict the ability to convert the proposed commercial entitlements into residential uses under the Live Local Act. The applicant included this information on the site data sheet. *Please include this information within the Development Agreement.*
5. Access is proposed to Turkey Farm Road to the north. *Please note that this access is required to be coordinated with the property owner to the north, consistent with the ongoing negotiations with the Citrus Grove / Founder’s Ridge team.*

6. The project to the north is named the Citrus Grove PUD. *Inspire recommends renaming this PUD to avoid confusion with the adjacent project.*

Land Development Code

7. **Section 102-440(b)** lists the requirements for the master development plan. The following items were not provided on the master plan. *Please revise the master plan to contain the following information:*
 - a. Percentage of open space and location
 - b. Typical road section

City of Minneola

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Comprehensive Plan

8. **FLU Policy 1-1.3.5** states that the map shall not designate more commercial areas than those which existing and planned public facilities and roadways can be supported at adopted minimum level of service standards. A public facilities analysis was included with this resubmittal, however the maximum density or floor area ratio allowed within each FLUM designation was not provided and a transportation analysis was not included. *Please revise to include maximum allowed density and intensity and include a traffic analysis.*

9. **Policy 1-2.4.2** states that the City shall permit non-polluting light industrial land uses within General Commercial districts on a conditional basis and that the mix of industrial within General Commercial designation shall not exceed 25 percent of its total land area. The self storage and car wash uses are only permitted in industrial zoning districts. *Please provide percentage of the land area proposed for light industrial uses. The land area shall include platted lots and portion of associated offsite stormwater pond.*

10. **Policy 1-3.1.2** states that the City shall require all applicants pursuing an amendment to the Future Land Use Map to demonstrate that all facilities or service capacities are currently available or shall be available after the implementation of scheduled capital improvements, to meet the general needs of the proposed use. A public facilities analysis was included with this resubmittal, however the maximum density or floor area ratio allowed within each FLUM designation was not provided and a transportation analysis was not included. *Please revise to include maximum allowed density and intensity and include a traffic analysis.*

Development Agreement

11. **Section 5** states that the conceptual site plan provided is for illustrative purposes and the project is not required to be developed in accordance to the site plan. *Inspire recommends removing this language.*

12. **Section 6** is requesting deviation from the City’s architectural requirements including a request to only consider the facades facing Citrus Grove Road as primary facades, a request to allow corrugated metal panels as exterior building materials, and a request to allow any regional or national chain to not have to follow the design guidelines. *Inspire recommends removing this language.*

13. **Section 7** states that prepayment of utility impact fees and acceptance by City of such fees shall reserve capacity for the prepaid units. It is Inspire’s understanding that the City does not reserve capacity for utilities. *Inspire defers to City staff on this item.*

14. **Section 10** includes maximum elevation changes and retaining wall heights that deviate from the City’s land development code. The applicant is requesting a maximum elevation change from 15’ to 20’ and maximum retaining wall height from 6’ to 12’. *Informational comment, no response required. This information will be presented to City Council for consideration.*

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15. **Section 10** requests the replacement of canopy trees with understory trees underneath powerlines and retaining walls. *Inspire recommends revising Section 10.b to require the minimum number of canopy trees to be relocated to other portions of the site.*

16. **Section 10** requests that landscaping allowed in Florida Friendly Landscaping Guide to Plant Selections and Landscape Design may be used in addition to the City approved plant list. *Informational comment, no response required. This information will be presented to City Council for consideration.*

17. **Section 11** requests the ability to provide stormwater management either on or off site. *Inspire defers to Engineering and Public Works regarding off-site stormwater management. This information will be presented to City Council for consideration.*

18. **Section 14** requests reduced parking standards from the City’s LDC. *Please provide a parking study justifying each parking deviation and standards for the quick service restaurants with drive-thru , retail, mini warehousing, car wash, personal services, offices, and medical offices.*

19. **Section 14** requests that that applicants needing a parking reduction shall be permitted to submit such a request as part of the site plan without the need for separate variance approval. *Inspire recommends removing this language.*

20. **Section 14** requests that then bicycle parking for all uses may be provided on one parcel or in one portion of the Property when the property is platted. *Inspire recommends removing this language.*

Master Development Plan

21. The proposed building setbacks differ from those allowed within the B-1 or I-1 zoning districts. The table below shows the differences between the proposed setbacks and the City’s LDC.

| | Proposed | B-1 | I-1 |
|----------------------|----------|-----|-----|
| Front (Citrus Ridge) | 15’ | 25’ | 25’ |
| Side | 15’ | 25’ | 25’ |
| Rear | 15’ | 25’ | 25’ |
| Internal | 10’ | 12’ | 10’ |

Informational comment, no response required. This information will be presented to City Council for consideration.

22. The proposed landscape buffers proposed differ from those allowed within the B-1 or I-1 zoning districts. The table below shows the differences between the proposed landscape buffers and the City’s LDC.

City of Minneola

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| | Proposed | B-1 | I-1 |
|------------------------|----------|------------------------------------|------------------------------------|
| Front (Citrus Ridge) | 10' | 20' | 30'/50' |
| Side (adjacent to ROW) | 10' | B-1 to I-1: 20' | I-1 to I-1: 20' |
| Rear | 10' | | |
| Internal/ adjacent | 5' | B-1 to B-1: 10'
B-1 to I-1: 10' | I-1 to I-1: 20'
I-1 to B-1: 30' |

Informational comment, no response required. This information will be presented to City Council for consideration.

23. The maximum building height differs from the maximum building height allowed in the B-1 or I-1 zoning districts. The applicant is requesting a maximum building height of 50' which is higher than the typical 35' allowed in B-1 and I-1. *Informational comment, no response required. This information will be presented to City Council for consideration.*

24. The landscaping buffers shown on the master plan identify width but not type. *Please include type of buffer to landscape type.*

25. The landscape plan shows a 5' buffer for internal parcels. The city does not have a buffer specification for a 5' foot buffer. *Please provide proposed specification for the 5' buffer.*

26. Some allowable uses identified on the master development plan are identified as special exceptions and have additional standards to adhere to and require approval by City Council. The proposed allowable uses language does not state whether the additional criteria found in chapter 106 of the LDC will apply. *Please revise the plan to state that additional criteria will apply.*

27. Daycares, establishments selling alcoholic beverages for on or off-site consumption, and convenience stores with fuel operations are special exceptions in B-1 as well as carwashes which would require a conditional use and would typically require approval by the City Council. The applicant is requesting to allow those by right. *Informational comment, no response required. This information will be presented to City Council for consideration.*

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Legal Description for Citrus Ridge Retail PUD Properties

Alt Keys 1028957 and 3910223

THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 28 EAST, LAKE COUNTY, FLORIDA.

LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF RIGHT OF WAY DEED RECORDED IN OFFICIAL RECORDS BOOK 519, PAGE 585, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF STATUTORY WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2598, PAGE 795, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

ALSO LESS AND EXCEPT: FROM THE ABOVE LANDS THAT PORTION CONVEYED TO LAKE COUNTY, FOR ROAD RIGHT OF WAY, BY VIRTUE OF SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 5077, PAGE 1814, PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED THEREIN.

Alt Key 3850819

THAT PART OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 22 SOUTH, RANGE 28 EAST, CITY OF MINNEOLA, LAKE COUNTY, FLORIDA, AND BEING DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEASTERN MOST CORNER OF OVERLOOK AT GRASSY LAKE EAST PHASE 3, AS RECORDED IN PLAT BOOK 81, PAGES 33 THROUGH 35, INCLUSIVE, IN THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, (SAID POINT BEING THE INTERSECTION OF THE SOUTHWEST RIGHT OF WAY LINE OF CITRUS GROVE ROAD, AS RECORDED IN OFFICIAL RECORDS BOOK 5095, PAGE 1272, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND THE EAST LINE OF SAID WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5); THENCE ON A BEARING RELATIVE TO FLORIDA STATE PLANE COORDINATES, EAST ZONE, N00°40'15"E ALONG SAID EAST LINE FOR 194.04 FEET TO AN INTERSECTION WITH THE NORTHEAST RIGHT OF WAY LINE OF SAID CITRUS GROVE ROAD AND SAID EAST LINE AND THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE, ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THE FOLLOWING SIX (6) COURSES: N37°31'52"W FOR 195.10 FEET; THENCE N22°57'25"W FOR 51.86 FEET; THENCE N37°31'52"W FOR 98.10 FEET TO THE POINT OF CURVATURE OF A CIRCULAR CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1032.93 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°21'37" FOR A DISTANCE OF 204.80 FEET TO A POINT ON A NON TANGENT LINE; THENCE N47°10'21"W FOR 40.10 FEET; THENCE N34°27'19"E FOR 87.53 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT OF WAY LINE OF THAT CERTAIN RIGHT OF WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 518, PAGE 750, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 113.11 FEET TO AN INTERSECTION WITH THE NORTHWEST CORNER OF THAT CERTAIN PARCEL AS DESCRIBED IN OFFICIAL RECORDS BOOK 4861, PAGES 221 THROUGH 225, OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA; THENCE ALONG THE BOUNDARY OF SAID PARCEL THE FOLLOWING SEVEN (7) COURSES: THENCE S00°36'36"W FOR 65.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE S00°36'36"W FOR 100.00 FEET; THENCE S89°23'24"E FOR 80.00 FEET; THENCE N00°38'38"E FOR 100.00 FEET; THENCE N89°23'24"W FOR 25.00 FEET; THENCE N00°38'38"E FOR 65.00 FEET TO THE AFORESAID SOUTH RIGHT OF WAY LINE; THENCE S89°23'24"E ALONG SAID SOUTH RIGHT OF WAY LINE FOR 192.83 FEET TO THE AFORESAID EAST LINE OF THE WEST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 5; THENCE S00°40'15"W ALONG SAID EAST LINE FOR 508.50 FEET TO THE POINT OF BEGINNING.

Public Facilities Impact Analysis

Citrus Grove PUD

Minneola, FL

1028957, 3910223, and 3850819

Submitted to:

City of Minneola

Office of Planning and Zoning

TABLE OF CONTENTS

| | |
|--|---|
| A. Land and Neighborhood Characteristics | 3 |
| B. Access to Roads and Highways | 3 |
| C. Sanitary Sewer and Potable Water | 3 |
| D. Surface Water Management and Drainage | 4 |

A. Land and Neighborhood Characteristics

Citrus Grove PUD encompasses approximately 17.74 acres, consisting of Lake County Alternate Keys 1028957, 3910223, and 3850819.

The project site is located in Lake County along Citrus Grove Road and is proposed as a commercial development. The applicant understands that concurrency must be met for the ultimate end uses that are actually to be developed. The site is adjacent to an approximately 1.4-million-square-foot industrial project currently under construction and is located within the Citrus Grove (formerly Founders Ridge) PUD, which entitles a mix of intense residential (condominiums, single-family, and townhomes), commercial, civic, charter school, industrial/commerce park, and active and passive recreational uses.

The property is comprised of Alt Keys 1028957, 3910223 (collectively, the “County Parcels”) and 3850819 (the “City Parcel”). The County Parcels currently have a Lake County (“County”) future land use designation of Urban Low (County) and the City Parcel has a City future land use designation of Overlook at Grassy Lake MU. The County Parcels currently have a County zoning designation of Agriculture and the City Parcel has a City zoning designation of PUD. The request is to change all of the parcels to a City Commercial General FLU and a City PUD zoning designation.

B. Access to Roads and Highways

Please refer to the Traffic Impact Analysis under separate cover.

C. Sanitary Sewer and Potable Water

C-1: Existing Allowable:

Based on the existing FLU designation within Lake County for Urban Low Density Residential, a maximum density of 4 dwelling units per acre (DU/AC) is permitted. The following are water and sewer demand assumptions for the full buildout of 71 dwelling units for the total 17.74 AC.

| Table 2: Current Use Allowable Sewer and Water Demand Calculations | | |
|---|---|---|
| Use | Water ¹ | Sewer ² |
| | Total ADF (GPD): | Total ADF (GPD): |
| Single Family Detached
4 DU/ACRE = 71 DU | 23,075 GPD
<i>(71 DU * 325 GPD/DU)</i> | 21,300 GPD
<i>(71 DU * 300 GPD/DU)</i> |
| Totals: | 23,075 GPD | 21,300 GPD |

1. *Water determination of equivalent ERU per City of Minneola Land Development Code Section 42-98*
 - a. *1 ERU = 325 GPD, equivalent to 1 DU*
2. *Sewer determination of equivalent ERU per City of Minneola Land Development Code Section 42-38*
 - a. *1 ERU = 300 GPD, equivalent to 1 DU*

C-2: Proposed:

The proposed use will consist of a total of 17.74 acres of commercial development. The following are water and sewer demand assumptions for the full buildout of 17.74 acres of commercial development at a FAR of 1.10:

| Table 3: Proposed Use Water Demand Calculations | | |
|--|---|---|
| Use | Water | Sewer |
| | Total ADF (GPD): | Total ADF (GPD): |
| Commercial
17.74 | 110,504 GPD
<i>(325 GPD / 1 ERU) * (0.4 ERU / 1,000 SF)</i>
<i>* (772,754 SF * 1.1 FAR)</i> | 102,003 GPD
<i>(300 GPD / 1 ERU) * (0.4 ERU / 1,000 SF)</i>
<i>* (772,754 SF * 1.1 FAR)</i> |
| Totals: | 110,504 GPD | 102,003 GPD |

1. *Water determination of equivalent ERU per City of Minneola Land Development Code Section 42-98*

- a. 1 ERU = 325 GPD
 - b. Shopping Center = 0.4 ERU per 1,000 SF
2. Sewer determination of equivalent ERU per City of Minneola Land Development Code Section 42-38
 - a. 1 ERU = 300 GPD
 - b. Shopping Center = 0.4 ERU per 1,000 SF

D. Surface Water Management and Drainage

D-1 Surface Water Features:

The stormwater management system will comply with City, County, and Water Management District requirements. The applicant will obtain all necessary permits including an Environmental Resource Permit (ERP) from the St. Johns River Water Management District.

Proposed Alterations to the Site Features to Develop Citrus Ridge: At this time, the proposed alterations to the project site would be the construction of onsite stormwater management system as well as the installation of a stormwater piping to convey runoff from the proposed parking lots to the onsite ponds.

D-2 Wetland and Floodplain Contours:

Review of available records reveal that there are no portions of the site located within designated floodplains or within wetlands.



Citrus Grove Road PUD

Minneola, Florida

TRAFFIC IMPACT STUDY

Prepared for:

Skorman Development Corp.
6000 Metrowest Blvd., Suite 111
Orlando Florida 32835

Prepared by:

PTG

Premier Traffic Group

PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

May 2026

EXECUTIVE SUMMARY

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 3,553 net new daily trips, of which 253 and 267 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- It is recommended that the southbound approach of the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.
- Based on this analysis conducted herein, the existing eastbound left turn storage lanes on Citrus Grove Road at the project access intersections (i.e. at Turkey Farm Road and the Project Access Driveway) are adequate in length to accommodate the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Premier Traffic Group a dba of Karma Consultancy, LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Citrus Grove Road PUD

LOCATION: Minneola, Florida

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Vasu T. Persaud, PE

P.E. #: Florida P.E. No. 72790

DATE: May 16th, 2026

SIGNATURE: _____

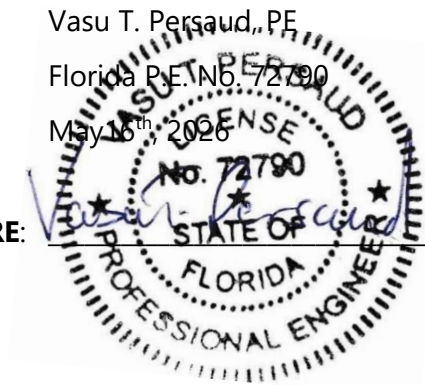


TABLE OF CONTENTS

| | | |
|---|---|-----------|
| 1.0 | INTRODUCTION | 1 |
| 1.1 | Data and Methodology..... | 1 |
| 1.2 | Study Area..... | 2 |
| 1.3 | Planned and Programmed Improvements..... | 2 |
| 2.0 | EXISTING TRAFFIC CONDITIONS | 3 |
| 2.1 | Roadway Segment Analysis..... | 3 |
| 2.2 | Intersection Capacity Analysis..... | 3 |
| 3.0 | TRIP GENERATION | 5 |
| 3.1 | Trip Generation | 5 |
| 3.2 | Trip Distribution/Assignment..... | 5 |
| 4.0 | PROJECTED TRAFFIC CONDITIONS | 7 |
| 4.1 | Background Traffic Projection | 7 |
| 4.2 | Roadway Segment Analysis..... | 7 |
| 4.3 | Intersection Capacity Analysis..... | 8 |
| 4.4 | Turn Lane Analysis | 9 |
| 5.0 | MULTIMODAL ASSESSMENT | 10 |
| 6.0 | STUDY CONCLUSIONS | 11 |
| Appendix A: Preliminary Concept Plan | | |
| Appendix B: Methodology Coordination | | |
| Appendix C: Lake County CMS | | |
| Appendix D: Traffic Volumes | | |
| Appendix E: Existing Intersection Analysis Output | | |
| Appendix F: Historical Trends Analysis | | |
| Appendix G: Projected Intersection Analysis Output | | |

LIST OF TABLES

| | |
|--|---|
| Table 1: Existing Roadway Segment Capacity Analysis | 3 |
| Table 2: Existing Intersection Capacity Analysis | 4 |
| Table 3: Trip Generation | 5 |
| Table 4: Projected Roadway Segment Capacity Analysis | 7 |
| Table 5: Projected Intersection Capacity Analysis | 8 |

LIST OF FIGURES

| | |
|--------------------------------------|---|
| Figure 1: Project Location Map | 1 |
| Figure 2: Trip Distribution Map..... | 6 |

1.0 INTRODUCTION

The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road **Appendix A**.

1.1 Data and Methodology

Data used in the analysis consisted of site plan/development information provided by the Project Engineers, AM and PM peak hour intersection traffic counts obtained by PTG and roadway segment traffic volumes obtained from Lake County and the Florida Department of Transportation (FDOT). The analysis was conducted in accordance with the Traffic Impact Analysis (TIA) *Methodology Memorandum* prepared for the project. A copy of the methodology coordination is provided in **Appendix B**.

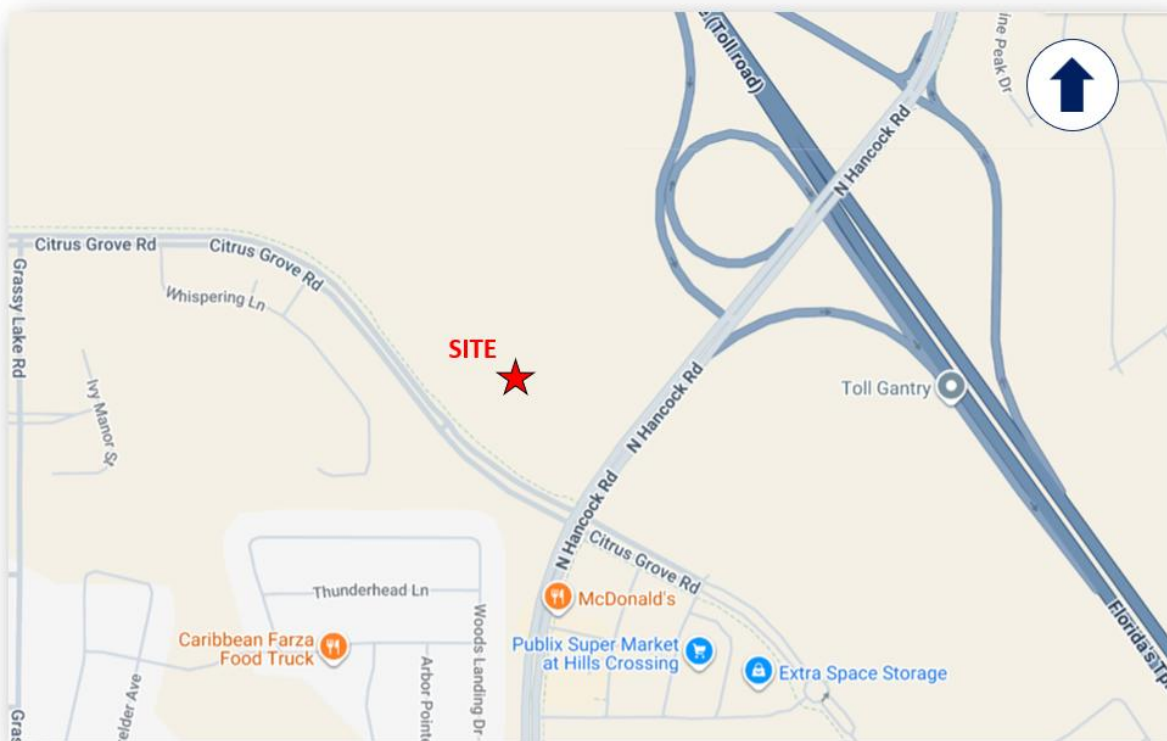


Figure 1: Project Location Map

1.2 Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road
 - Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

1.3 Planned and Programmed Improvements

Only roadway improvements that are approved and fully funded for construction were considered as part of the study.

It was assumed that improvements to Turkey Farm Road would be in place by time of buildout of the proposed project.

None of the planned new alignment roadway projects in the area were considered due to construction funding and timeline uncertainty.

2.0 EXISTING TRAFFIC CONDITIONS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of the existing roadway segment capacities and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Analysis

Table 1 summarizes the existing roadway segment capacity analysis for study segment within a one (1) mile radius of the proposed development. The existing roadway segment conditions were analyzed by comparing the existing traffic volumes observed on the study roadway segments to the service volumes at the adopted Level of Service (LOS) standard for the roadway segments. The LOS data was obtained from the latest *Lake County Transportation Management System Spreadsheet*, excerpts of which are included in **Appendix C**.

Table 1: Existing Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Existing Vol Count | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|--------------------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 730 | NB/EB | 266 | Yes |
| | | | | | | SB/WB | 473 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 730 | NB/EB | 266 | Yes |
| | | | | | | SB/WB | 473 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 730 | NB/EB | 94 | Yes |
| | | | | | | SB/WB | 33 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 4 | D | 1748 | NB/EB | 656 | Yes |
| | | | | | | SB/WB | 514 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1748 | NB/EB | 672 | Yes |
| | | | | | | SB/WB | 1201 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | D | 410 | NB/EB | 15 | Yes |
| | | | | | | SB/WB | 22 | Yes |

Note: Segment volumes derived from turning movement counts

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS) standard.

2.2 Intersection Capacity Analysis

Table 2 summarizes the results of the existing intersection capacity analysis. The existing intersection capacity analysis was conducted for the AM and PM peak hour using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*. The turning movement count data and the existing AM and PM peak hour Turning Movement Volumes are the are included in **Appendix D**. It should be noted that the raw turning movement counts were

obtained during the peak season so the counts were not seasonally adjusted using a factor obtained from the *FDOT Traffic Online* website.

Table 2: Existing Intersection Capacity Analysis

| Intersection | Control | Time | EB | | WB | | NB | | SB | | Overall | |
|---------------------------------------|---------|--------|-------|-----|-------|-----|-------|-----|-------|-----|---------|-----|
| | | Period | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Hancock Rd & Education Ave | Signal | AM | 75.0 | E | 59.1 | E | 19.4 | B | 23.4 | C | 30.5 | C |
| | | PM | 67.8 | E | 62.1 | E | 11.0 | B | 14.4 | B | 20.8 | C |
| Hancock Rd & Hamlin Ridge/Jorhagen Dr | Signal | AM | 50.8 | D | 41.8 | D | 8.3 | A | 12.3 | B | 15.4 | B |
| | | PM | 49.5 | D | 44.6 | D | 6.2 | A | 8.1 | A | 11.0 | B |
| Hancock Rd Citrus Grove Rd | Signal | AM | 26.8 | C | 27.2 | C | 19.0 | B | 18.8 | B | 21.0 | C |
| | | PM | 32.8 | C | 32.8 | C | 19.7 | B | 20.7 | C | 23.5 | C |
| Hancock Rd & Florida Turnpike EB Ramp | Signal | AM | 22.0 | C | -- | -- | 3.9 | A | 5.5 | A | 5.8 | A |
| | | PM | 24.6 | C | -- | -- | 4.2 | A | 5.8 | A | 6.4 | A |
| Hancock Rd & Florida Turnpike WB Ramp | Signal | AM | -- | -- | 15.9 | B | 9.9 | A | 18.0 | B | 15.3 | B |
| | | PM | -- | -- | 18.2 | B | 11.0 | B | 19.8 | B | 16.9 | B |
| Citrus Grove Rd & Scrub Jay Ln | Stop | AM | 0.0 | A | 0.0 | A | -- | -- | 14.1 | B | -- | -- |
| | | PM | 0.1 | A | 0.0 | A | 16.3 | C | -- | -- | -- | -- |

The analysis indicates that the study intersections generally operate adequately during the AM and PM peak hour period. The detailed *Synchro* worksheets are included in **Appendix E**.

Note: Existing basic intersection timings were used in the analysis with the same adjusted green times used for both the existing and project conditions to allow for an “apples to apples” comparison of operations.

3.0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The estimated project buildout is 2028.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 12th Edition*. The calculation indicated that the proposed development would generate a total of 3,553 net new daily trips of which 253 and 267 will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included as part of the *Methodology Memorandum* in **Appendix B**.

Table 3: Trip Generation

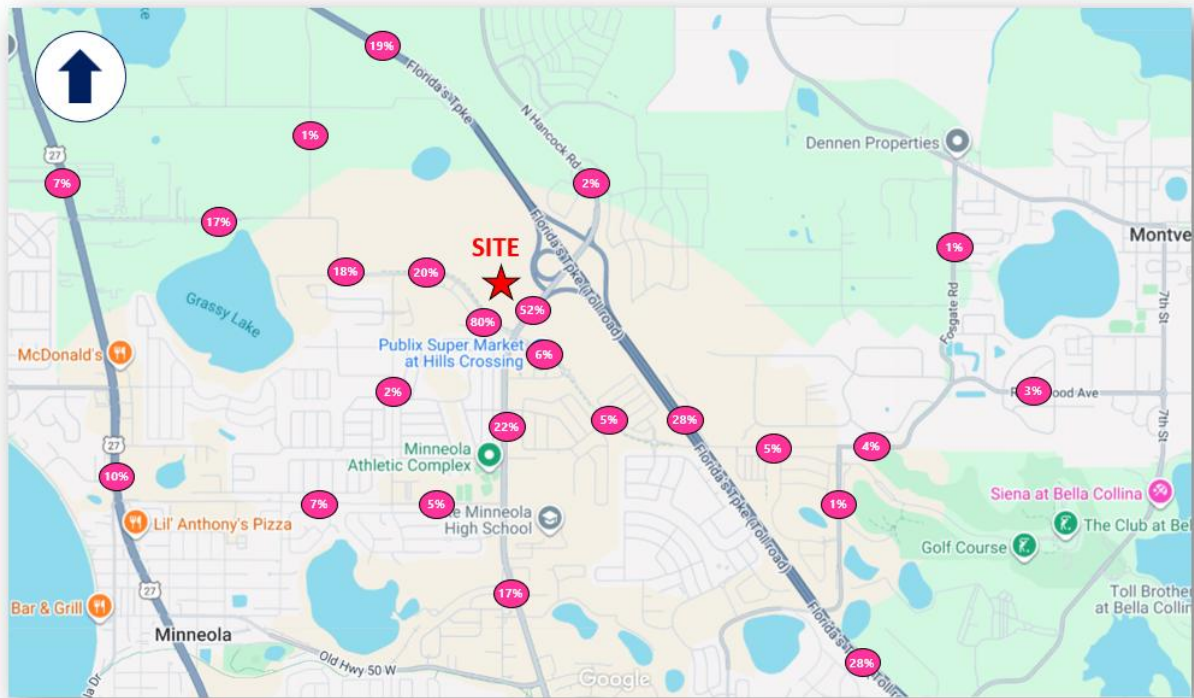
| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|---------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 8,575 | -- | 364 | 348 | 712 | -- | 317 | 307 | 624 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Restaurant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 3,553 | -- | 130 | 123 | 253 | -- | 135 | 132 | 267 |

Note: ITE Trip generation equation used as the R-squared value is greater than 0.7

3.2 Trip Distribution/Assignment

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project. A model plot showing the trip distribution pattern is provided as part of the *Methodology Memorandum* in **Appendix B**. The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgement.

Figure 2 provides the finalized trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.



4.0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to determine the proposed development's impact on the roadway segment capacities and to evaluate the operations of the study intersections. The project buildout year for the analysis is 2028.

4.1 Background Traffic Projection

Projected traffic volumes consist of background traffic combined with site-generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted using Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website on Hancock Road (see **Appendix F**). Based on this historical trend analysis, growth rates of 6.05% and 21.09% was calculated, leading to an average annual growth rate of 13.57%. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

4.2 Roadway Segment Analysis

Table 4 summarizes the results of the projected study roadway segment capacity analysis. The Projected roadway segment conditions were analyzed by comparing the projected traffic volumes on the study segments to their respective service volumes at the adopted Level of Service (LOS) standard.

The total projected traffic volume is composed of background traffic and project trips. Projected background traffic was estimated using the annual growth rate discussed in the previous section.

Table 4: Projected Roadway Segment Capacity Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Backg'd Vol | Trip Dist | Project Vol | Total Vol | LOS Stnd Met? |
|--------|-------------------|--|-------|----------|-----------------|-------|-------------|-----------|-------------|-----------|---------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 730 | NB/EB | 338 | 18% | 41 | 379 | Yes |
| | | | | | | SB/WB | 601 | | 43 | 644 | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 730 | NB/EB | 338 | 18% | 41 | 379 | Yes |
| | | | | | | SB/WB | 601 | | 43 | 644 | Yes |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 730 | NB/EB | 120 | 18% | 41 | 161 | Yes |
| | | | | | | SB/WB | 42 | | 43 | 85 | Yes |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 4 | D | 1,748 | NB/EB | 834 | 2% | 5 | 839 | Yes |
| | | | | | | SB/WB | 653 | | 5 | 658 | Yes |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,748 | NB/EB | 854 | 52% | 119 | 973 | Yes |
| | | | | | | SB/WB | 1527 | | 123 | 1650 | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | D | 410 | NB/EB | 19 | 1% | 2 | 21 | Yes |
| | | | | | | SB/WB | 28 | | 2 | 30 | Yes |

Note: Total Vol = Existing Vol x [1+(13.57% x 2 years)] + Project Vol

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS).

4.3 Intersection Capacity Analysis

Table 5 summarizes the results of the projected intersection capacity analysis. The projected intersection capacity and operational analysis was conducted using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)* and was performed for the AM and PM peak hours. The projected volumes for the intersection capacity and operations analysis were calculated as previously discussed. Projected background traffic was estimated using the annual growth rate as previously discussed. The projected peak hour volumes are also provided **Appendix D**.

Table 5: Projected Intersection Capacity Analysis

| Intersection | Control | Time | EB | | WB | | NB | | SB | | Overall | |
|--|---------|--------|-------|-----|-------|-----|-------|-----|-------|-----|---------|-----|
| | | Period | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| Hancock Rd & Education Ave | Signal | AM | 90.8 | F | 63.1 | E | 44.0 | D | 64.0 | E | 61.2 | E |
| | | PM | 74.6 | E | 63.9 | E | 19.3 | B | 20.3 | C | 27.6 | C |
| Hancock Rd & Hamlin Ridge/Jorhagen Dr | Signal | AM | 57.4 | E | 40.5 | D | 11.6 | B | 18.8 | B | 20.4 | C |
| | | PM | 49.9 | D | 44.0 | D | 8.0 | A | 10.5 | B | 12.8 | B |
| Hancock Rd Citrus Grove Rd | Signal | AM | 29.6 | C | 33.2 | C | 22.6 | C | 23.0 | C | 25.4 | C |
| | | PM | 47.7 | D | 52.1 | D | 27.4 | C | 27.7 | C | 33.9 | C |
| Hancock Rd & Florida Turnpike EB Ramp | Signal | AM | 33.8 | C | -- | -- | 4.4 | A | 7.3 | A | 8.4 | A |
| | | PM | 34.7 | C | -- | -- | 5.1 | A | 8.2 | A | 9.4 | A |
| Hancock Rd & Florida Turnpike WB Ramp | Signal | AM | -- | -- | 20.2 | C | 14.7 | B | 25.3 | C | 20.3 | C |
| | | PM | -- | -- | 24.3 | C | 17.3 | B | 30.2 | C | 24.1 | C |
| Citrus Grove Rd & Scrub Jay Ln | Stop | AM | 0.0 | A | 0.0 | A | -- | -- | 20.7 | C | -- | -- |
| | | PM | 0.1 | A | 0.0 | A | -- | -- | 25.3 | D | -- | -- |
| Citrus Grove Rd & Turkey Farm Rd/Wild Aster Wy | Stop | AM | 0.9 | A | 0.0 | A | -- | -- | 18.0 | C | -- | -- |
| | | PM | 0.7 | A | 0.0 | A | -- | -- | 75.7 | F | -- | -- |
| Citrus Grove Rd & Project Access | Stop | AM | 0.5 | A | 0.0 | A | -- | -- | 9.4 | A | -- | -- |
| | | PM | 0.5 | A | 0.0 | A | -- | -- | 12.0 | B | -- | -- |

Note: Planning level signal timings utilized for projected conditions

The analysis indicates that the study intersections are projected to continue to generally operate adequately during both the AM and PM peak hour period. The *Synchro* analysis worksheets are included in **Appendix G**. It is recommended that the southbound approach of the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.

4.4 Turn Lane Analysis

A review was conducted to assess the adequacy of the existing eastbound left turn lanes on Citrus Grove Road at the project access intersections (i.e. At Turkey Farm Road and the Project Access Driveway). The review was conducted to ensure that sufficient storage is available to serve the projected traffic volumes.

Total Turn Lane Length Required = Vehicular Deceleration Distance + Queue Storage
Deceleration @ 45 mph = 185' (incl. 50' taper), per FDOT FDM, Ex 212-1
Queue = 95th percentile queue from Synchro = 0.2 vehicles, use 1 vehicle minimum = 25'
Total Turn Lane Length Required = 185' + 25' = **210'** (incl. 50' taper)
Existing turn lane length = **385'** (incl. 50' taper)

In summary, based on this analysis, the existing eastbound left turn storage lanes on Citrus Grove Road at the project access intersections (i.e. at Turkey Farm Road and the Project Access Driveway) are adequate in length to accommodate the proposed development.

5.0 MULTIMODAL ASSESSMENT

An assessment was done of the immediate project site and proposed project site plans as it relates to multimodal transportation options.

Existing multimodal provisions in the area primarily include sidewalks with striped crosswalks on the south side of Citrus Grove Road and a multi-use trail on the north side of Citrus Grove Road. The proposed project would further facilitate multimodal connectivity by providing on-site/site-related sidewalk connectivity. In general, the site plan is consistent with the County guidelines that will encourage the following:

- Safe, adequately lit and well-maintained pathways (on-site)
- Bicycle connectivity
- Identifiable crosswalks
- Removal of natural and/or built barriers that discourage walking
- Compliance with Americans with Disabilities Act requirements
- Buffering between vehicular areas and sidewalks
- Linkage to existing or future walkway and/or bikeway network and transit route

Further information on multimodal provisions is documented by the site civil engineer on the site plans.

6.0 STUDY CONCLUSIONS

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

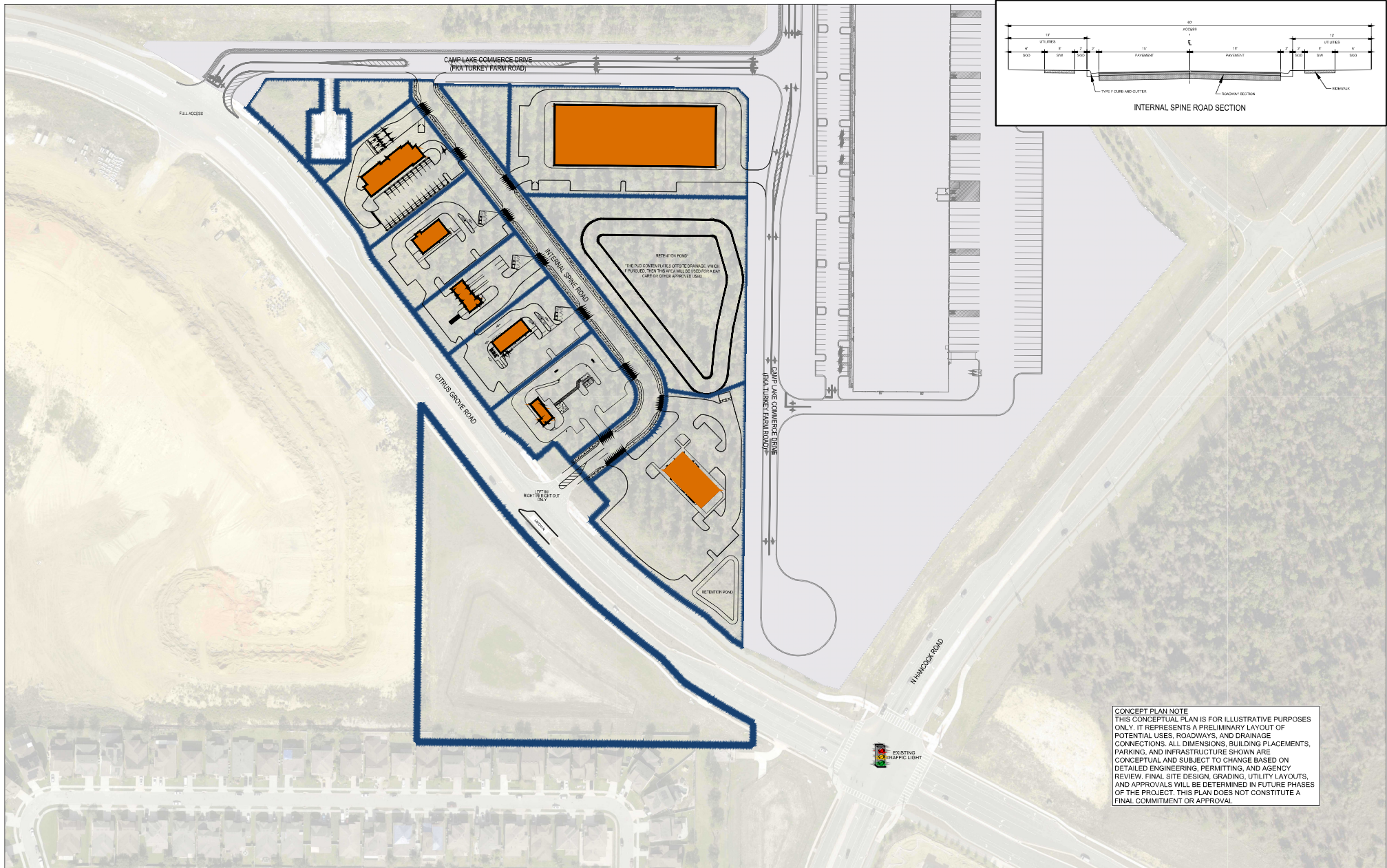
The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 3,553 net new daily trips, of which 253 and 267 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- It is recommended that the southbound approach of the Citrus Cove Road and Turkey Farm Road intersection be monitored as the project is builtout.
- Based on this analysis conducted herein, the existing eastbound left turn storage lanes on Citrus Grove Road at the project access intersections (i.e. at Turkey Farm Road and the Project Access Driveway) are adequate in length to accommodate the proposed development.

Based on the analyses conducted, approval of the proposed project is requested from a transportation perspective.

APPENDIX

Appendix A: Preliminary Concept Plan



CONCEPTUAL SITE PLAN
 CITRUS RIDGE COMMERCIAL PUD
 MINNEOLA, FLORIDA

SKORMAN DEVELOPMENT, LLC

PROJECT NO. 24-0406.000
 PLAN SCALE: 1" = 80'
 DATE: 04/13/2026

DISCLAIMER: CONCEPTUAL SITE LAYOUT HAS BEEN PREPARED WITH THE BEST INFORMATION AVAILABLE AND DOES NOT REPRESENT FINAL ENGINEERING ELEMENTS. THIS PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL ENGINEERING ANALYSIS AND SHALL ONLY BE UTILIZED AS AN ESTIMATE FOR DEVELOPMENT FEASIBILITY.



Appendix B: Methodology Coordination

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**
Traffic Impact Analysis Comments Responses
Inspire Placemaking Collective Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. Apply 2025 Lake County Traffic Counts and segment limits from the 2023 Lake County CMP Database for the roadway capacity/segment analyses.

Response: The roadway capacity/segment analysis requires PM peak hour traffic count data. Such hourly data is not provided on the Lake County Traffic Counts map, only daily data. Therefore, as is typically and for consistency, the Lake County CMP Database volumes were utilized and growth rates applied as footnoted in the TIA report tables. The 2023 Lake County CMP segment limits were utilized. *Note: This comment does not alter the result of the study.*

2. For the Existing Roadway Segment Capacity Analysis include an assessment that shows what percentage of the projected generated traffic versus the roadway capacity to determine if it consumes 5% or more to determine the study area.

Response: This significance analysis was done as part of the TIA methodology previously submitted and reviewed by the City (see Table 2, Methodology Memorandum in Appendix B. *Note: This comment does not alter the result of the study.*

3. Please include the following planned improvements as part of the analysis: (a) New 2-lane roadway on N Hancock Rd from CR 561A to CR 455; (b) N Hancock Rd from SR 91 to CR 561A widened to 4 lanes

Response: The section of N Hancock Rd from CR 561A to CR 455 was not included in the study and is outside the one (1) mile impact area and does not meet the 5% significance test. The section of N Hancock Rd from SR 91 to CR 561A was analyzed as a four-lane roadway as requested. *Note: This comment does not alter the result of the study.*

4. Reference that the ITE Trip Generation Manual, 12th Edition, was applied in calculating the trip generation.

Response: Text was updated as requested to state that the ITE 12th edition was used. *Note: This comment does not alter the result of the study.*

5. Based on when the counts were conducted a 1% Seasonal Factor should be applied to the existing turning movement counts.

Response: The raw turning movement counts were obtained during the peak season (February 2026) so the counts were not and do not need to be seasonally adjusted using a factor. This is mentioned in Section 2.2. *Note: This comment does not alter the result of the study.*

6. The amount of pass-by traffic exceeds 10% of the background traffic on N Hancock Road between the Turnpike and Old Hwy 50 and exceeds 25% of the total trips generated. Modify the number of pass-by trips to be no greater than 25% of the existing background traffic on N Hancock Road in this area during peak periods, which is still a high percentage of existing traffic that would visit the development. Show the calculations in the trip generation table.

Response: The 10% and 25% thresholds cited in this comment is acknowledged. However, three aspects are important for context:

- (a) The proposed project has land uses with high pass-by rates, and the calculations in the Trip Generation section are intended to document the penchant for high pass-by trips to and from these land uses.
- (b) The pass-by calculation in Table 3 does not alter the total development trips used in the intersection analysis. That is, irrespective of the pass-by percentage, the same total project trips are utilized in the intersection analysis.
- (c) The pass-by percentage should be assessed on the entering traffic volumes at the Hancock Road and Citrus Grove Boulevard Intersection. This assessment should be based on the entering volume in the projected conditions (not existing conditions) since the project buildout is a future condition. The projected PM peak hour intersection entering traffic is $2,461 \times [1 + (13.57\% \times 2 \text{ years})] = 3,129$. The twenty-five (25%) pass-by threshold is therefore 782 vehicles. The projected pass-by trips calculated for the project is 357, which is less than the 25% trip threshold. That is, the study already reflects this comment. *Note: This comment does not alter the result of the study.*

END

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**
Traffic Impact Analysis Comments Responses
Kevin Carney Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

General Note: These comments provided by this reviewer do not appear to reflect a full understanding of the technical and procedural methods applicable to traffic impact studies. However, as public input is respected, the following responses are provided as a courtesy and for documentation purposes. The comments themselves do not alter the result of the study and/or were already made by County/City staff/reviewers and addressed separately.

Comment 1: Citrus Grove alignment included?

Response: The Citrus Grove Road realignment was not considered because, as is typical with traffic impact studies, only projects approved and fully funded within the timeframe of the project buildout would be considered.

Comment 2: Traffic volumes figure orientation?

Response: Traffic volume figures are a schematic representation of roadways. Roadway orientation does not affect level of service calculations which is the critical intent of the study.

Comment 3: Neighborhood volumes not shown/included?

Response: The level of service of these approaches are assumed to be unchanged as no project traffic is being added to them. For this reason, the neighborhood volumes and approaches are not analyzed.

Comment 4: Do a traffic count at a project access driveway intersections?

Response: The project access driveways do not exist today or there is no traffic on the side street approaches of the project access intersections. Therefore, there is no traffic to count at these intersections during the existing conditions.

Comment 5: Access driveway is supposed to be a Ri/Ro driveway?

Response: The study was updated as this feedback was already received from the County.

Comment 6: Intersection analysis not provided in Full Buildout analysis.

Response: No intersection analysis was conducted as only segment operations were evaluated for the maximum buildout scenario. This is typically the procedure followed for comprehensive plan-type applications

MEMORANDUM

RE: Citrus Grove Road PUD TIA
Minneola, FL
Traffic Impact Analysis Comments Responses
02/18/2026
Job # 25174

The following provides responses to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. For calculating trip generation apply the ITE Trip Generation Manual, 12th Edition.

Response: Trip Generation manual updated to the 12th edition.

2. Check that the number of pass-by trips do not exceed 10% of the background traffic on Citrus Grove Road.

Response: The typical 10% pass-by restriction suggested by FDOT is not appropriate for use on Citrus Grove Road as the pass-by trips would come from Hancock Road and use Citrus Grove Road to get to the site. The total pass-by trips is approximately 10% of the entering trips at the Hancock Road and Citrus Grove Road today, even without the growth expected in the future.

3. Include the following intersections as part of the analysis, as these intersections are within one mile and are on roadways that have a significant impact from site traffic:

- a. Citrus Grove Rd and Scrub Jay Ln
- b. N. Hancock Rd and Hamlin Ridge Rd
- c. N. Hancock Rd and Education Ave

Response: Intersections added as requested

4. The project volumes shown in Table 2 do not equate using the projected AM peak trip generation and the directional distribution. Please check the volumes.

Response: Table 2 uses the PM peak hour to test roadway significance as that assesses the highest volume traffic conditions.

- 5. Include all segments in Table 2 that have a significant impact and within a 1 mile radius of the site. Also, the analysis shows that Scrub Jay Lane and N. Hancock Rd between CR 561A and SR 91 are not significant.**

Response: Additional segments added as requested.

- 6. Include the calculation of the proposed growth rate for background traffic.**

Response: Background growth rate and committed trips added with supporting discussion.

END

METHODOLOGY MEMORANDUM

RE: Citrus Grove Road PUD
Minneola, FL
Traffic Impact Analysis Methodology
3/24/2026
Job # 25174

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above-referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by the City of Minneola, Lake County and the Florida Department of Transportation (FDOT).

Project Description

This traffic analysis is being conducted to assess the impact of the proposed Citrus Grove Road PUD development. The proposed project comprises a mix of commercial uses and is located in the northwest of the N Hancock Road and Citrus Grove Road intersection in Lake County, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

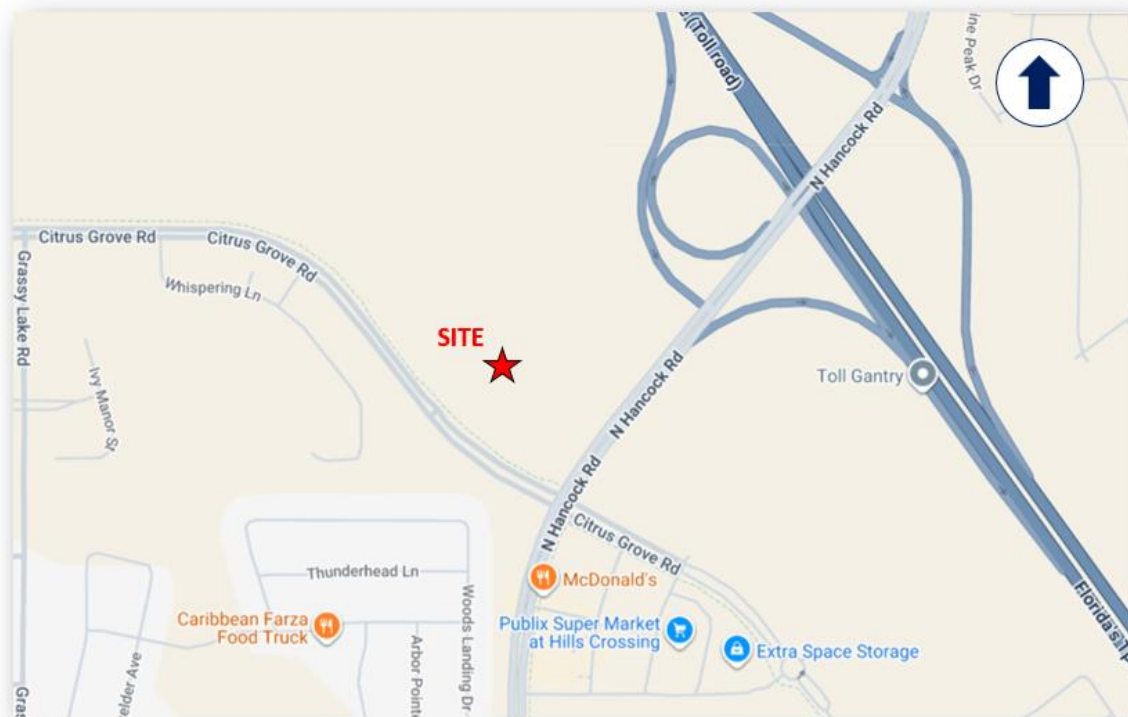


Figure 1: Project Location Map

Site Access

Access to the site will be provided via full-access connections on Citrus Grove Road and on Wild Aster Way/Turkey Farm Road. **Attachment A** provides the concept plan for the site.

Trip Generation

Table 1 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The calculation revealed that the proposed development will generate a total of 4,511 new daily trips of which 451 and 465 trips will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included for reference in **Attachment B**.

Table 1: Trip Generation

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--|--------------|--------|--------------|--------------|------------|------------|------------|--------------|------------|------------|------------|
| | | | Rate | Trips | Rate | Enter | Exit | Total | Rate | Enter | Exit | Total |
| 151 | Mini-Warehouse (Self Storage) | 130 KSF | 1.29 | 168 | 0.08 | 6 | 4 | 10 | 0.14 | 9 | 9 | 18 |
| 565 | Day Care Center (Students) | 250 Students | 3.83 | 958 | 0.79 | 105 | 93 | 198 | 0.79 | 93 | 105 | 198 |
| 822 | Strip Retail Plaza (<40Ksf) - RT | 6 KSF | 80.48 | 483 | 3.93 | 13 | 11 | 24 | 6.29 | 19 | 19 | 38 |
| 934 | Fast-Food Restaurant w/ Drive-Thru | 6.5 KSF | 448.12 | 2,913 | 33.24 | 110 | 106 | 216 | 31.60 | 107 | 98 | 205 |
| 937 | Coffee/Donut Shop w/ Drive-Thru | 3 KSF | 600.5 | 1,802 | 85.41 | 131 | 125 | 256 | 39.00 | 59 | 58 | 117 |
| 945 | Gas Station with Convenience Market (GFA 2-4k) | 14 FPs | 211.05 | 2,955 | 13.65 | 96 | 95 | 191 | 15.85 | 111 | 111 | 222 |
| 948 | Automated Car Wash | 1 KSF | 253.51 | 254 | 14.89 | 8 | 7 | 15 | 24.40 | 12 | 12 | 24 |
| <i>New Trips Subtotal</i> | | | -- | 9,533 | -- | 469 | 441 | 910 | -- | 410 | 412 | 822 |
| <i>Retail Pass-by (34%)</i> | | | -- | 164 | -- | 4 | 4 | 8 | -- | 6 | 7 | 13 |
| <i>Fast Food Resturant w/ Drive-Thru Pass-by (50%)</i> | | | -- | 1,457 | -- | 55 | 53 | 108 | -- | 54 | 49 | 103 |
| <i>Coffee/Donut Shop w/ Drive-Thru Pass-by (89%)</i> | | | -- | 1,604 | -- | 117 | 111 | 228 | -- | 53 | 51 | 104 |
| <i>Gas Station with Convenience Market Pass-by (56%)</i> | | | -- | 1,655 | -- | 54 | 53 | 107 | -- | 62 | 62 | 124 |
| <i>Car Wash Pass-by (56%)</i> | | | -- | 142 | -- | 4 | 4 | 8 | -- | 7 | 6 | 13 |
| <i>Pass-by Trips Subtotal</i> | | | -- | 5,022 | -- | 234 | 225 | 459 | -- | 182 | 175 | 357 |
| New Net Trips | | | | 4,511 | -- | 235 | 216 | 451 | -- | 228 | 237 | 465 |

Note: Land uses to be refined further in the TIA report.

Trip Distribution

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project (see **Attachment C** for model plot). The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgment.

Figure 2 provides the final trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

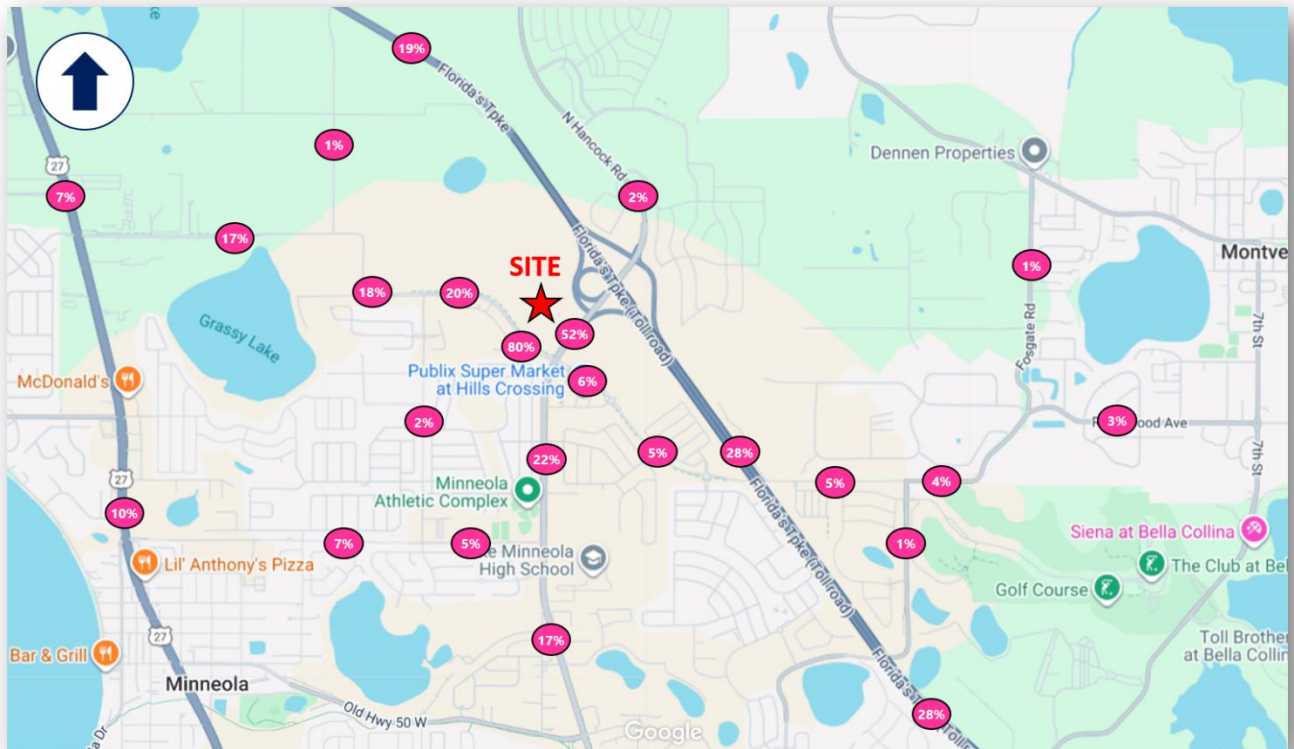


Figure 2: Trip Distribution Map

Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Hancock Road and Education Avenue
- Hancock Road and Hamlin Ridge Road/Jorhagen Drive
- Hancock Road and Citrus Grove Road
- Hancock Road and Florida Turnpike NB Ramp
- Hancock Road and Florida Turnpike SB Ramp
- Citrus Grove Road and Scrub Jay Lane
- Citrus Grove Road and Turkey Farm Road/Wild Aster Way
- Citrus Grove Road and Project Access

Study Segments

- Per the Lake-Sumter Traffic Impact Study Methodology Guidelines, the study roadway segments within a one (1) mile area and having a 5% capacity utilization/significance will be studied. The study segments, based on the significance analysis provided in **Table 2**, are as follows:
 - Citrus Grove Road
 - US 27 to Grassy Lake Road
 - Grassy Lake Road to Hancock Road

- Hancock Road to Cyrene Village Way
 - N Hancock Road
 - CR 561A to SR 91 (Florida Turnpike)
 - SR 91 (Florida Turnpike) to Old Highway 50 W
 - Scrub Jay Lane
 - Citrus Grove Road to Sullivan Road

Table 2: Roadway Segment Significance Analysis

| Seg ID | Roadway | Segment | Lanes | LOS Stnd | PH Dir Capacity | Dir | Trip Dist | Project Vol | % of Capacity | Signif at 5% |
|--------|-------------------|--|-------|----------|-----------------|-------|-----------|-------------|---------------|--------------|
| 1920 | CITRUS GROVE ROAD | US 27 to GRASSY LAKE ROAD | 2 | D | 620 | NB/EB | 18% | 41 | 6.61% | Yes |
| | | | | | | SB/WB | | 43 | 6.94% | Yes |
| N/A | CITRUS GROVE ROAD | GRASSY LAKE ROAD TO HANCOCK ROAD | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| N/A | CITRUS GROVE ROAD | HANCOCK ROAD TO CYRENE VILLAGE WAY | 2 | D | 1,470 | NB/EB | 18% | 41 | 2.79% | No |
| | | | | | | SB/WB | | 43 | 2.93% | No |
| 2054 | N. HANCOCK ROAD | C.R. 561A to SR 91 (FLORIDA TURNPIKE) | 2 | D | 790 | NB/EB | 2% | 5 | 0.63% | No |
| | | | | | | SB/WB | | 5 | 0.63% | No |
| 2055 | N. HANCOCK ROAD | SR 91 (FLORIDA TURNPIKE) to OLD HWY 50 (W) | 4 | D | 1,800 | NB/EB | 52% | 119 | 6.61% | Yes |
| | | | | | | SB/WB | | 123 | 6.83% | Yes |
| N/A | SCRUB JAY LANE | CITRUS COVE ROAD to SULLIVAN ROAD | 2 | C | 410 | NB/EB | 1% | 2 | 0.49% | No |
| | | | | | | SB/WB | | 2 | 0.49% | No |

Multimodal Assessment

An assessment of multimodal options will be documented for: Transit, Bicycle and Pedestrian.

Projected Conditions Analysis

The projected conditions analysis will be conducted within the following framework:

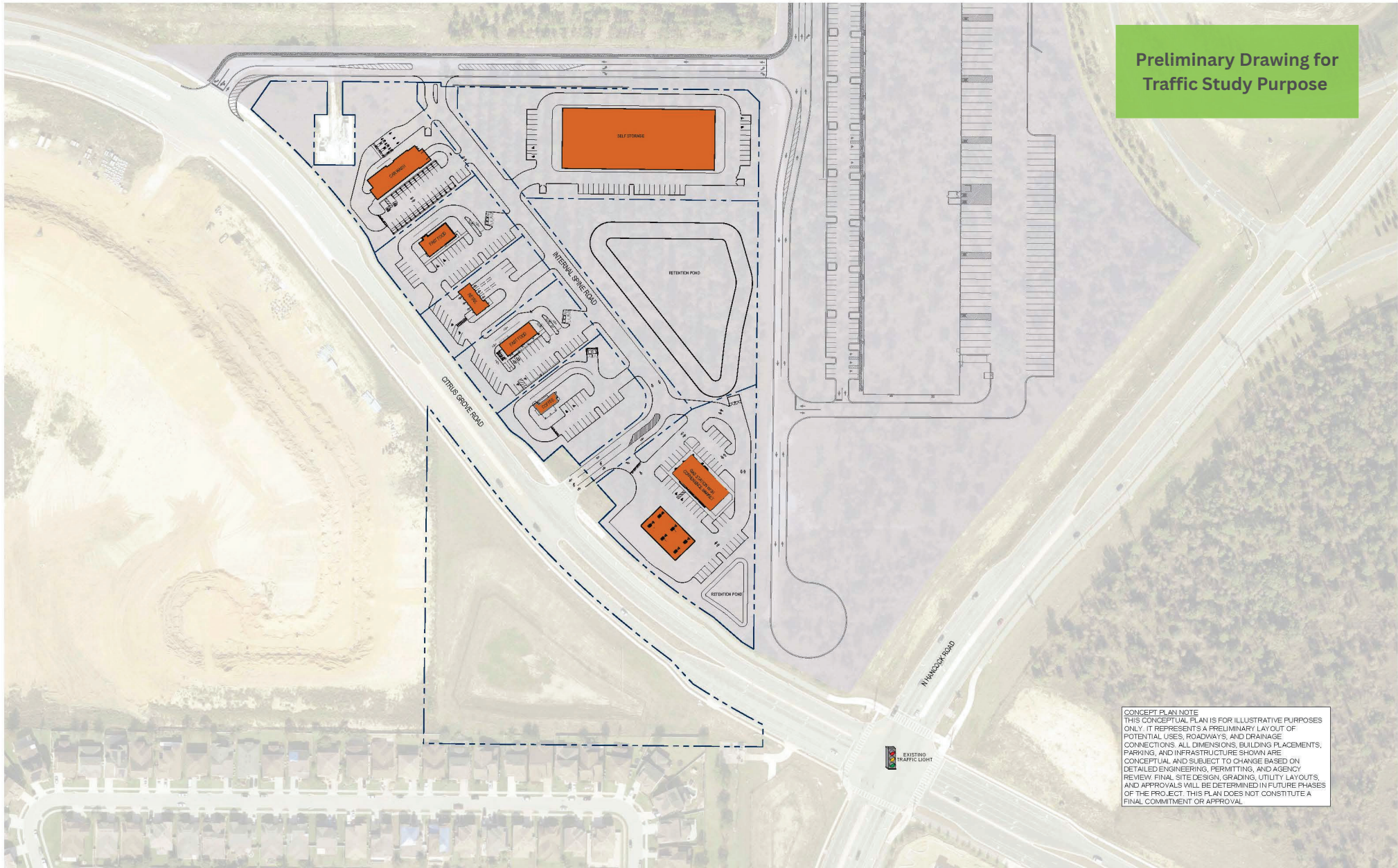
- *Counts:* Traffic counts will be obtained during the AM and PM peak periods and adjusted using a peak season factor as necessary.
- *Growth Factors:* Growth factors, derived from historical traffic volume data, will be applied to existing traffic counts to develop projected/buildout background traffic volumes.
- *Analysis Periods:* Analyses will be performed for existing (2026) and projected/buildout conditions (2028).
- *Projected Conditions Traffic:* Project buildout traffic volumes will be added to the future background traffic volumes to obtain total project/buildout traffic volumes.
- *Roadway Analysis:* Roadways segments will be evaluated using the Lake County and FDOT service volume capacities, as applicable.
- *Intersection Analysis:* Intersection capacity analysis will be performed using the latest operational analysis procedures documented in the *Highway Capacity Manual* as applied using the Synchro software.
- *Turn Lane Analysis:* Turn Lane analysis will be performed for all the site access driveways based on FDOT requirements.

Traffic Impact Study Report

The traffic report prepared will summarize the study procedures, analyses and recommendations.

END

Attachment A
Preliminary Concept Plan



Preliminary Drawing for
Traffic Study Purpose

CONCEPT PLAN NOTE
 THIS CONCEPTUAL PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. IT REPRESENTS A PRELIMINARY LAYOUT OF POTENTIAL USES, ROADWAYS, AND DRAINAGE CONNECTIONS. ALL DIMENSIONS, BUILDING PLACEMENTS, PARKING, AND INFRASTRUCTURE SHOWN ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON DETAILED ENGINEERING, PERMITTING, AND AGENCY REVIEW. FINAL SITE DESIGN, GRADING, UTILITY LAYOUTS, AND APPROVALS WILL BE DETERMINED IN FUTURE PHASES OF THE PROJECT. THIS PLAN DOES NOT CONSTITUTE A FINAL COMMITMENT OR APPROVAL.

Attachment B
Trip Generation Information

Land Use: 151 Mini-Warehouse

Description

A mini-warehouse is a building or a series of buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. The site may also include additional storage area for recreational vehicles.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035, 1263

Mini-Warehouse (151)

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

Setting/Location: General Urban/Suburban

Number of Studies: 11

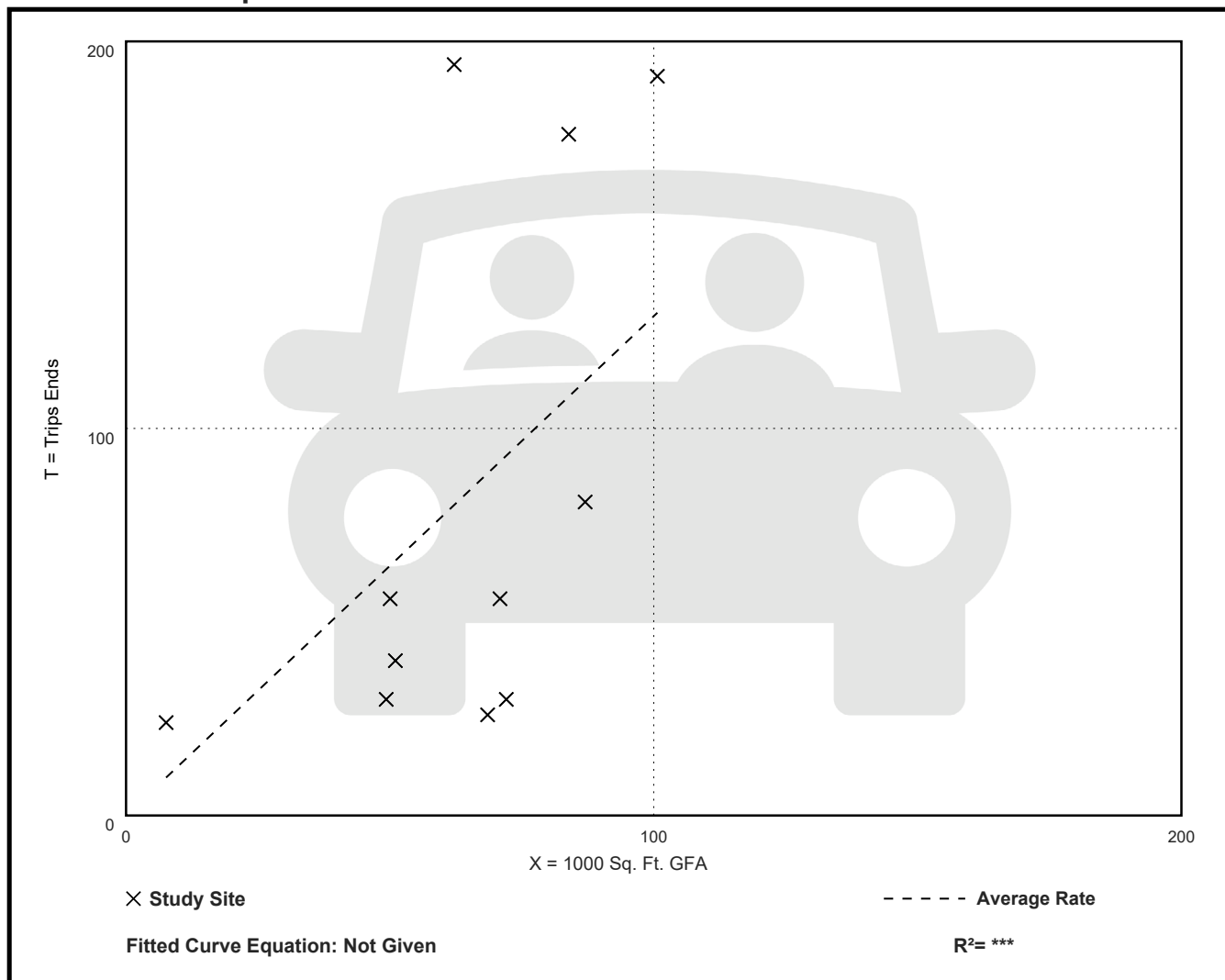
Avg. 1000 Sq. Ft. GFA: 64

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.29 | 0.38 - 3.16 | 0.89 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

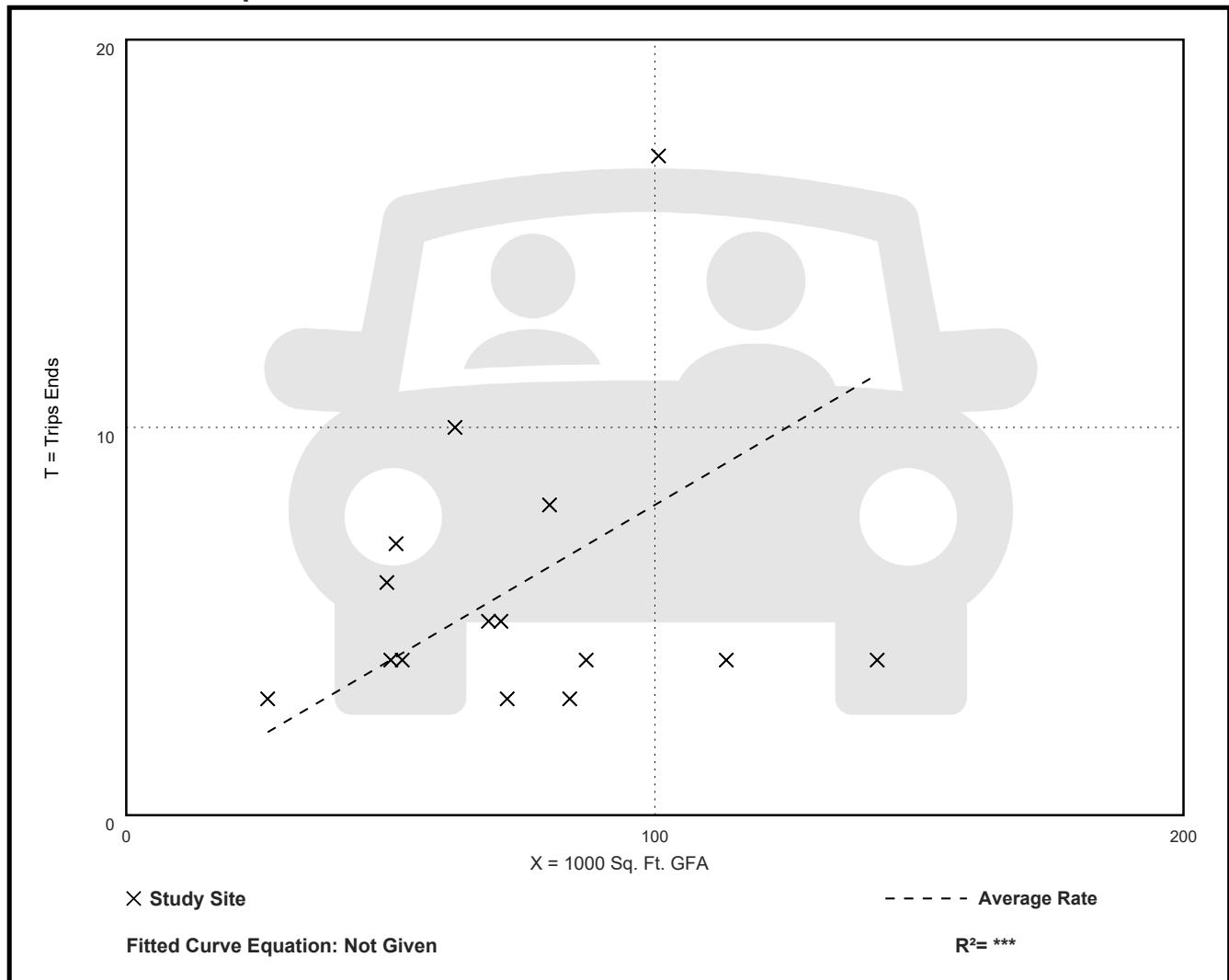
Avg. 1000 Sq. Ft. GFA: 74

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.08 | 0.03 - 0.17 | 0.05 |

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 16

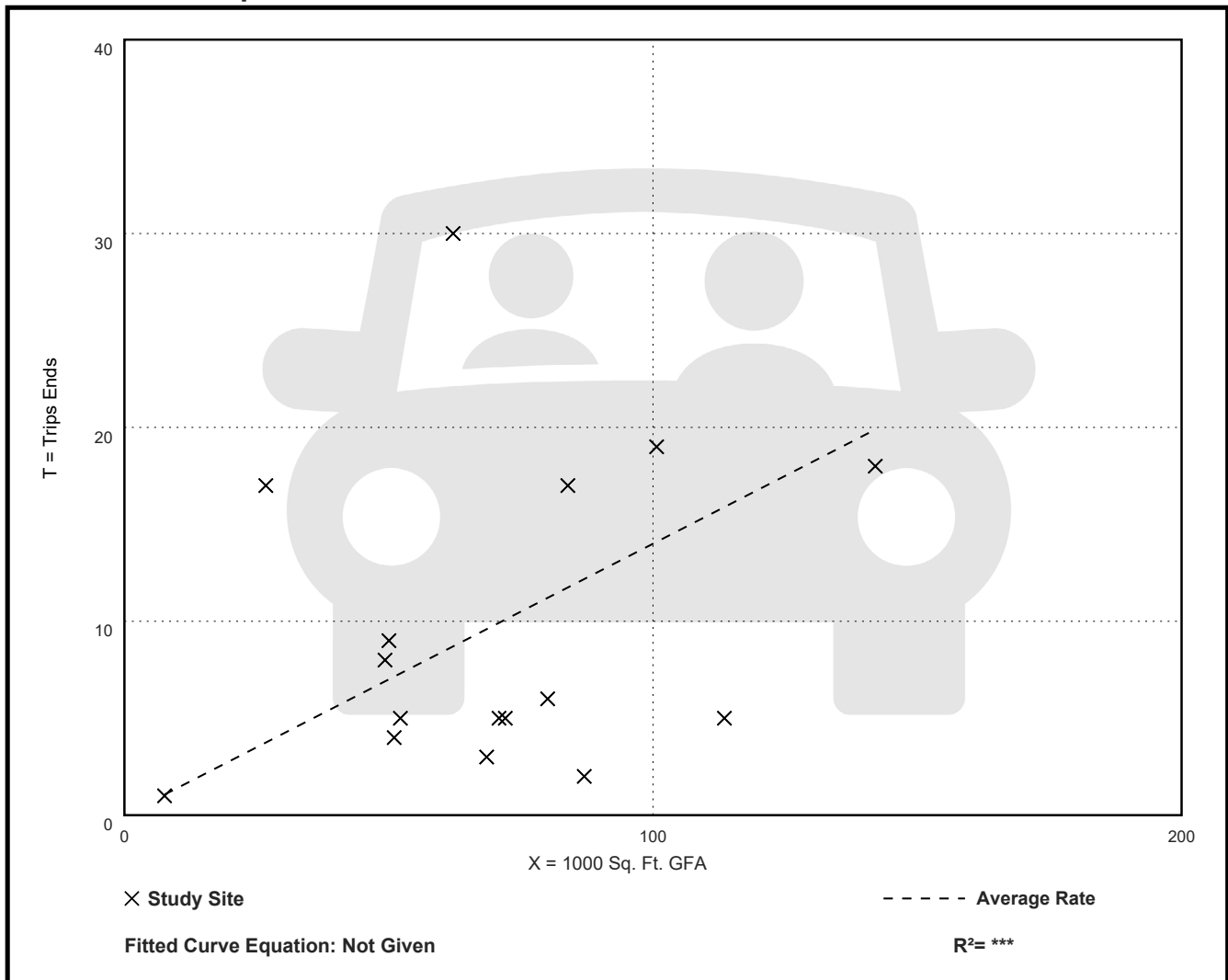
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.14 | 0.02 - 0.64 | 0.13 |

Data Plot and Equation



Land Use: 565

Day Care Center

Description

A day care center is a facility where care for preschool children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Florida, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Tennessee, Texas, and Wisconsin.

Source Numbers

335, 336, 337, 355, 418, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981, 1236

Day Care Center (565)

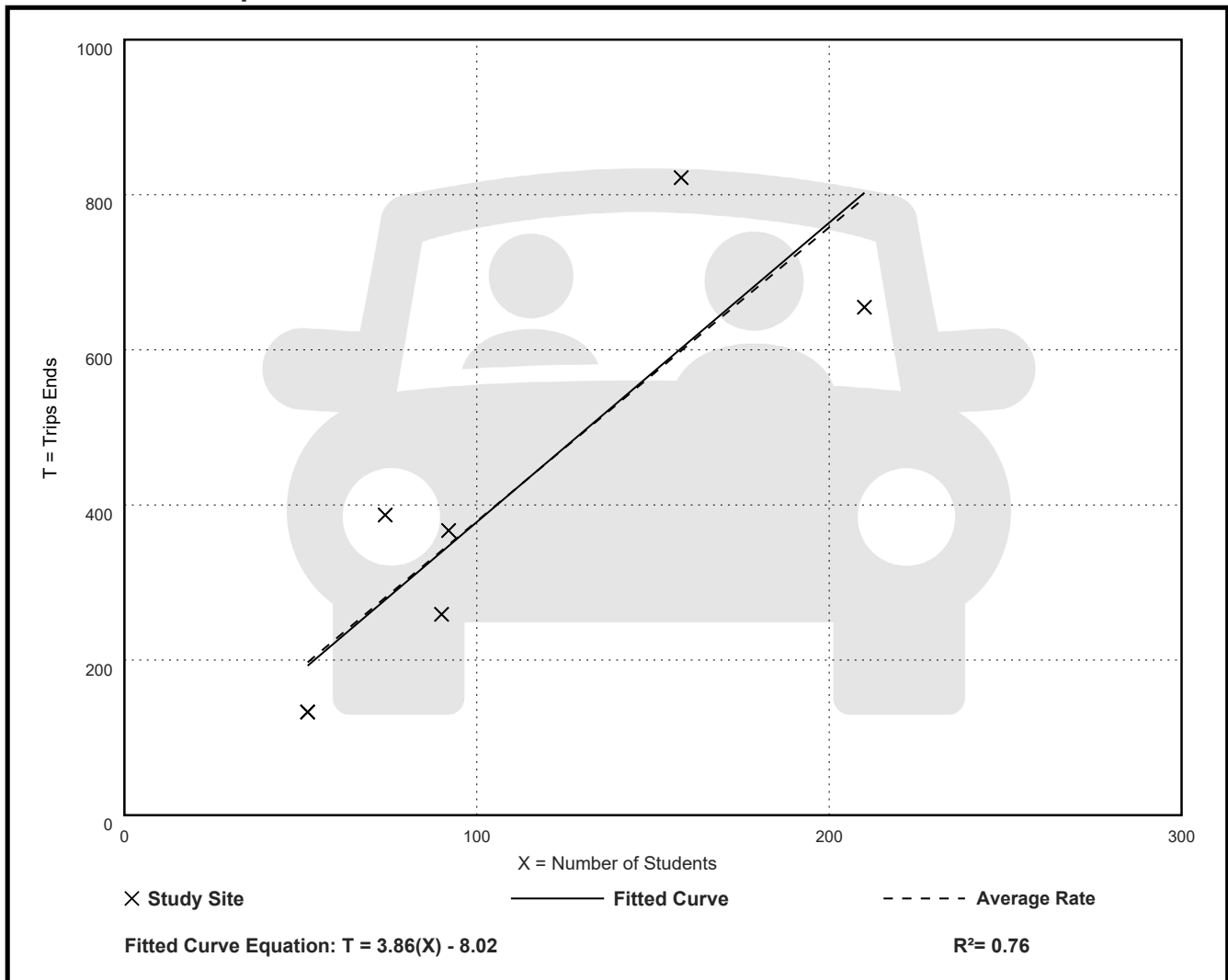
Vehicle Trip Ends vs: Students
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.79 | 2.56 - 5.23 | 1.13 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 63

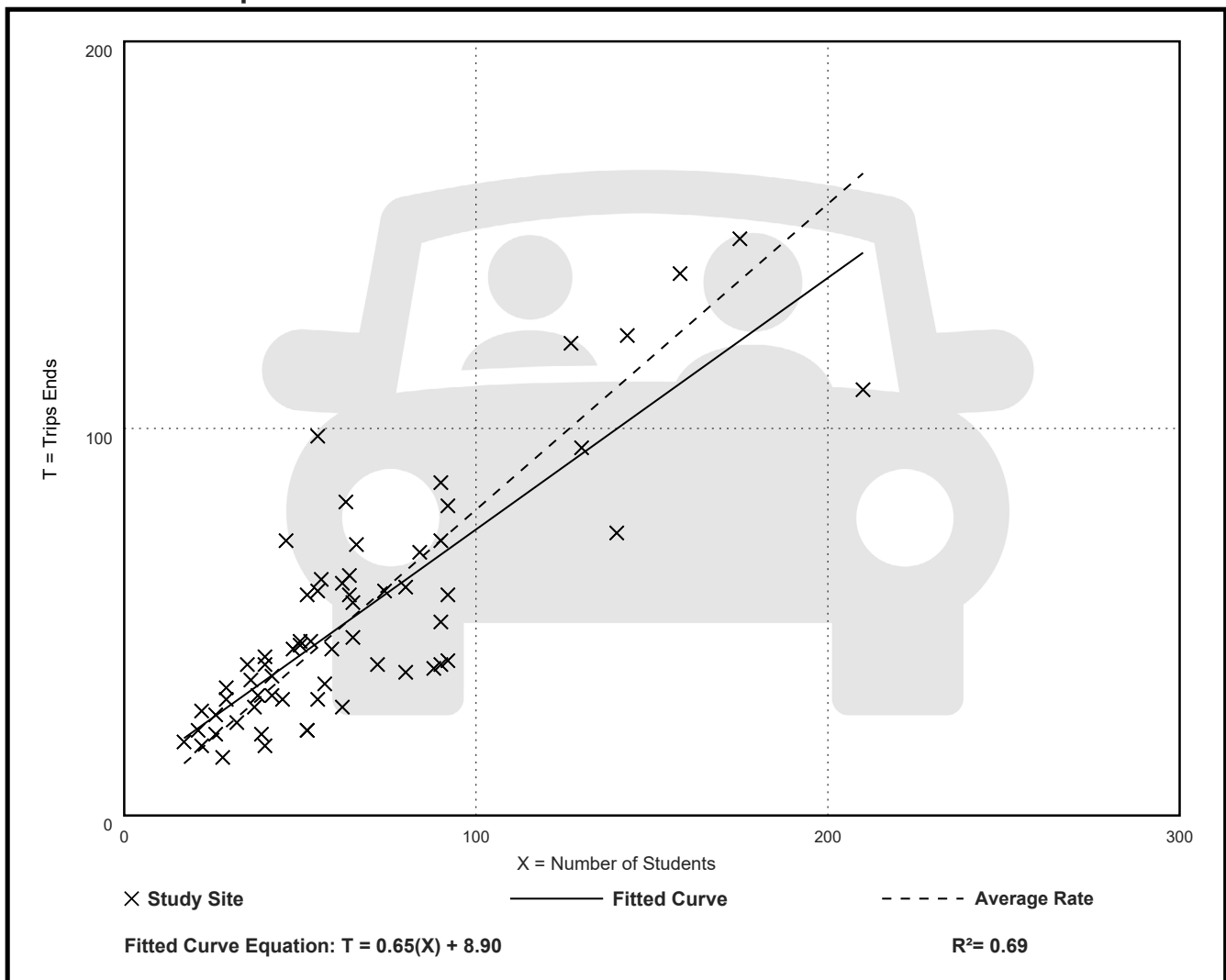
Avg. Num. of Students: 66

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.42 - 1.78 | 0.26 |

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 63

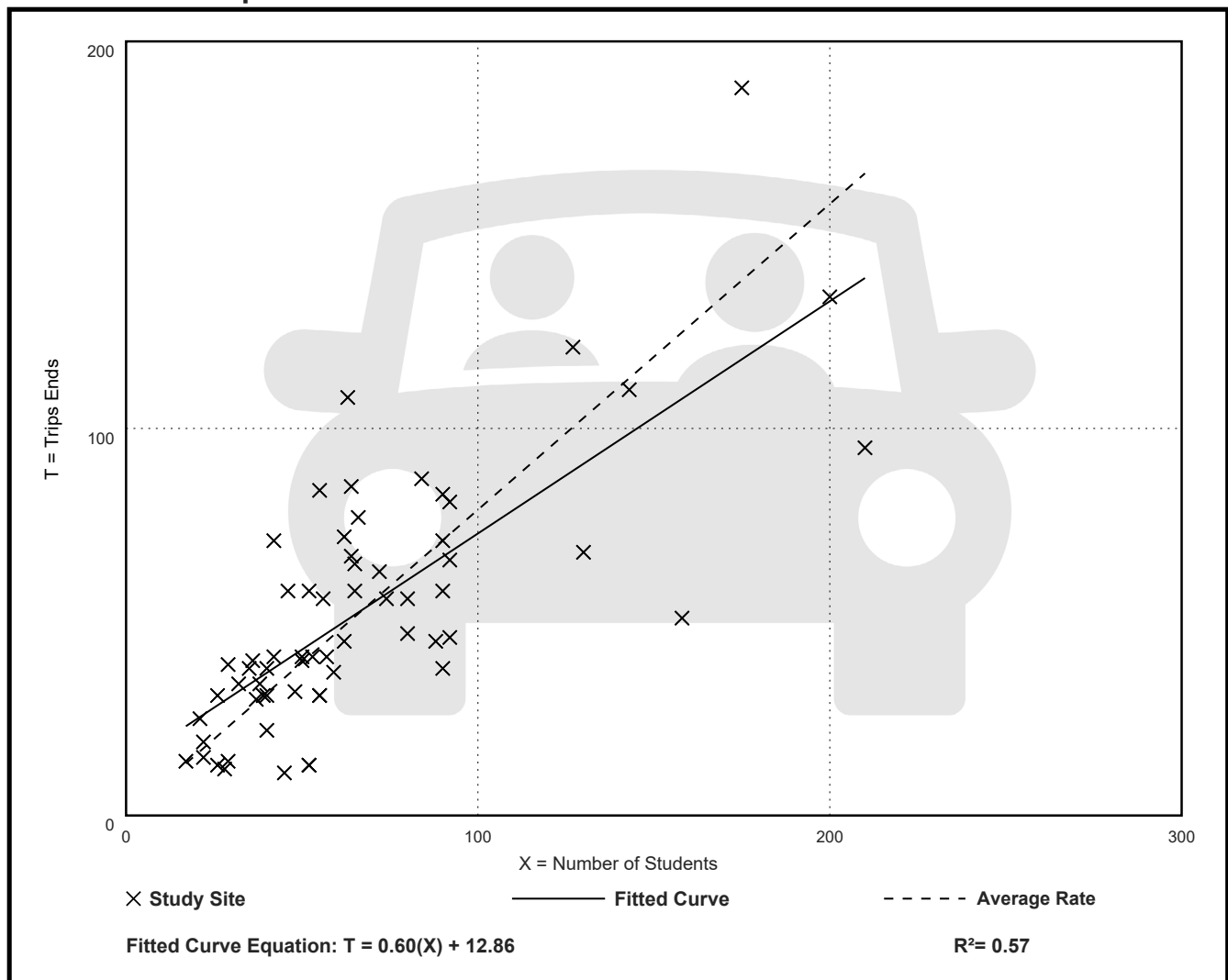
Avg. Num. of Students: 67

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.79 | 0.24 - 1.71 | 0.31 |

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, its GLA is the same as the gross floor area of the building.

The 40,000-square-foot GLA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. All shopping plazas in the database with a supermarket as their anchor are larger than 40,000 square feet GLA.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Delaware, Florida, New Jersey, Ontario (CAN), Pennsylvania, South Dakota, Vermont, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not contain retail that would generate significant trips during this period (for example, a coffee/donut shop).

Source Numbers

358, 428, 437, 507, 728, 936, 960, 961, 1009, 1219

Strip Retail Plaza (<40k) (822)

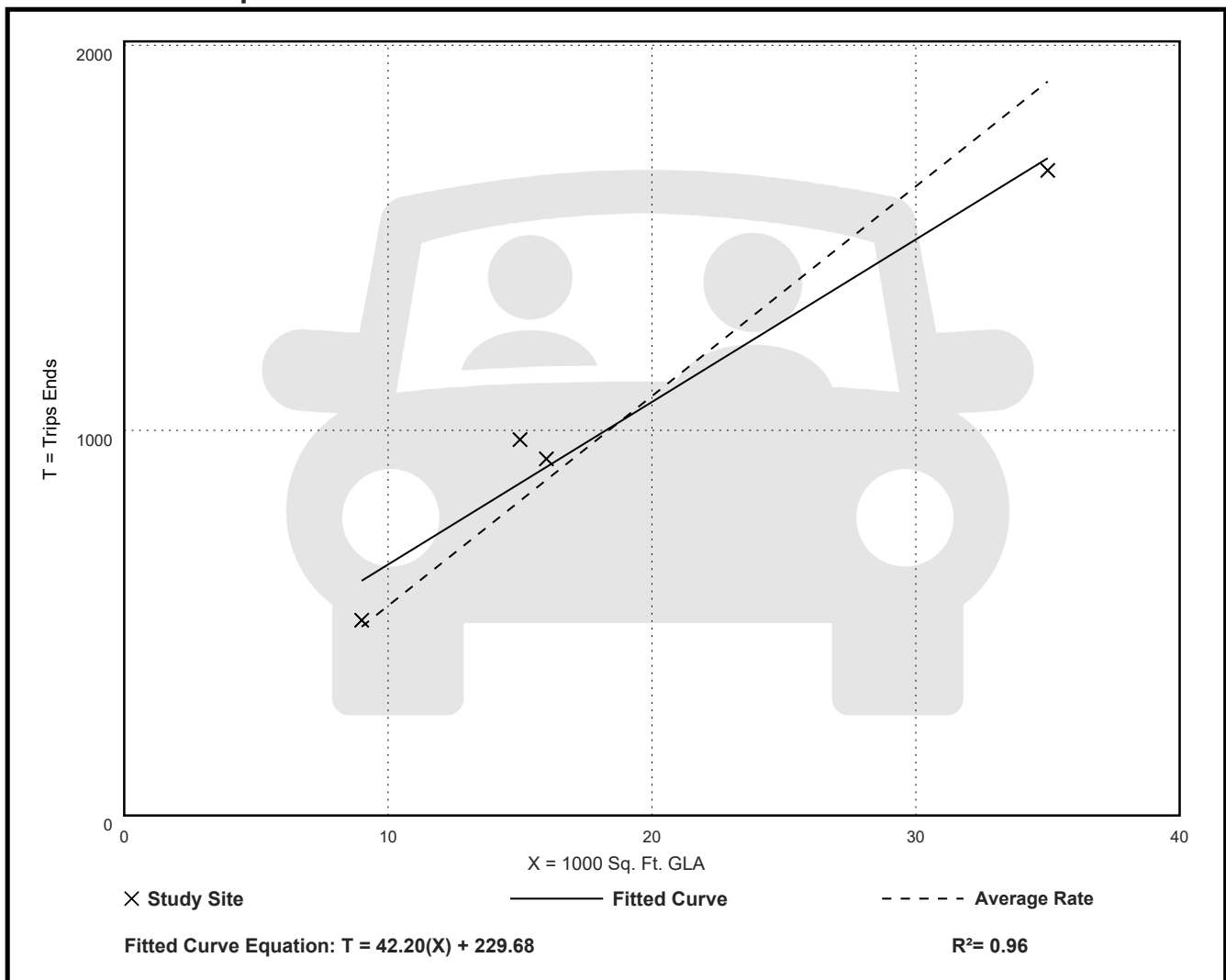
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 54.45 | 47.86 - 65.07 | 7.81 |

Data Plot and Equation



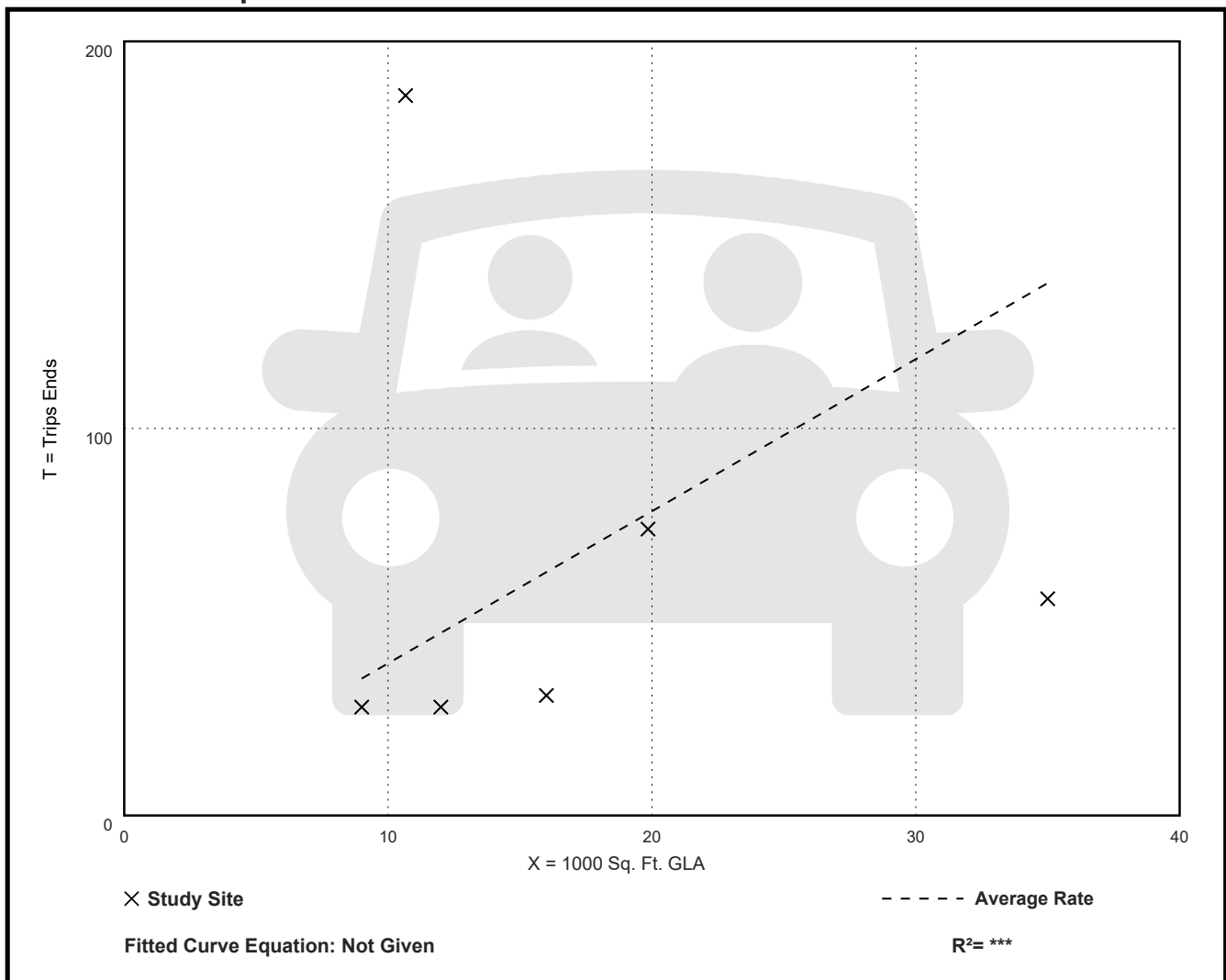
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GLA: 17
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.93 | 1.60 - 17.44 | 5.12 |

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

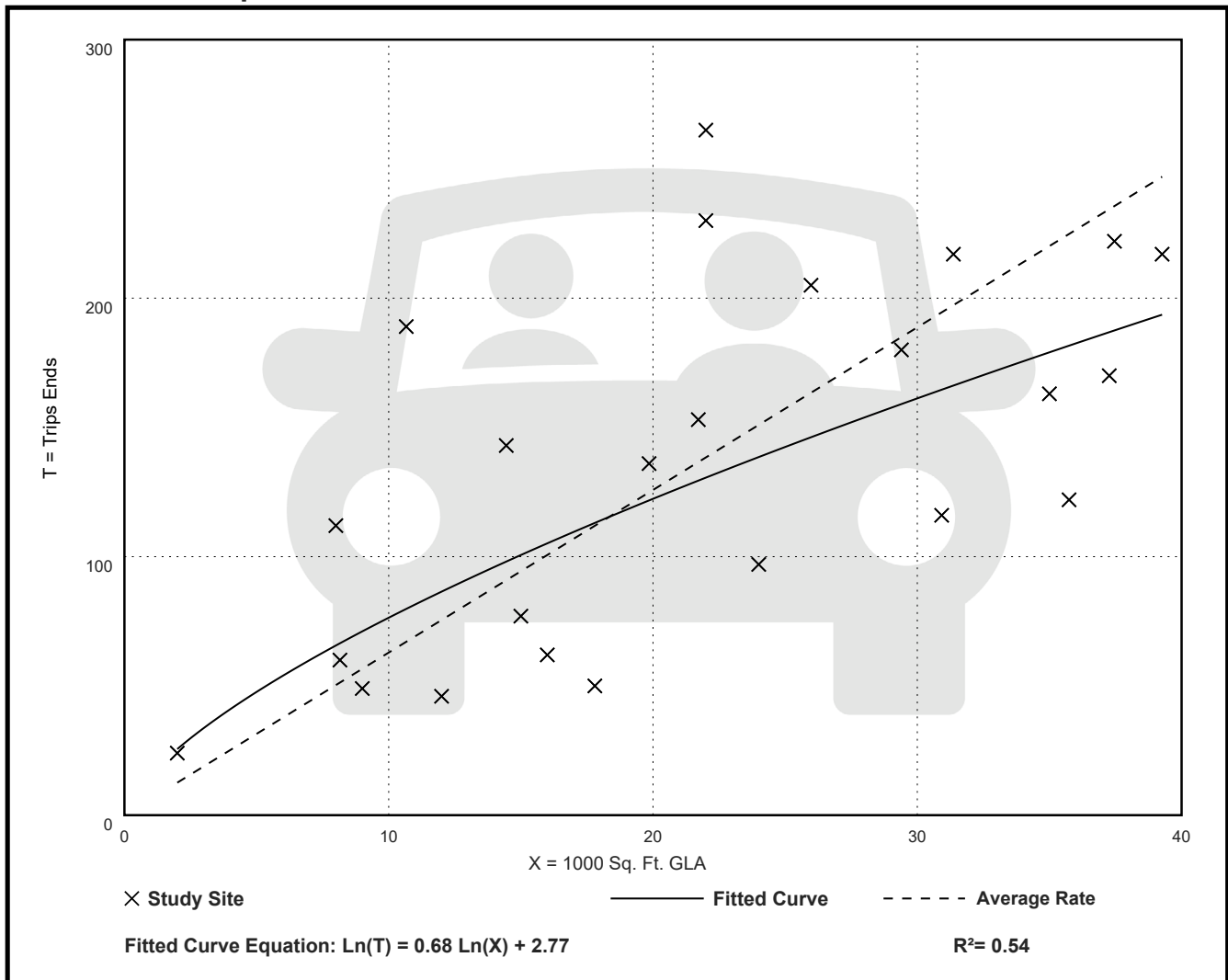
Avg. 1000 Sq. Ft. GLA: 22

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.29 | 2.81 - 17.72 | 3.02 |

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not offer table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes.

Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alaska, Arizona, California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, South Dakota, Texas, Vermont, Washington, and Wisconsin.

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

Source Numbers

338, 340, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 1050, 1053, 1054, 1208, 1219, 1234, 1236, 1259, 1267

Fast-Food Restaurant with Drive-Through Window (934)

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

Setting/Location: General Urban/Suburban

Number of Studies: 68

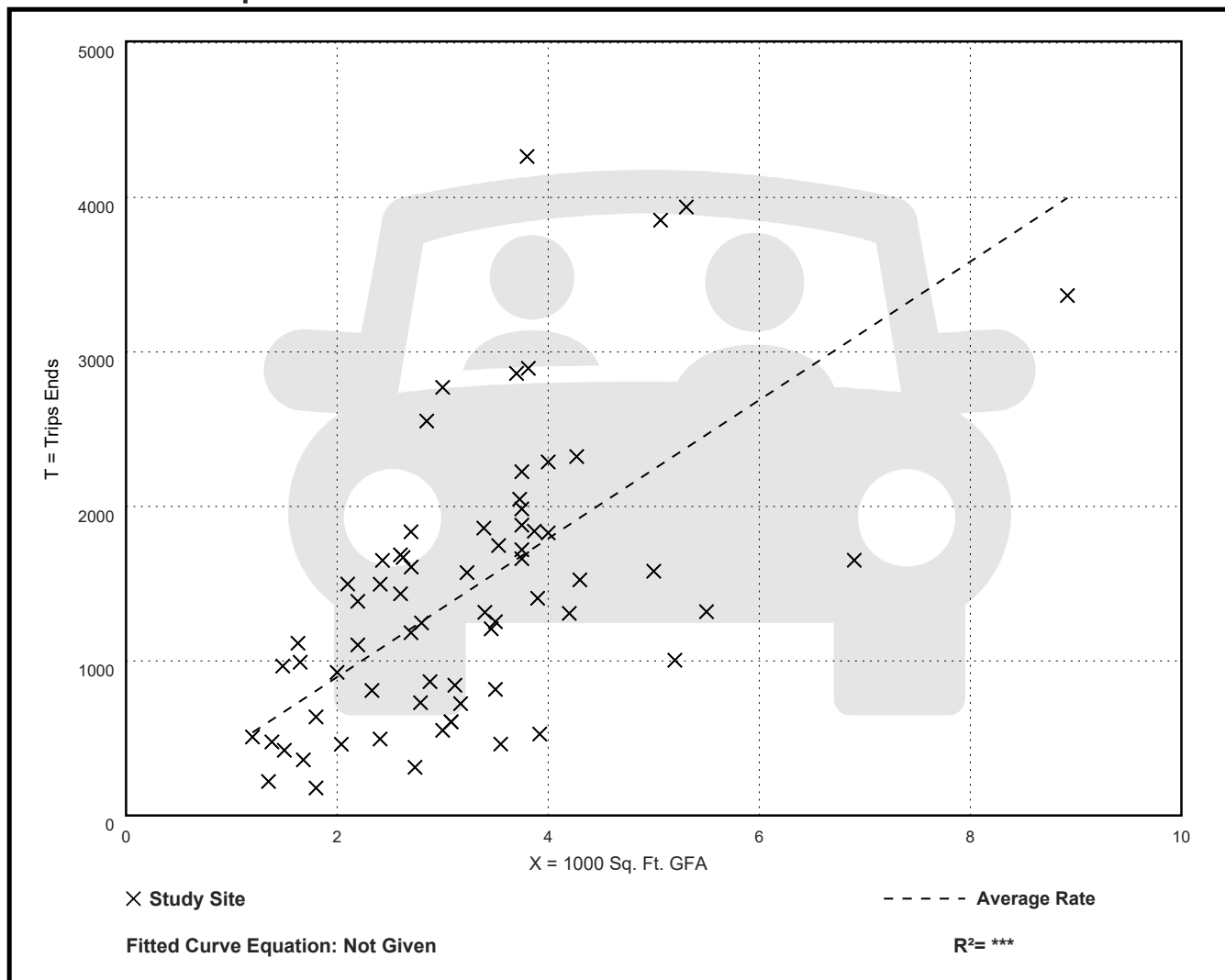
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|-----------------|--------------------|
| 448.12 | 98.89 - 1122.37 | 217.66 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 55

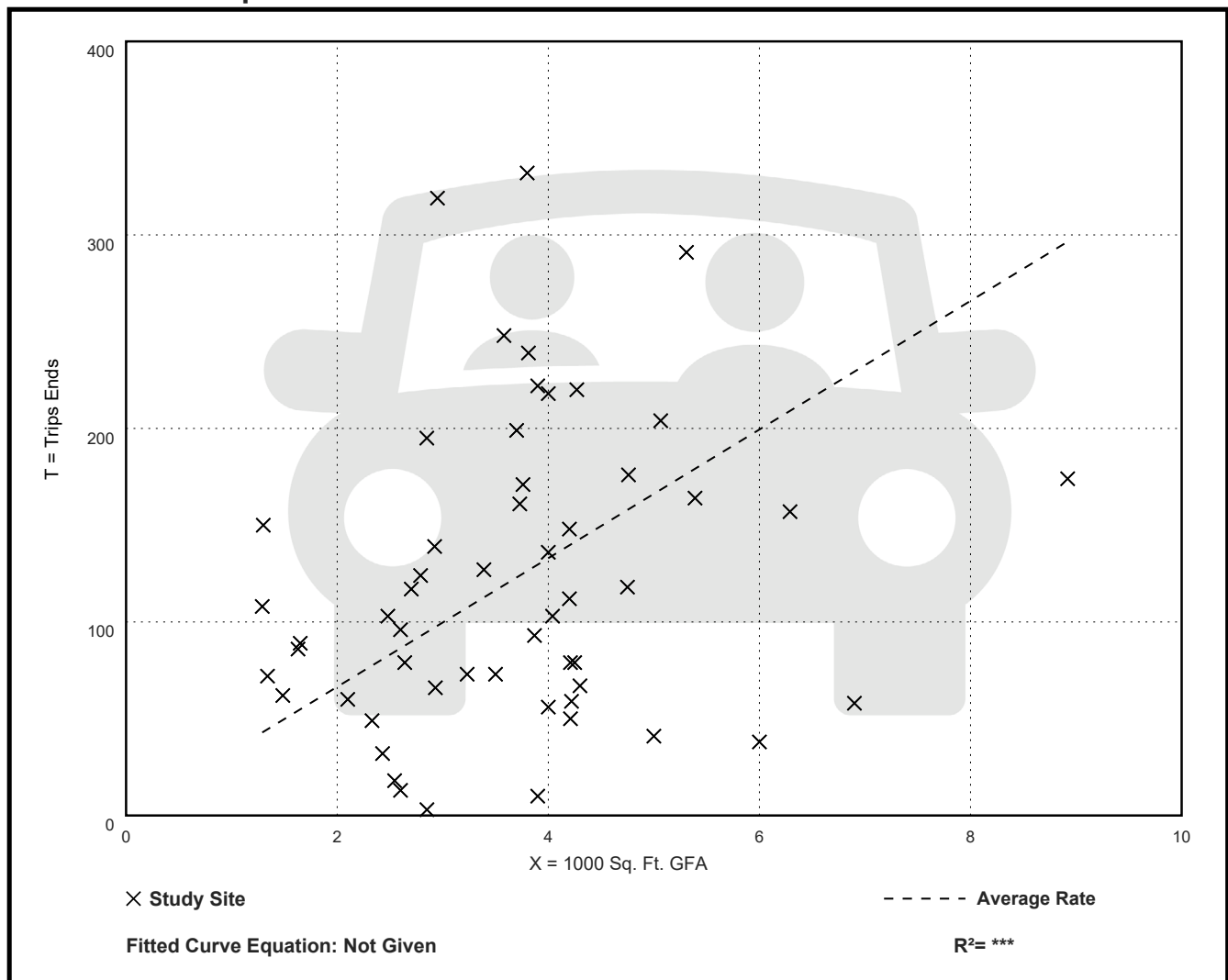
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 33.24 | 1.05 - 115.38 | 22.70 |

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 139

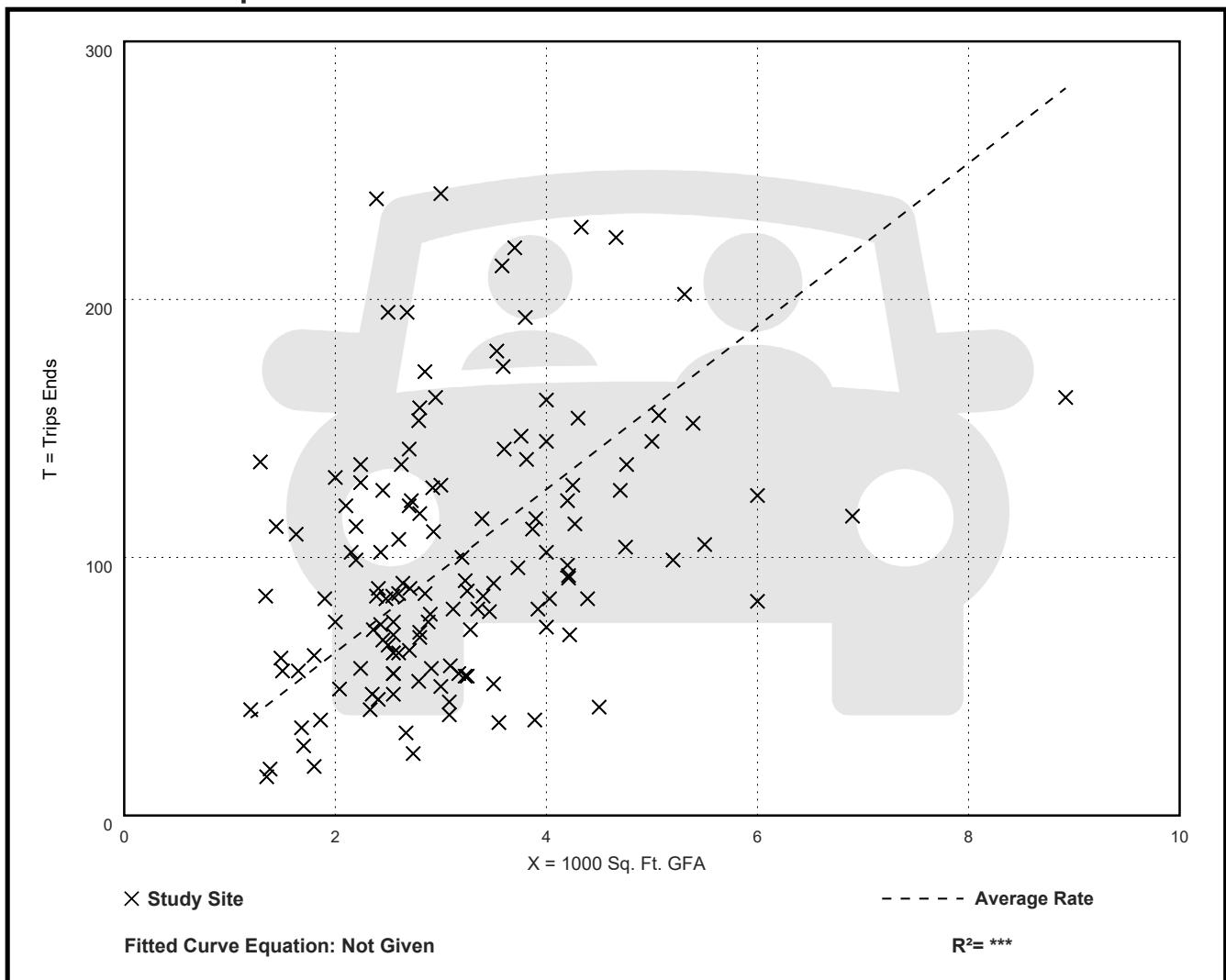
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 31.60 | 8.77 - 106.20 | 16.21 |

Data Plot and Equation



Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food and beverage products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant's marketing and sales may emphasize coffee beverages over food (or vice versa). A coffee/donut shop typically maintains long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not offered.

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in California, Colorado, Connecticut, Florida, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Source Numbers

438, 593, 594, 599, 615, 617, 618, 621, 622, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044, 1200, 1202, 1219, 1221, 1236, 1255

Coffee/Donut Shop with Drive-Through Window (937)

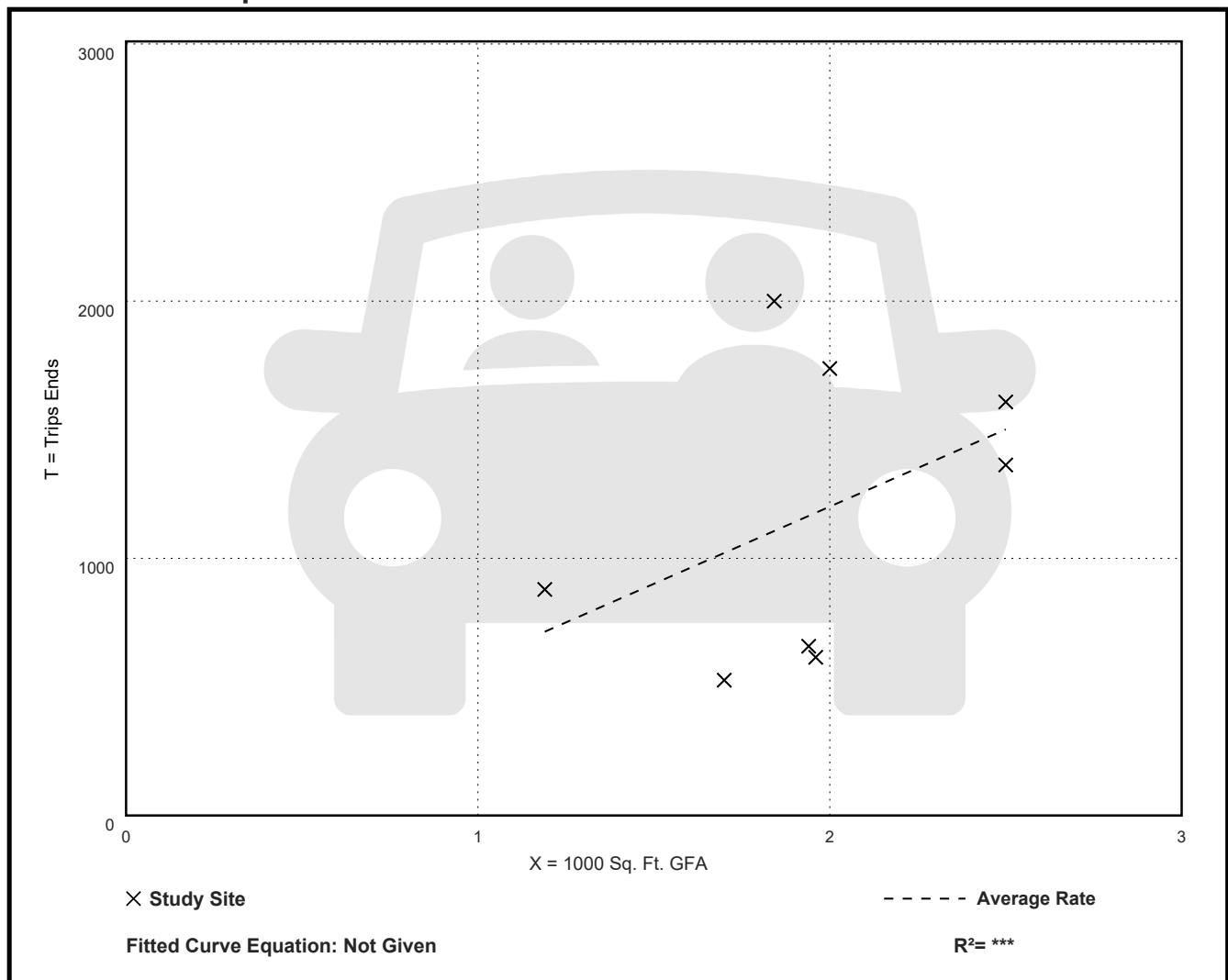
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|------------------|--------------------|
| 600.50 | 309.41 - 1085.78 | 277.14 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 84

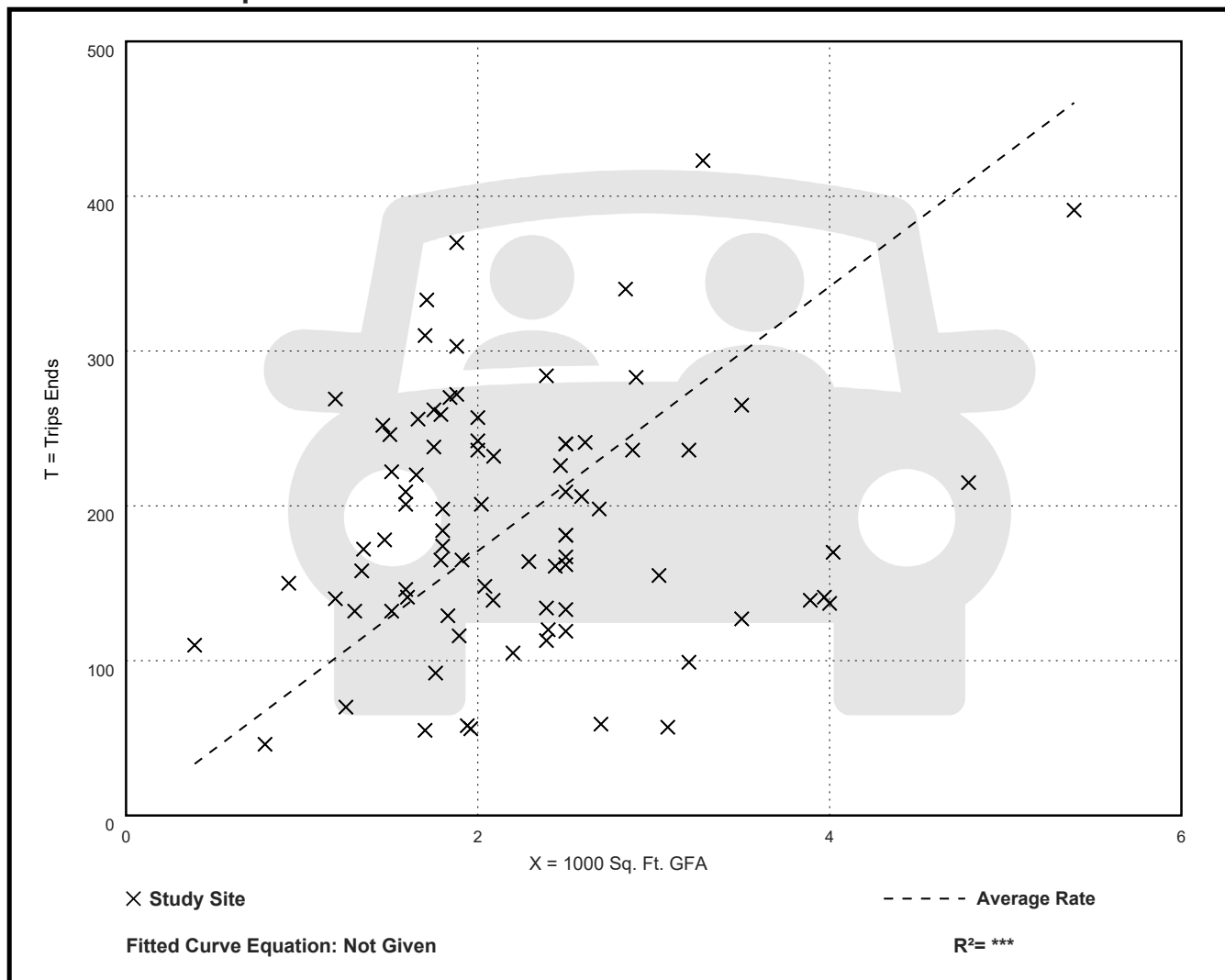
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 85.41 | 18.51 - 282.05 | 44.24 |

Data Plot and Equation



Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

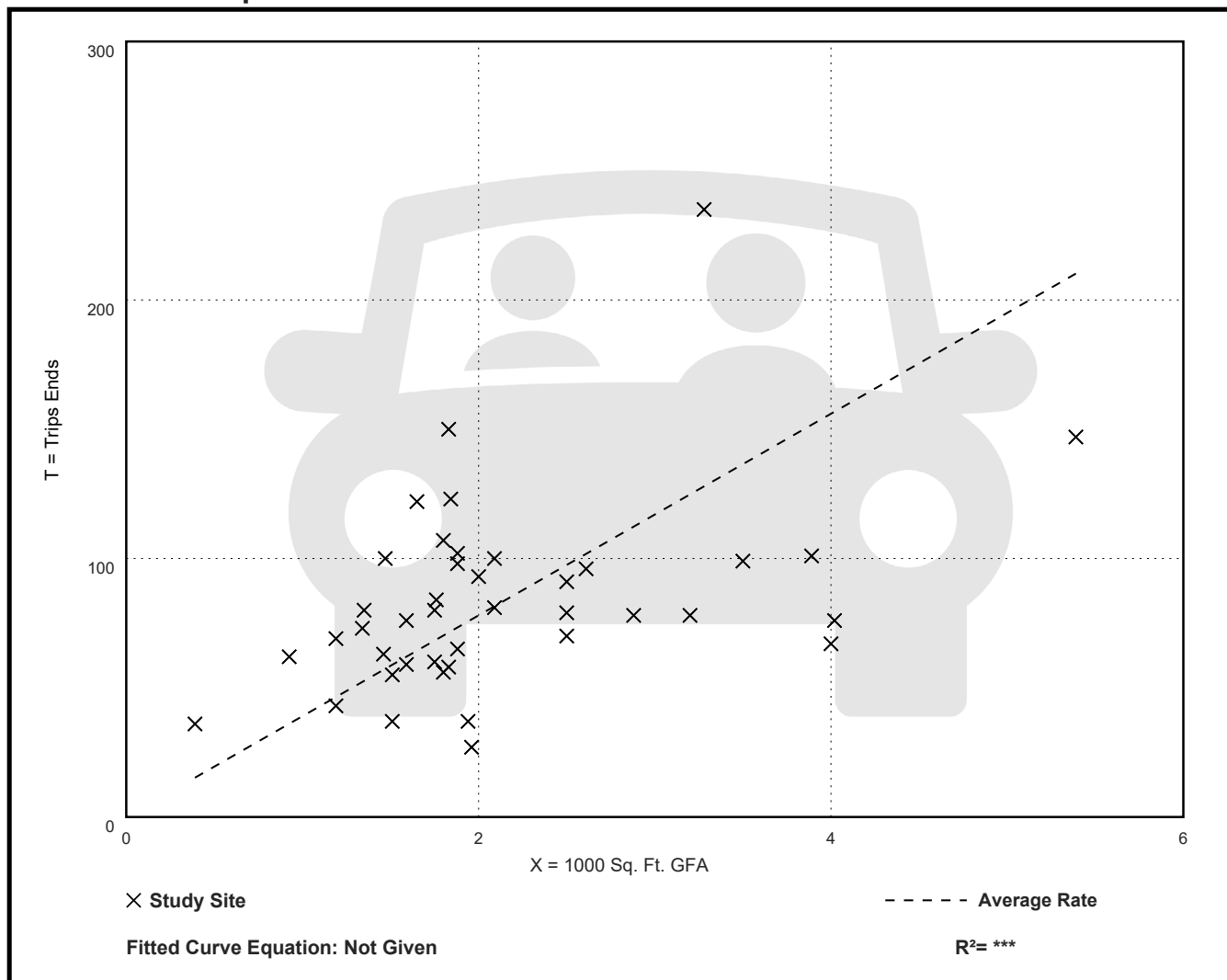
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 39.00 | 13.78 - 92.31 | 17.60 |

Data Plot and Equation



Land Use: 945

Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells groceries and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel. The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and premade sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

Convenience store (Land Use 851) is a related use.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of four subcategories, based on the number of vehicle fueling positions (VFP) at the site: (1) between 2 and 8 VFP, (2) between 9 and 15 VFP, (3) between 16 and 24 VFP, and (4) more than 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of four other subcategories, based on the gross floor area (GFA) of the convenience store at the site: (1) between 2,000 and 4,000 square feet, (2) between 4,000 and 5,500 square feet, (3) between 5,500 and 10,000 square feet, and (4) greater than 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have subcategories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory “none.”

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, Arkansas, California, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Ohio, Pennsylvania, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

340, 350, 355, 359, 385, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 1004, 1024, 1025, 1027, 1052, 1219, 1224, 1227, 1238, 1267

Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 48

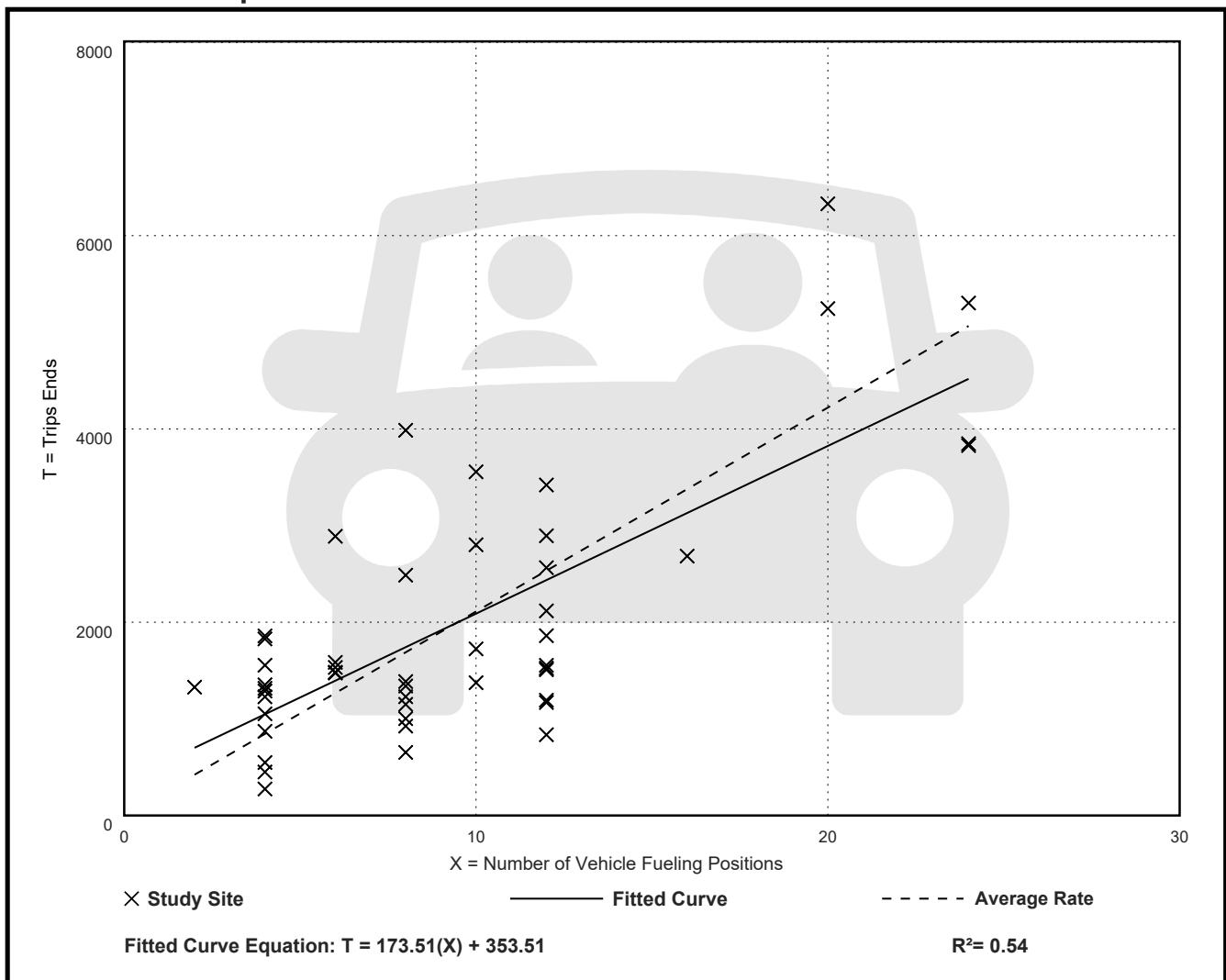
Avg. Num. of Vehicle Fueling Positions: 9

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 211.05 | 68.50 - 664.00 | 102.55 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 71

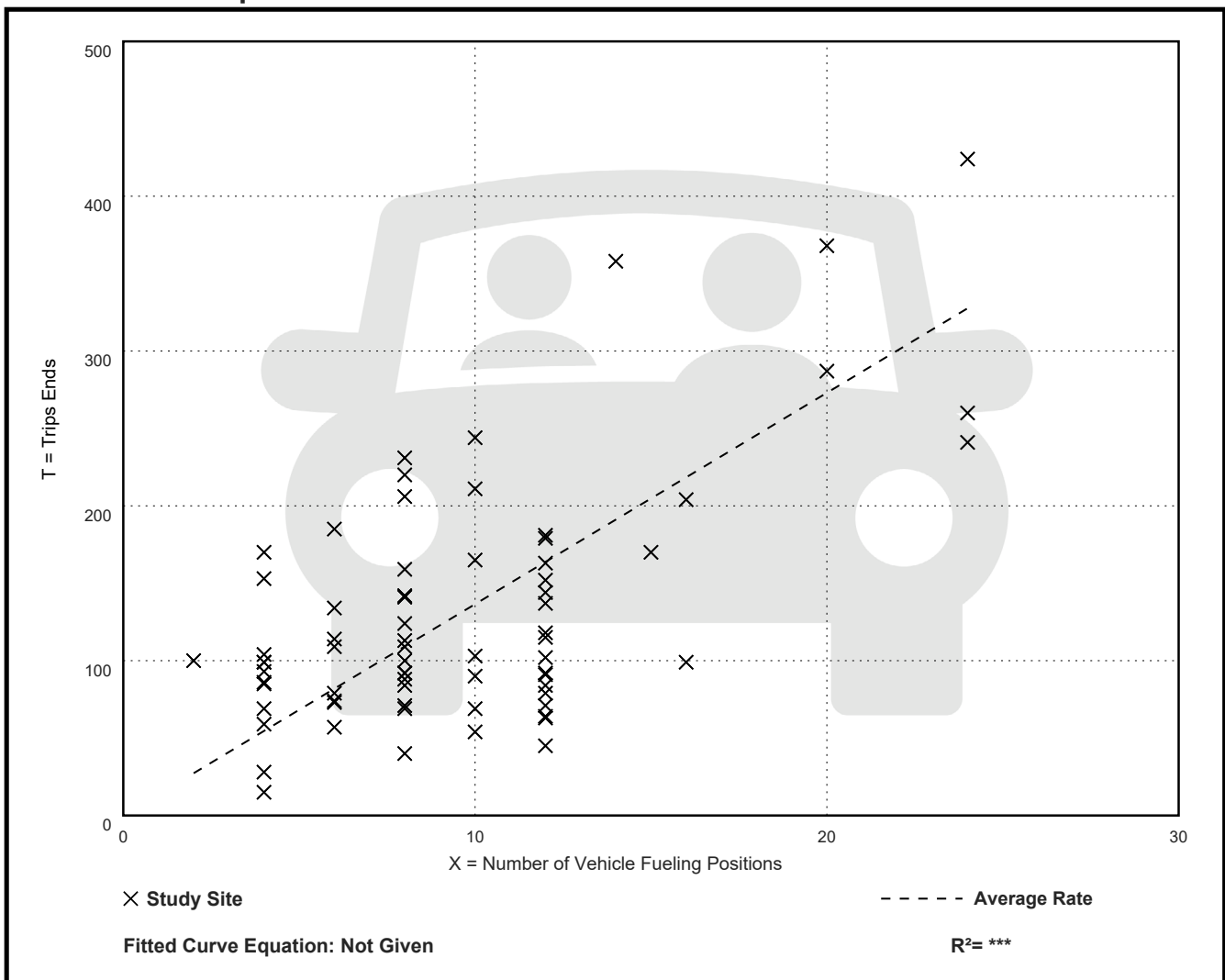
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 13.65 | 3.75 - 50.00 | 7.16 |

Data Plot and Equation



Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 79

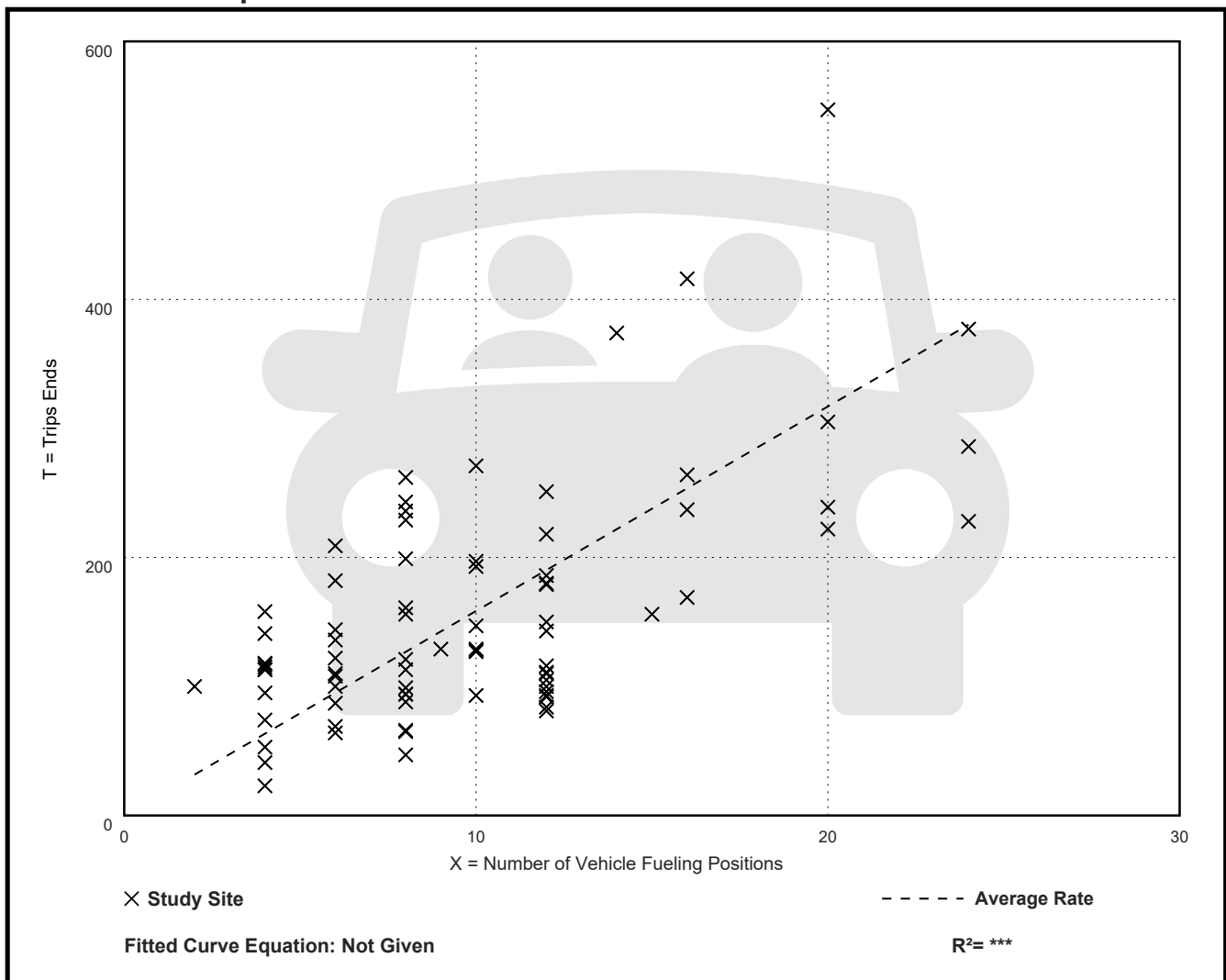
Avg. Num. of Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 15.85 | 5.75 - 50.00 | 7.54 |

Data Plot and Equation



Land Use: 948

Automated Car Wash

Description

An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in California, Colorado, Florida, New Jersey, New York, Pennsylvania, and Washington.

Source Numbers

552, 555, 585, 599, 954, 1208, 1224, 1245, 1256

Automated Car Wash (948)

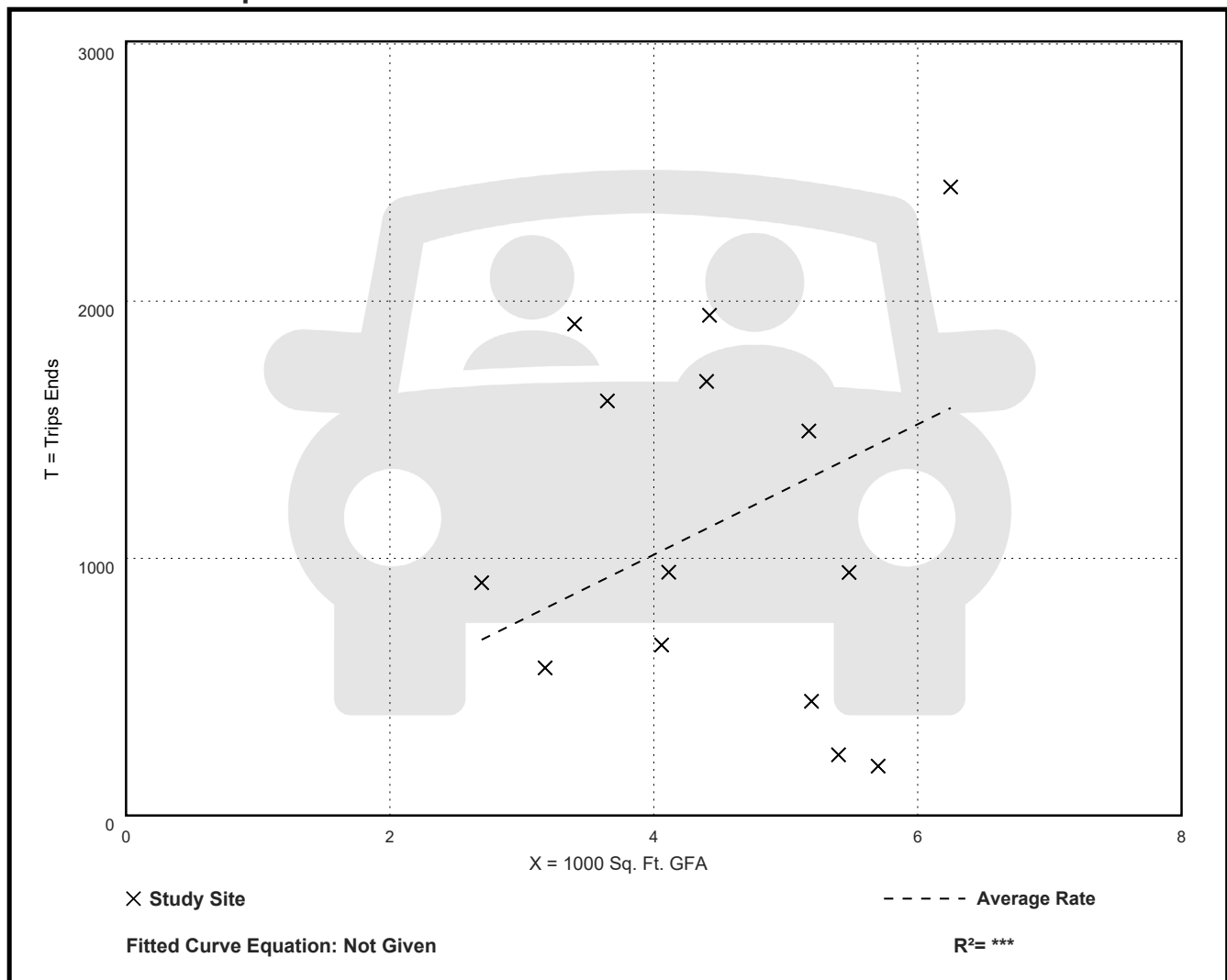
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: **Weekday**

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 253.51 | 33.68 - 562.06 | 163.78 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

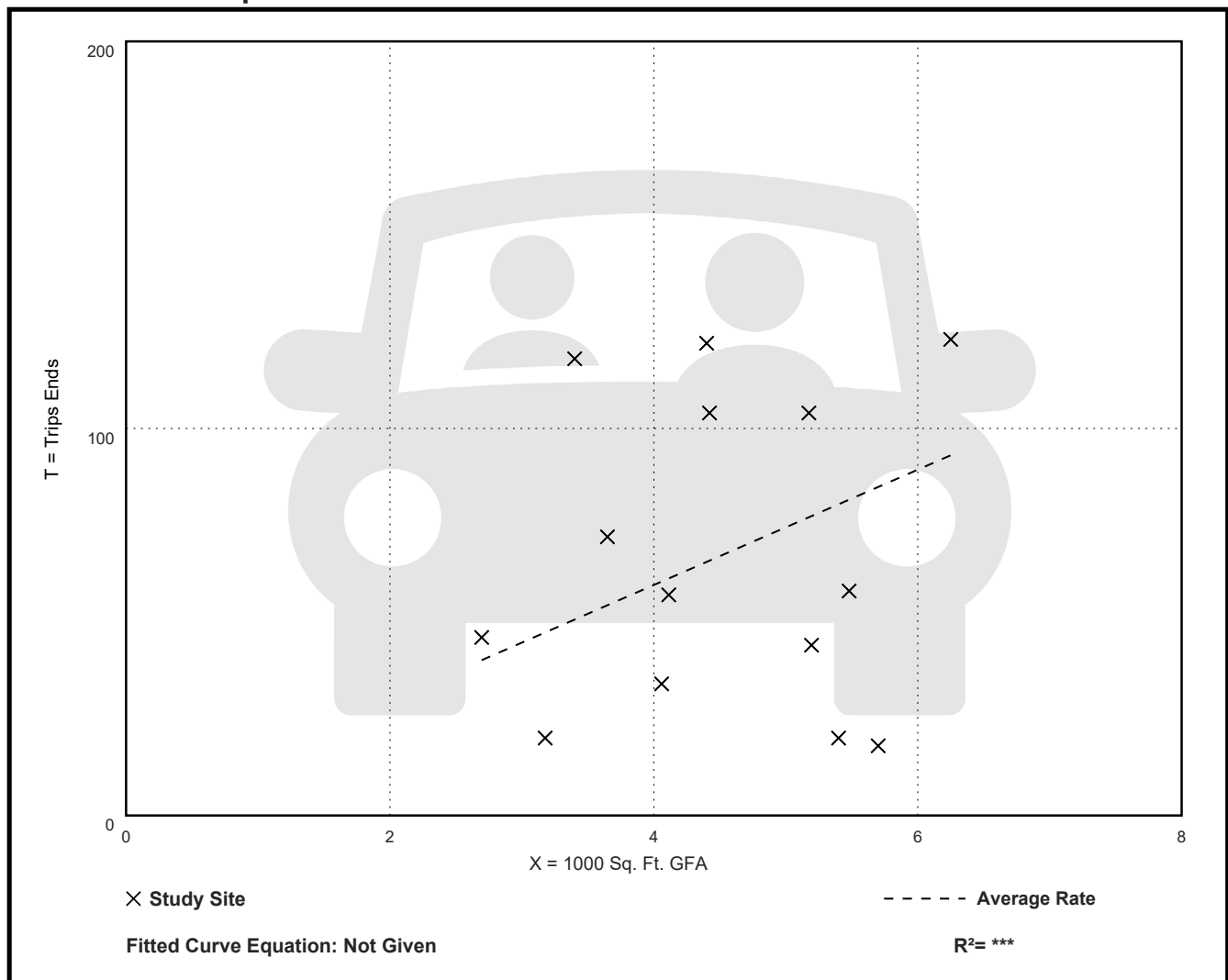
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 14.89 | 3.16 - 34.71 | 9.20 |

Data Plot and Equation



Automated Car Wash (948)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 15

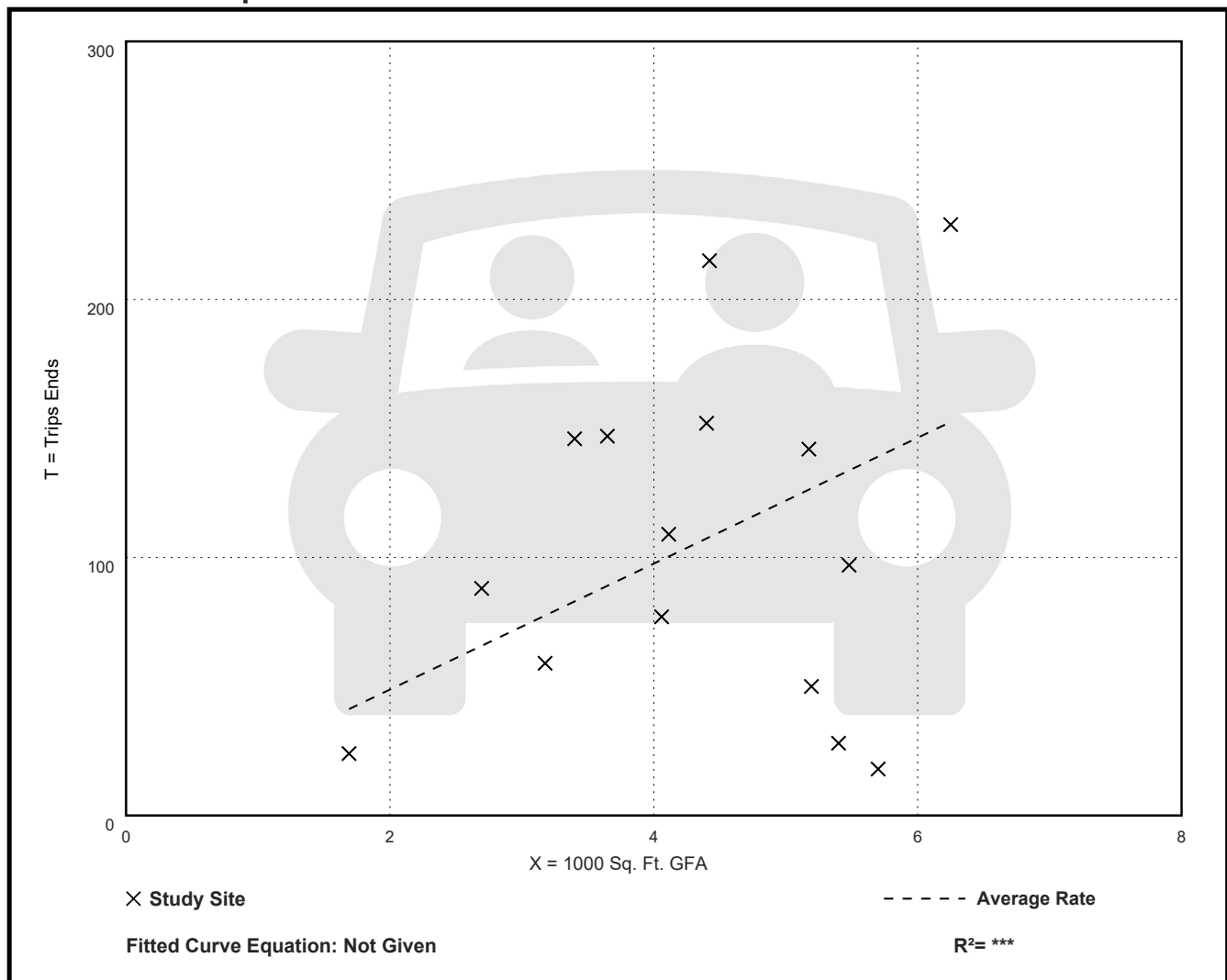
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 24.40 | 3.16 - 48.62 | 14.47 |

Data Plot and Equation



Attachment C
Model Plot

Appendix C: Lake County CMS

Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (M) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY VIC | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR VC | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY VIC | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR VC | 2028 PEAK HOUR LOS | |
|------------|----------------|--------------|-------------|-------------|--------------------|---------------------------------|-------------------------|--------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|-------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|-------------------|--------------------|---|
| 10 | 486 | 117030 | County | 30 | 1.37 | ABRAMS ROAD | SR 44 | WAYCROSS AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF EUSTIS | D | 21,168 | 5,593 | 0.26 | C | 1,049 | 241 | 252 | 0.24 | C | 1.00% | 21,168 | 5,878 | 0.28 | C | 1,049 | 253 | 265 | 0.25 | C | |
| 20 | 27 | | County | 30 | 0.67 | ANDERSON HILL ROAD | LAKE SHORE DRIVE | US 27 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 1,836 | 0.11 | C | 799 | 113 | 50 | 0.14 | C | 1.00% | 16,128 | 1,930 | 0.12 | C | 799 | 119 | 53 | 0.15 | C | |
| 30 | 464 | | County | 30 | 0.38 | ARDICE AVENUE | KURT STREET | SR 19 | 2 | 2 | URBAN | DIVIDED | C3C | CITY OF EUSTIS | CITY OF EUSTIS | D | 20,507 | 5,430 | 0.26 | C | 1,011 | 239 | 286 | 0.28 | C | 1.00% | 20,507 | 5,707 | 0.28 | C | 1,011 | 252 | 301 | 0.30 | C | |
| 40 | 516 | | County | 25 | 0.63 | ARLINGTON AVENUE | 141 LADY LAKE BOULEVARD | SOUTH TERMINI | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | TOWN OF LADY LAKE | D | 16,128 | 1,736 | 0.11 | C | 799 | 80 | 111 | 0.14 | C | 1.00% | 16,128 | 1,827 | 0.11 | C | 799 | 84 | 117 | 0.15 | C | |
| 50 | 246 | | County | 40 | 0.40 | AUSTIN MERRITT ROAD | CR 33 | CR 33 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 2,228 | 0.27 | B | 430 | 230 | 89 | 0.30 | B | 4.50% | 8,200 | 2,364 | 0.30 | B | 430 | 159 | 111 | 0.37 | B | |
| 60 | 489 | 117004 | County | 25 | 1.74 | BATES AVENUE | N CENTER STREET | CR 44 / DELAND ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF EUSTIS | CITY OF EUSTIS | D | 16,128 | 1,389 | 0.09 | C | 799 | 56 | 70 | 0.09 | C | 1.00% | 16,128 | 1,460 | 0.09 | C | 799 | 59 | 74 | 0.09 | C | |
| 70 | 824 | | County | 40 | 0.88 | BATES AVENUE | CR 44 / DELAND ROAD | ESTES ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 1,426 | 0.07 | C | 1,049 | 91 | 169 | 0.16 | C | 1.00% | 21,168 | 1,499 | 0.07 | C | 1,049 | 96 | 177 | 0.17 | C | |
| 80 | 416 | | County | 35 | 0.82 | BAY ROAD | BAY ROAD / CR 19A | OLD US 441 / CR 500A | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 3,079 | 0.19 | C | 799 | 139 | 165 | 0.21 | C | 1.00% | 16,128 | 3,236 | 0.20 | C | 799 | 146 | 173 | 0.22 | C | |
| 90 | 411 | 117006 | County | 35 | 0.55 | BAY ROAD | OLD US 441 / CR 500A | CR 452 / LAKESHORE DRIVE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 1,699 | 0.10 | C | 799 | 92 | 55 | 0.12 | C | 1.00% | 16,128 | 1,775 | 0.11 | C | 799 | 97 | 58 | 0.12 | C | |
| 100 | 212 | | County | 35 | 1.64 | BLACKSTILL LAKE ROAD | FOSSGATE ROAD | CR 50 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF CLERMONT | D | 21,168 | 4,824 | 0.23 | C | 1,049 | 226 | 172 | 0.22 | C | 5.75% | 21,168 | 6,380 | 0.30 | C | 1,049 | 299 | 227 | 0.29 | C | |
| 110 | 247 | | County | 40 | 2.64 | BRIDGES ROAD | SR 33 | US 27 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 2,659 | 0.32 | B | 430 | 99 | 138 | 0.32 | B | 5.75% | 8,200 | 3,517 | 0.43 | B | 430 | 131 | 182 | 0.42 | B | |
| 120 | 620 | 117016 | County | 45 | 1.16 | BRITT ROAD | SR 44 | HORSE RANCH ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | CITY OF MOUNT DORA | D | 14,000 | 5,508 | 0.39 | C | 730 | 211 | 257 | 0.35 | C | 2.50% | 14,000 | 6,232 | 0.45 | C | 730 | 239 | 291 | 0.40 | C | |
| 130 | 620 | | ADJACENT | 45 | 1.47 | BRITT ROAD | ADJACENT | WOLF BRANCH ROAD | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 15,624 | 5,508 | 0.35 | C | 770 | 211 | 257 | 0.33 | C | 2.50% | 15,624 | 6,232 | 0.40 | C | 770 | 239 | 291 | 0.38 | C | |
| 140 | 412 | | County | 35 | 0.14 | C.R. 19A (DORA AVENUE) | LAKE DORA DRIVE | C.R. 500A / OLD 441 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF TAVARES | D | 16,128 | 1,596 | 0.10 | C | 799 | 55 | 92 | 0.12 | C | 1.00% | 16,128 | 1,677 | 0.10 | C | 799 | 58 | 97 | 0.12 | C | |
| 150 | 437 | | County | 35 | 1.35 | C.R. 19A (DORA AVENUE) | C.R. 500A / OLD 441 | DAVID WALKER ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF TAVARES | D | 21,168 | 4,385 | 0.21 | C | 1,049 | 221 | 178 | 0.21 | C | 1.00% | 21,168 | 4,609 | 0.22 | C | 1,049 | 232 | 187 | 0.22 | C | |
| 160 | 446 | | County | 20 | 1.00 | C.R. 19A (DORA AVENUE) | DAVID WALKER ROAD | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF TAVARES | D | 20,507 | 3,926 | 0.18 | C | 1,011 | 160 | 146 | 0.16 | C | 1.00% | 20,507 | 3,913 | 0.19 | C | 1,011 | 189 | 153 | 0.19 | C | |
| 170 | 507 | | ADJACENT | 35 | 0.45 | C.R. 19A | CR 452 | CR 44 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF EUSTIS | D | 21,168 | 3,288 | 0.16 | C | 1,049 | 186 | 133 | 0.18 | C | 2.25% | 21,168 | 3,675 | 0.17 | C | 1,049 | 209 | 124 | 0.20 | C | |
| 180 | 507 | | County | 45 | 0.68 | C.R. 19A | CR 44 | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 3,288 | 0.20 | C | 799 | 187 | 111 | 0.23 | C | 2.25% | 16,128 | 3,675 | 0.23 | C | 799 | 209 | 124 | 0.26 | C | |
| 190 | 439 | | County | 40 | 0.53 | C.R. 19A | LAKE DORA DRIVE | BAY ROAD | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | EUSTISMOUNT DORA | D | 20,507 | 14,178 | 0.69 | C | 1,011 | 588 | 564 | 0.59 | C | 1.00% | 20,507 | 14,901 | 0.73 | D | 1,011 | 629 | 593 | 0.62 | C | |
| 200 | 424 | | County | 45 | 0.93 | C.R. 19A | BAY ROAD / CR 19A | CR 44C / CR 500A | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 21,168 | 9,199 | 0.43 | C | 1,049 | 362 | 351 | 0.34 | C | 1.25% | 21,168 | 9,788 | 0.46 | C | 1,049 | 385 | 373 | 0.37 | C | |
| 210 | 540 | | County | 35 | 1.53 | C.R. 25 | MARION COUNTY LINE | GRIFFIN AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 10,794 | 0.51 | C | 1,049 | 657 | 297 | 0.63 | C | 1.00% | 21,168 | 11,345 | 0.54 | C | 1,049 | 691 | 312 | 0.66 | C | |
| 220 | 534 | 117023 | County | 35 | 1.27 | C.R. 25 | GRIFFIN AVENUE | US 27 / US 441 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | TOWN OF LADY LAKE | D | 20,507 | 6,212 | 0.30 | C | 1,011 | 288 | 298 | 0.29 | C | 1.00% | 20,507 | 6,529 | 0.32 | C | 1,011 | 302 | 313 | 0.31 | C | |
| 230 | 485 | | County | 30 | 0.43 | C.R. 25A | US 27/US 441 | CR 466A | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | FRUITLAND PARK | D | 15,624 | 7,343 | 0.47 | C | 770 | 306 | 330 | 0.43 | C | 1.00% | 15,624 | 7,718 | 0.49 | C | 770 | 321 | 347 | 0.45 | C | |
| 240 | 482 | | County | 30 | 1.50 | C.R. 25A | CR 466A | US 27/US 441 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | FRUITLAND PARK | D | 15,624 | 4,850 | 0.31 | C | 770 | 246 | 182 | 0.32 | C | 1.00% | 15,624 | 5,097 | 0.33 | C | 770 | 258 | 191 | 0.33 | C | |
| 250 | 403 | 117037 | County | 45 | 1.65 | C.R. 25A | US 27 (SOUTH) | US 27 (SOUTH) | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | CITY OF LEEBSBURG | D | 14,000 | 508 | 0.04 | B | 730 | 30 | 22,98 | 15,99 | 0.03 | B | 2.75% | 14,000 | 582 | 0.04 | B | 730 | 26 | 18 | 0.04 | B |
| 260 | 268 | | County | 50 | 1.49 | SR 33 / C.R. 33 | US 27 | CR 48 / CR 470 | 2 | 2 | URBAN | UNDIVIDED | C3R | STATE | UNINCORPORATED LAKE COUNTY | D | 23,520 | 10,295 | 0.44 | C | 1,166 | 440 | 381 | 0.38 | C | 1.00% | 23,520 | 10,820 | 0.46 | C | 1,166 | 462 | 400 | 0.40 | C | |
| 270 | 260 | | County | 45 | 0.52 | SR 33 / SR 48 / C.R. 33 / CR 48 | CR 48 / CR 470 | CR 48 | 2 | 2 | URBAN | UNDIVIDED | C3C | STATE | UNINCORPORATED LAKE COUNTY | D | 21,700 | 10,540 | 0.49 | C | 1,070 | 267 | 558 | 0.52 | C | 1.00% | 21,700 | 11,078 | 0.51 | C | 1,070 | 290 | 587 | 0.55 | C | |
| 280 | 290 | | County | 55 | 4.27 | C.R. 33 | BRIDGES ROAD | BRIDGES ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 5,436 | 0.39 | C | 730 | 296 | 148 | 0.41 | C | 4.75% | 14,000 | 8,866 | 0.49 | C | 730 | 373 | 186 | 0.51 | C | |
| 290 | 218 | | ADJACENT | 35 | 1.81 | C.R. 33 | BRIDGES ROAD | PERIBLE ROCK ROAD | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 8,200 | 7,887 | 0.94 | C | 430 | 358 | 270 | 0.63 | C | 6.25% | 8,200 | 10,409 | 1.27 | D | 430 | 359 | 368 | 0.85 | C | |
| 300 | 218 | | County | 35 | 1.65 | SR 33 / C.R. 33 | PERIBLE ROCK ROAD | SR 50 | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | CITY OF MASCOTTE | D | 14,000 | 7,887 | 0.55 | C | 730 | 265 | 270 | 0.37 | C | 6.25% | 14,000 | 10,409 | 0.74 | D | 730 | 359 | 366 | 0.50 | C | |
| 310 | 542 | | County | 45 | 0.64 | C.R. 42 | MARION COUNTY LINE | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 5,320 | 0.26 | C | 999 | 274 | 191 | 0.27 | C | 2.00% | 20,160 | 5,874 | 0.29 | C | 999 | 302 | 211 | 0.30 | C | |
| 320 | 638 | | County | 45 | 1.41 | C.R. 42 | SR 19 | CR 450 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,536 | 0.68 | C | 430 | 228 | 234 | 0.54 | B | 1.00% | 8,200 | 5,818 | 0.71 | C | 430 | 239 | 246 | 0.57 | C | |
| 330 | 637 | | County | 55 | 2.05 | C.R. 42 | CR 450 | CR 439 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 6,763 | 0.82 | C | 430 | 291 | 292 | 0.88 | C | 3.00% | 8,200 | 7,840 | 0.96 | C | 430 | 337 | 338 | 0.79 | C | |
| 340 | 801 | | ADJACENT | 40 | 3.58 | C.R. 42 | CR 439 | CENTRAL AVENUE | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 3,964 | 0.48 | B | 430 | 170 | 183 | 0.43 | B | 1.75% | 8,200 | 4,323 | 0.53 | B | 430 | 185 | 199 | 0.46 | B | |
| 350 | 801 | | County | 40 | 4.93 | C.R. 42 | CENTRAL AVENUE | PALMETTO STREET | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 3,964 | 0.48 | B | 430 | 170 | 183 | 0.43 | B | 1.75% | 8,200 | 4,323 | 0.53 | B | 430 | 185 | 199 | 0.46 | B | |
| 360 | 803 | | ADJACENT | 55 | 3.60 | C.R. 42 | PALMETTO STREET | LAKE MACK DRIVE | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,385 | 0 | | | | | | | | | | | | | | | | | |

Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (MI) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY VIC | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR V/C | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY VIC | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR V/C | 2028 DAILY LOS |
|------------|----------------|--------------|-------------|-------------|---------------------|--|---------------------------|---------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|--------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|--------------------|----------------|
| 1160 | 266 | | ADJACENT | 55 | 0.54 | C.R. 470 | BAY AVENUE | CR 33 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 9,506 | 0.59 | C | 799 | 423 | 287 | 0.53 | C | 6.00% | 16,128 | 12,721 | 0.79 | C | 799 | 566 | 384 | 0.71 | C |
| 1170 | 499 | | County | 55 | 2.99 | C.R. 473 | FOUNTAIN LAKE BOULEVARD | CR 44 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 7,058 | 0.33 | C | 1,049 | 342 | 200 | 0.33 | C | 1.00% | 21,168 | 7,418 | 0.35 | C | 1,049 | 566 | 211 | 0.34 | C |
| 1180 | 443 | | County | 40 | 1.03 | C.R. 473 | FOUNTAIN LAKE BOULEVARD | US 441 | 4 | 4 | URBAN | DIVIDED | C3C | COUNTY | UNINCORPORATED LAKE COUNTY | D | 32,940 | 13,407 | 0.41 | C | 1,629 | 737 | 428 | 0.46 | C | 1.00% | 32,940 | 14,091 | 0.43 | C | 1,629 | 775 | 449 | 0.48 | C |
| 1190 | 3 | | County | 55 | 5.21 | C.R. 474 | GREEN SWAMP ROAD | SR 33 | 2 | 2 | RURAL | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 5,896 | 0.71 | C | 430 | 208 | 219 | 0.51 | B | 7.00% | 8,200 | 8,423 | 0.56 | C | 430 | 281 | 307 | 0.71 | C |
| 1200 | 3 | | County | 55 | 3.26 | C.R. 474 | GREEN SWAMP ROAD | US 27 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 4,990 | 0.67 | C | 430 | 222 | 194 | 0.52 | B | 1.00% | 8,200 | 5,770 | 0.70 | C | 430 | 235 | 204 | 0.54 | B |
| 1210 | 222 | | County | 45 | 5.99 | C.R. 478 | JAMARLY ROAD | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF GROVELAND | C | 20,160 | 2,268 | 0.11 | C | 999 | 100 | 83 | 0.10 | C | 7.75% | 20,160 | 3,294 | 0.16 | C | 999 | 145 | 121 | 0.15 | C |
| 1220 | 259 | | County | 55 | 3.17 | C.R. 48 | SUMTER COUNTY LINE | CLEARWATER LAKE RD | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | CITY OF LEESBURG | C | 8,200 | 4,858 | 0.59 | C | 430 | 163 | 251 | 0.58 | C | 6.00% | 8,200 | 6,501 | 0.79 | C | 430 | 218 | 336 | 0.78 | C |
| 1225 | 248 | | County | 55 | 2.41 | C.R. 48 | CLEARWATER LAKE RD | CR 33 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | CITY OF LEESBURG | C | 8,200 | 3,183 | 0.39 | B | 430 | 97 | 157 | 0.36 | B | 4.75% | 8,200 | 4,014 | 0.49 | B | 430 | 122 | 198 | 0.46 | B |
| 1230 | 263 | | County | 45 | 0.46 | C.R. 48 | HAYWOOD WORM FARM RD | CR 33 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | UNINCORPORATED LAKE COUNTY | D | 19,530 | 8,978 | 0.46 | C | 963 | 319 | 354 | 0.37 | C | 3.50% | 19,530 | 10,663 | 0.55 | C | 963 | 379 | 420 | 0.44 | C |
| 1235 | 262 | | County | 45 | 0.68 | C.R. 48 | HAYWOOD WORM FARM RD | US 27 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 10,792 | 0.77 | D | 730 | 421 | 430 | 0.59 | C | 1.00% | 14,000 | 11,343 | 0.81 | D | 730 | 442 | 452 | 0.62 | D |
| 1240 | 264 | | County | 40 | 4.89 | C.R. 48 | LIME AVENUE | US 27 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 10,745 | 0.53 | C | 999 | 409 | 439 | 0.44 | C | 1.25% | 20,160 | 11,434 | 0.57 | C | 999 | 435 | 467 | 0.47 | C |
| 1250 | 255 | | County | 40 | 2.04 | C.R. 48 | LIME AVENUE | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | HOWEY-IN-THE-HILLS | D | 14,000 | 10,291 | 0.74 | D | 730 | 390 | 367 | 0.53 | C | 3.50% | 14,000 | 12,222 | 0.87 | D | 730 | 463 | 436 | 0.63 | D |
| 1260 | 253 | | County | 40 | 1.14 | C.R. 48 | RANCH ROAD | CR 561 | 2 | 2 | URBAN | UNDIVIDED | C2T | COUNTY | TOWN OF ASTATULA | D | 17,010 | 6,716 | 0.39 | C | 888 | 282 | 266 | 0.32 | C | 2.50% | 17,010 | 7,599 | 0.45 | C | 888 | 320 | 301 | 0.36 | C |
| 1270 | 253 | | ADJACENT | 40 | 3.17 | C.R. 48 | RANCH ROAD | CR 48A | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 6,716 | 0.82 | C | 430 | 282 | 266 | 0.66 | C | 2.50% | 8,200 | 7,599 | 0.93 | C | 430 | 320 | 301 | 0.74 | C |
| 1280 | 217 | | County | 30 | 0.71 | C.R. 50 (SUNSET AVENUE) | CR 33 | SR 50 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MASCOTTE | D | 16,128 | 1,809 | 0.10 | C | 799 | 59 | 86 | 0.11 | C | 3.00% | 16,128 | 1,865 | 0.12 | C | 799 | 89 | 98 | 0.12 | C |
| 1290 | 210 | | County | 45 | 1.74 | C.R. 50 | CR 44 | N HANCOCK ROAD | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MINNEOLA | D | 20,507 | 9,375 | 0.39 | C | 1,011 | 350 | 259 | 0.35 | C | 1.00% | 20,507 | 8,445 | 0.41 | C | 1,011 | 368 | 272 | 0.36 | C |
| 1300 | 202 | | County | 45 | 2.47 | C.R. 50 | CR 45 | N HANCOCK ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 8,076 | 0.40 | C | 999 | 245 | 517 | 0.52 | C | 3.25% | 20,160 | 9,476 | 0.47 | C | 999 | 287 | 608 | 0.61 | C |
| 1310 | 42 | | County | 45 | 1.92 | C.R. 50 | CR 45 | ORANGE COUNTY LINE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 6,131 | 0.29 | C | 1,049 | 205 | 460 | 0.44 | C | 1.00% | 21,168 | 6,444 | 0.30 | C | 1,049 | 215 | 453 | 0.46 | C |
| 1320 | 417 | | County | 35 | 1.08 | C.R. 500A/OLD 441 | SR 19 | DORA AVENUE | 2 | 2 | URBAN | DIVIDED | C4 | COUNTY | CITY OF TAVARES | D | 5,988 | 9,532 | 1.59 | F | 987 | 523 | 344 | 0.53 | D | 1.50% | 5,979 | 10,269 | 1.03 | E | 987 | 563 | 370 | 0.57 | D |
| 1325 | 417 | | County | 35 | 1.08 | C.R. 500A/OLD 441 | SR 19 | DORA AVENUE | 2 | 2 | URBAN | DIVIDED | C4 | COUNTY | CITY OF TAVARES | D | 5,988 | 9,532 | 1.59 | F | 987 | 523 | 344 | 0.53 | D | 1.50% | 5,979 | 10,269 | 1.03 | E | 987 | 563 | 370 | 0.57 | D |
| 1330 | 413 | 115084 | County | 45 | 1.94 | C.R. 500A/OLD 441/ALFRED ST | DORA AVENUE | BAY ROAD | 2 | 2 | URBAN | UNDIVIDED | C4 | COUNTY | CITY OF TAVARES | D | 16,632 | 10,108 | 0.61 | D | 822 | 502 | 410 | 0.61 | D | 1.25% | 16,632 | 10,756 | 0.65 | D | 822 | 534 | 436 | 0.65 | D |
| 1340 | 420 | | County | 35 | 0.79 | C.R. 500A/OLD 441 | BAY ROAD | CR 44C / EUDORA AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 15,624 | 9,508 | 0.61 | C | 770 | 382 | 409 | 0.53 | C | 3.75% | 15,624 | 11,430 | 0.53 | D | 770 | 459 | 491 | 0.64 | C |
| 1350 | 421 | | County | 35 | 1.06 | C.R. 500A/OLD 441 | CR 44C / EUDORA DRIVE | LAKESHORE DRIVE | 2 | 2 | URBAN | DIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 21,532 | 15,440 | 0.72 | D | 1,062 | 643 | 620 | 0.61 | C | 1.00% | 21,532 | 16,228 | 0.75 | D | 1,062 | 676 | 652 | 0.64 | C |
| 1360 | 415 | | County | 35 | 0.79 | C.R. 500A/OLD 441 | LAKEHORE DRIVE | 5TH AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 16,128 | 13,808 | 0.86 | C | 799 | 575 | 580 | 0.72 | C | 1.00% | 16,128 | 16,599 | 1.03 | F | 799 | 692 | 674 | 0.87 | C |
| 1370 | 415 | | ADJACENT | 25 | 0.63 | C.R. 500A/5TH AVENUE | OLD 441 | N HIGHLAND STREET | 2 | 2 | URBAN | UNDIVIDED | C4 | COUNTY | CITY OF MOUNT DORA | D | 12,672 | 13,808 | 1.09 | E | 626 | 575 | 560 | 0.92 | D | 3.75% | 12,672 | 16,599 | 1.31 | E | 626 | 692 | 674 | 1.10 | E |
| 1380 | 605 | | ADJACENT | 30 | 0.26 | C.R. 500A (HIGHLAND STREET) | 5TH AVENUE | SR 46 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 20,160 | 2,419 | 0.12 | C | 999 | 126 | 113 | 0.13 | C | 1.00% | 20,160 | 2,542 | 0.13 | C | 999 | 132 | 119 | 0.13 | C |
| 1390 | 602 | 115004 | County | 35 | 0.75 | C.R. 500A/OLD 441 | SR 46 | ORANGE COUNTY LINE | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF MOUNT DORA | D | 15,624 | 5,794 | 0.37 | C | 770 | 297 | 292 | 0.29 | C | 2.00% | 15,624 | 6,397 | 0.41 | C | 770 | 328 | 214 | 0.43 | C |
| 1400 | 401 | | County | 45 | 1.62 | C.R. 561 | SR 48 | CR 44B | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF TAVARES | D | 20,507 | 9,375 | 0.48 | C | 1,011 | 627 | 624 | 0.62 | D | 3.00% | 20,507 | 11,332 | 0.55 | C | 1,011 | 721 | 957 | 0.65 | D |
| 1410 | 257 | | County | 50 | 3.93 | C.R. 561 | CR 48 | CR 48 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | ASTATULA/TAVARES | D | 19,530 | 10,688 | 0.55 | C | 963 | 470 | 548 | 0.57 | C | 1.75% | 19,530 | 11,657 | 0.60 | C | 963 | 513 | 598 | 0.62 | C |
| 1420 | 252 | | County | 40 | 0.63 | C.R. 561 | CR 48 | SOUTH ASTATULA CITY LIMIT | 2 | 2 | URBAN | UNDIVIDED | C2T | COUNTY | TOWN OF ASTATULA | D | 12,960 | 12,316 | 0.95 | D | 677 | 519 | 508 | 0.77 | D | 2.25% | 12,960 | 13,765 | 1.06 | F | 677 | 580 | 567 | 0.86 | D |
| 1430 | 252 | | ADJACENT | 40 | 2.49 | C.R. 561 | SOUTH ASTATULA CITY LIMIT | CR 455 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 12,316 | 0.88 | D | 730 | 519 | 508 | 0.71 | D | 2.25% | 14,000 | 13,765 | 1.06 | D | 730 | 580 | 567 | 0.79 | D |
| 1440 | 242 | | County | 35 | 1.74 | C.R. 561 | CR 455 | HOWEY CROSS ROAD | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 7,935 | 0.97 | C | 430 | 335 | 331 | 0.78 | C | 1.50% | 8,200 | 8,548 | 1.04 | D | 430 | 361 | 357 | 0.84 | C |
| 1450 | 238 | | County | 40 | 1.77 | C.R. 561 | HOWEY CROSS ROAD | TURNPIKE ROAD / CR 561A | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 8,346 | 1.02 | D | 405 | 405 | 367 | 0.94 | C | 1.00% | 8,200 | 8,772 | 1.07 | D | 430 | 425 | 385 | 0.99 | C |
| 1460 | 235 | | County | 45 | 0.46 | C.R. 561 / C.R. 561A | TURNPIKE ROAD / CR 561A | US 27 | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 6,545 | 0.47 | C | 730 | 242 | 361 | 0.49 | C | 1.00% | 14,000 | 6,879 | 0.49 | C | 730 | 254 | 379 | 0.52 | C |
| 1470 | 214 | | County | 30 | 1.78 | EAST AVE./LAKE MINNEOLA DR/MAIN AVE | US 27 | EAST AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CLERMONT/MINNEOLA | D | 21,168 | 2,833 | 0.13 | C | 1,049 | 129 | 153 | 0.15 | C | 6.25% | 21,168 | 3,836 | 0.18 | C | 1,049 | 175 | 207 | 0.20 | C |
| 1480 | 214 | | ADJACENT | 30 | 1.05 | 8TH ST/OSCEOLA ST/4TH ST/CARROLL ST/3RD ST | EAST AVENUE | W MINNEOLA AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF CLERMONT | D | 16,12 | | | | | | | | | | | | | | | | | | |

Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (MI) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY VIC | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR VIC | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY VIC | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR VIC | 2028 PEAK HOUR LOS | | | | |
|------------|----------------|--------------|-------------|-------------|---------------------|--------------------------|-------------------------------------|-------------------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|--------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|--------------------|--------------------|---|---|---|---|
| 2150 | 31 | | County | 40 | 0.84 | HOOKS STREET | US 27 | OAKLEY SEAVER DRIVE | 4 | 4 | URBAN | DIVIDED | C3C | COUNTY | CITY OF CLERMONT | D | 32,940 | 10,577 | 0.32 | C | 1,629 | 573 | 478 | 0.35 | C | 1.50% | 32,940 | 11,394 | 0.35 | C | 1,629 | 618 | 514 | 0.38 | C | | | | |
| 2153 | 33 | | County | 35 | 0.27 | HOOKS STREET | US 27 | OAKLEY SEAVER DRIVE | 4 | 4 | URBAN | DIVIDED | C3C | COUNTY | CITY OF CLERMONT | D | 32,940 | 12,895 | 0.39 | C | 1,629 | 636 | 466 | 0.39 | C | 1.00% | 32,940 | 13,553 | 0.41 | C | 1,629 | 669 | 489 | 0.41 | C | | | | |
| 2155 | 34 | | County | 35 | 1.05 | HOOKS STREET | CITRUS TOWER BOULEVARD | HANCOCK ROAD | 4 | 4 | URBAN | DIVIDED | C3R | COUNTY | CITY OF CLERMONT | D | 33,570 | 9,566 | 0.28 | C | 1,665 | 398 | 491 | 0.29 | C | 1.00% | 33,570 | 10,054 | 0.30 | C | 1,665 | 418 | 516 | 0.31 | C | | | | |
| 2160 | 456 | 117021 | County | 35 | 0.59 | HARDWATER DRIVE | DAVID WALKER DRIVE | KURT STREET | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF EUUSTIS | D | 15,624 | 1,289 | 0.08 | C | 770 | 79 | 53 | 0.10 | C | 1.00% | 15,624 | 1,384 | 0.09 | C | 770 | 83 | 65 | 0.11 | C | | | | |
| 2170 | 224 | | County | 35 | 0.35 | JALARMY ROAD | CR 561A | CR 561A | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 6,293 | 0.39 | C | 759 | 244 | 198 | 0.30 | C | 5.50% | 16,128 | 8,225 | 0.51 | C | 759 | 318 | 258 | 0.40 | C | | | | |
| 2180 | 26 | | County | 35 | 1.57 | JOHNS LAKE ROAD | US 27 | HANCOCK ROAD | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF CLERMONT | D | 20,507 | 9,811 | 0.47 | C | 1,011 | 352 | 493 | 0.49 | C | 8.00% | 20,507 | 14,122 | 0.69 | C | 1,011 | 517 | 724 | 0.72 | D | | | | |
| 2190 | 473 | | County | 35 | 0.25 | KURT STREET | W LAKEVIEW AVENUE | DAVID WALKER DRIVE | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUUSTIS | CITY OF EUUSTIS | D | 15,624 | 9,163 | 0.59 | C | 770 | 546 | 292 | 0.71 | C | 1.00% | 15,624 | 9,630 | 0.62 | C | 770 | 574 | 307 | 0.75 | D | | | | |
| 2200 | 469 | | County | 35 | 0.50 | KURT STREET | DAVID WALKER DRIVE | MT HOMER ROAD / W ARDICE AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUUSTIS | CITY OF EUUSTIS | D | 20,507 | 4,559 | 0.22 | C | 1,011 | 179 | 246 | 0.24 | C | 1.00% | 20,507 | 4,792 | 0.23 | C | 1,011 | 188 | 259 | 0.26 | C | | | | |
| 2205 | 455 | | County | 35 | 0.42 | KURT STREET | MT HOMER ROAD / W ARDICE AVENUE | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUUSTIS | CITY OF EUUSTIS | D | 20,507 | 5,798 | 0.28 | C | 1,011 | 261 | 281 | 0.28 | C | 1.00% | 20,507 | 6,094 | 0.30 | C | 1,011 | 275 | 295 | 0.29 | C | | | | |
| 2210 | 520 | | County | 25 | 0.45 | W LADY LAKE BOULEVARD | WEST TERMINI | US 27/US441 | 2 | 2 | URBAN | UNDIVIDED | C3R | TOWN OF LADY LAKE | TOWN OF LADY LAKE | D | 16,128 | 1,454 | 0.09 | C | 799 | 66 | 39 | 0.08 | C | 1.25% | 16,128 | 1,547 | 0.10 | C | 799 | 70 | 41 | 0.09 | C | | | | |
| 2220 | 521 | | County | 25 | 0.96 | E LADY LAKE BOULEVARD | US 27/US441 | BERCHFIELD ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | TOWN OF LADY LAKE | D | 14,000 | 506 | 0.04 | B | 730 | 30 | 17 | 0.04 | B | 1.00% | 14,000 | 532 | 0.04 | B | 730 | 32 | 18 | 0.04 | B | | | | |
| 2230 | 408 | | County | 35 | 0.56 | FAIRVIEW AVENUE | OLD 441 / CR 500A | LAKESHORE DRIVE | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 16,128 | 715 | 0.04 | C | 799 | 43 | 24 | 0.05 | C | 1.00% | 16,128 | 751 | 0.05 | C | 799 | 45 | 25 | 0.06 | C | | | | |
| 2240 | 0 | | NO COUNTY | 40 | 0.64 | LAKE DRIVE | LAKE DRIVE | COUNTRY ROAD | 2 | 2 | RURAL | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | C | 14,112 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2250 | 509 | | County | 35 | 0.50 | LAKE ELLA ROAD | SUMTER COUNTY LINE | MICRO RACETRACK ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 2,888 | 0.21 | B | 730 | 178 | 97 | 0.24 | B | 8.75% | 14,000 | 4,408 | 0.31 | B | 730 | 271 | 147 | 0.37 | C | | | | |
| 2254 | 511 | | ADJACENT | 35 | 0.51 | LAKE ELLA ROAD | MICRO RACETRACK ROAD | ROLLING ACRES ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 1,502 | 0.11 | B | 730 | 66 | 64 | 0.09 | B | 1.00% | 14,000 | 1,579 | 0.11 | B | 730 | 69 | 67 | 0.09 | B | | | | |
| 2255 | 511 | | County | 35 | 1.91 | LAKE ELLA ROAD | US 27 | ROLLING ACRES ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | D | 14,000 | 1,502 | 0.11 | B | 730 | 66 | 64 | 0.09 | B | 1.00% | 14,000 | 1,579 | 0.11 | B | 730 | 69 | 67 | 0.09 | B | | | | |
| 2260 | 517 | | County | 35 | 5.01 | LAKE ERIE ROAD | SR 465 | SR 33 | 2 | 2 | RURAL | UNDIVIDED | C2 | COUNTY | UNINCORPORATED LAKE COUNTY | C | 8,200 | 969 | 0.12 | B | 430 | 32 | 46 | 0.11 | B | 8.25% | 8,200 | 1,440 | 0.18 | B | 430 | 33 | 68 | 0.16 | B | | | | |
| 2270 | 448 | | County | 35 | 1.59 | LAKE EUSTIS DRIVE | US 441 | CLAY BOULEVARD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | EUSTIS/TAVERES | D | 21,168 | 7,225 | 0.34 | C | 1,049 | 313 | 274 | 0.30 | C | 1.00% | 21,168 | 7,594 | 0.38 | C | 1,049 | 329 | 288 | 0.31 | C | | | | |
| 2280 | 19 | | County | 40 | 2.57 | LAKE LOUISA ROAD | VISTA DEL LAGO BOULEVARD | VISTA DEL LAGO BOULEVARD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 4,010 | 0.20 | C | 999 | 165 | 174 | 0.17 | C | 1.75% | 20,160 | 4,373 | 0.22 | C | 999 | 180 | 150 | 0.19 | C | | | | |
| 2290 | 9 | | County | 35 | 1.13 | LAKE LOUISA ROAD | VISTA DEL LAGO BOULEVARD | US 27 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 3,904 | 0.18 | C | 1,049 | 197 | 120 | 0.19 | C | 1.75% | 21,168 | 4,200 | 0.20 | C | 1,049 | 217 | 132 | 0.21 | C | | | | |
| 2300 | 802 | | County | 25 | 1.10 | LAKE MACK DRIVE | CR 42 | ANOTHER ANNA ROAD | 2 | 2 | RURAL | UNDIVIDED | C2T | COUNTY | UNINCORPORATED LAKE COUNTY | D | 9,936 | 1,697 | 0.17 | C | 518 | 45 | 104 | 0.20 | C | 1.25% | 9,936 | 1,806 | 0.18 | C | 518 | 47 | 110 | 0.21 | C | | | | |
| 2310 | 435 | | County | 25 | 0.20 | LAKE STREET | US 441 | MAIN STREET | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF LEESBURG | CITY OF LEESBURG | D | 15,624 | 3,443 | 0.22 | C | 770 | 115 | 140 | 0.18 | C | 1.25% | 15,624 | 3,664 | 0.23 | C | 770 | 123 | 149 | 0.19 | C | | | | |
| 2320 | 425 | | County | 25 | 0.31 | LAKE STREET | MAIN STREET | SR 44 | 2 | 2 | URBAN | UNDIVIDED | C4 | CITY OF LEESBURG | CITY OF LEESBURG | D | 12,672 | 3,623 | 0.29 | D | 626 | 121 | 134 | 0.21 | D | 1.25% | 12,672 | 3,855 | 0.30 | D | 626 | 129 | 142 | 0.23 | D | | | | |
| 2330 | 8 | | County | 45 | 1.55 | LAKESHORE DRIVE (CLER) | CR 561 | OSWALD ROAD | 2 | 2 | TRANS. | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 3,655 | 0.17 | C | 1,049 | 152 | 167 | 0.16 | C | 4.25% | 21,168 | 4,501 | 0.21 | C | 1,049 | 187 | 205 | 0.20 | C | | | | |
| 2340 | 14 | | County | 45 | 1.62 | LAKESHORE DRIVE (CLER) | OSWALD ROAD | HARDER ROAD | 2 | 2 | TRANS. | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 12,297 | 0.58 | C | 1,049 | 616 | 388 | 0.59 | C | 2.00% | 21,168 | 13,577 | 0.64 | C | 1,049 | 681 | 428 | 0.65 | C | | | | |
| 2350 | 22 | | County | 40 | 0.67 | LAKESHORE DRIVE (CLER) | HARDER ROAD | LAKE LOUISA ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 21,168 | 17,698 | 0.84 | C | 1,049 | 705 | 904 | 0.86 | C | 2.25% | 21,168 | 19,781 | 0.93 | D | 1,049 | 788 | 1,011 | 0.96 | D | | | | |
| 2354 | 23 | | County | 30 | 0.75 | LAKESHORE DRIVE (CLER) | LAKE LOUISA ROAD | ANDERSON HILL ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | UNINCORPORATED LAKE COUNTY | D | 20,160 | 6,821 | 0.34 | C | 999 | 376 | 203 | 0.38 | C | 1.00% | 20,160 | 7,169 | 0.36 | C | 999 | 395 | 213 | 0.40 | C | | | | |
| 2360 | 484 | | County | 35 | 1.65 | LAKESHORE DRIVE (EUSTIS) | CLAY BOULEVARD | SOUTH BAY STREET / SR 19 SB | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF EUUSTIS | D | 15,128 | 6,969 | 0.43 | C | 799 | 297 | 261 | 0.37 | C | 1.75% | 15,128 | 8,377 | 0.52 | C | 799 | 399 | 313 | 0.45 | C | | | | |
| 2370 | 476 | | County | 38 | 0.43 | W LAKEVIEW AVENUE | KURT STREET | SR 19 | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF EUUSTIS | CITY OF EUUSTIS | D | 15,624 | 8,191 | 0.52 | C | 770 | 480 | 278 | 0.62 | C | 1.00% | 15,624 | 8,314 | 0.54 | C | 770 | 504 | 290 | 0.58 | C | | | | |
| 2380 | 477 | | County | 30 | 0.65 | E LAKEVIEW AVENUE | SR 19 | JASMINE STREET / CROOKED LAKE COURT | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF EUUSTIS | CITY OF EUUSTIS | D | 16,128 | 2,829 | 0.18 | C | 799 | 182 | 129 | 0.23 | C | 1.00% | 16,128 | 2,973 | 0.18 | C | 799 | 191 | 135 | 0.24 | C | | | | |
| 2384 | 477 | | ADJACENT | 30 | 0.34 | E LAKEVIEW AVENUE | JASMINE STREET / CROOKED LAKE COURT | HASELTON STREET | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF EUUSTIS | CITY OF EUUSTIS | D | 16,128 | 2,829 | 0.18 | C | 799 | 182 | 129 | 0.23 | C | 1.00% | 16,128 | 2,973 | 0.18 | C | 799 | 191 | 135 | 0.24 | C | | | | |
| 2390 | 271 | | County | 35 | 0.62 | LANE PARK CUTOFF | SR 19 | CR 561 | 2 | 2 | URBAN | UNDIVIDED | C3C | COUNTY | CITY OF TAVARES | D | 19,530 | 1,837 | 0.09 | C | 963 | 86 | 167 | 0.17 | C | 1.00% | 19,530 | 1,931 | 0.10 | C | 963 | 90 | 175 | 0.18 | C | | | | |
| 2400 | 441 | | County | 25 | 0.74 | LEE STREET | GRiffin ROAD | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3R | CITY OF LEESBURG | CITY OF LEESBURG | D | 16,128 | 2,244 | 0.14 | C | 799 | 110.00 | 92.00 | 0.14 | C | 1.00% | 16,128 | 2,358 | 0.15 | C | 799 | 116 | 97 | 0.15 | C | | | | |
| 2410 | 438 | | County | 25 | 0.50 | LEE STREET | US 441 | MAIN STREET | 2 | 2 | URBAN | UNDIVIDED | C3C | CITY OF LEESBURG | CITY OF LEESBURG | D | 15,624 | 2,533 | 0.16 | C | 770 | 124.00 | 104.00 | 0.16 | C | 1.00% | 15,624 | 2,662 | 0.17 | C | 770 | 130 | 109 | 0.17 | C | | | | |
| 2420 | 239 | | County | 40 | 0.35 | WILSON LAKE PARKWAY | US 27 | LIBBY ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF GROVELAND | D | 20,160 | 2,767 | 0.14 | C | 999 | 59 | 126 | 0.13 | C | 3.50% | 20,160 | 3,286 | 0.16 | C | 999 | 70 | 150 | 0.15 | C | | | | |
| 2430 | 616 | 117005 | County | 35 | 0.99 | LIMIT AVENUE | DONNELLY STREET | US 441 | 2 | 2 | URBAN | UNDIVIDED | C3R | COUNTY | CITY OF MOUNT DORA | D | 16,128 | 2,016 | 0.13 | C | 799 | 157 | 148 | 0.20 | C | 1.00% | 16,128 | 2,119 | | | | | | | | | | | |

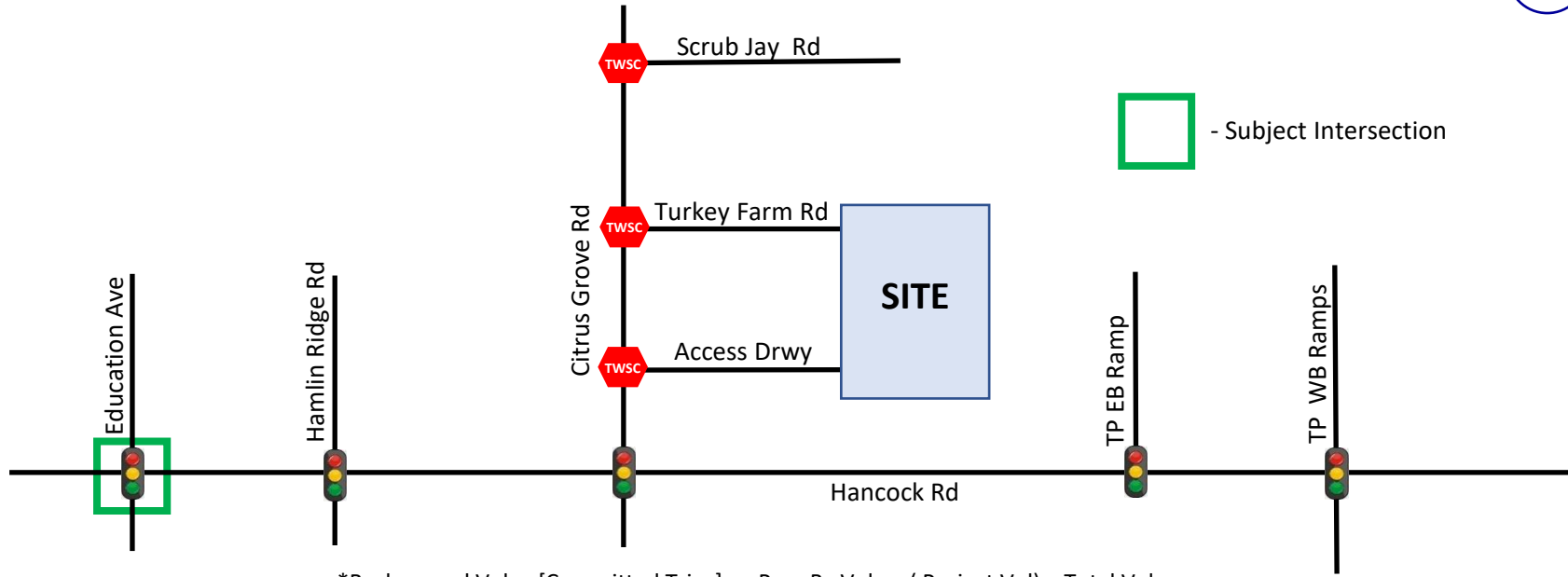
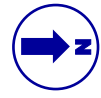
Lake County CMP Database

| SEGMENT ID | COUNTY STATION | FOOT STATION | DATA SOURCE | SPEED LIMIT | SEGMENT LENGTH (MI) | ROAD NAME | FROM | TO | LANES (2023) | LANES (2028) | URBAN/RURAL | DIVIDED/UNDIVIDED | CONTEXT CLASSIFICATION | MAINTAINING AGENCY | JURISDICTION | ADOPTED LOS STANDARD | DAILY SERVICE VOLUME | 2023 AADT | 2023 DAILY VIC | 2023 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME | 2023 PEAK HOUR NBWB VOLUME | 2023 PEAK HOUR SBWB VOLUME | 2023 PEAK HOUR V/C | 2023 PEAK HOUR LOS | GROWTH RATE | DAILY SERVICE VOLUME (2028) | 2028 AADT | 2028 DAILY VIC | 2028 DAILY LOS | PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028) | 2028 PEAK HOUR NBWB VOLUME | 2028 PEAK HOUR SBWB VOLUME | 2028 PEAK HOUR V/C | 2028 PEAK HOUR LOS |
|------------|----------------|--------------|-------------|-------------|---------------------|----------------------|----------------------|------------------------|--------------|--------------|-------------|-------------------|------------------------|--------------------|----------------------------|----------------------|----------------------|-----------|----------------|----------------|--------------------------------------|----------------------------|----------------------------|--------------------|--------------------|-------------|-----------------------------|-----------|----------------|----------------|---|----------------------------|----------------------------|--------------------|--------------------|
| 3230 | 115143 | 115143 | ADJACENT | 35 | 0.34 | SR 44 (DIXIE AVENUE) | S 9TH STREET | CANAL STREET | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF LEEBSBURG | D | 36,100 | 24,600 | 0.68 | D | 1,790 | 1,207 | 1,007 | 0.67 | C | 1.75% | 36,100 | 26,829 | 0.74 | D | 1,790 | 1,316 | 1,098 | 0.74 | D |
| 3240 | 115143 | 115143 | State | 40 | 0.41 | SR 44 (DIXIE AVENUE) | CANAL STREET | S LAKE STREET | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF LEEBSBURG | D | 36,100 | 24,600 | 0.68 | D | 1,790 | 1,207 | 1,007 | 0.67 | C | 1.75% | 36,100 | 26,829 | 0.74 | D | 1,790 | 1,316 | 1,098 | 0.74 | D |
| 3250 | 115142 | 115142 | State | 40 | 0.79 | SR 44 (DIXIE AVENUE) | S LAKE STREET | E MAIN STREET | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF LEEBSBURG | D | 36,100 | 19,560 | 0.54 | C | 1,790 | 974 | 816 | 0.54 | C | 1.00% | 36,100 | 20,588 | 0.57 | C | 1,790 | 1,024 | 858 | 0.57 | C |
| 3260 | 115183 | 115183 | State | 40 | 0.11 | SR 44 (DIXIE AVENUE) | E MAIN STREET | US 441 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF LEEBSBURG | D | 38,430 | 18,960 | 0.48 | C | 1,901 | 916 | 765 | 0.46 | C | 1.00% | 38,430 | 19,633 | 0.51 | C | 1,901 | 963 | 804 | 0.51 | C |
| 3262 | 110025 | 110025 | State | 45 | 0.45 | SR 44 (OLD C.R. 44B) | US 441 | WAYCROSS AVENUE | 2 | 2 | URBAN | DIVIDED | C3C | STATE | CITY OF MOUNT DORA | D | 23,924 | 26,000 | 1.09 | F | 1,250 | 1,390 | 919 | 1.16 | F | 1.25% | 23,924 | 27,866 | 1.16 | F | 1,180 | 1,479 | 973 | 1.25 | F |
| 3268 | 110006 | 110006 | State | 45 | 1.65 | SR 44 (OLD C.R. 44B) | WAYCROSS AVENUE | ORANGE AVENUE | 2 | 2 | URBAN | UNDIVIDED | C3R | STATE | EUSTISMOUNT DORA | D | 23,520 | 18,090 | 0.77 | C | 1,166 | 887 | 741 | 0.76 | C | 1.00% | 23,520 | 19,013 | 0.81 | C | 1,166 | 932 | 779 | 0.80 | C |
| 3270 | 110500 | 110500 | ADJACENT | 55 | 2.27 | SR 44 | ABRAMS ROAD | THRILL HILL ROAD | 2 | 2 | URBAN | UNDIVIDED | C3R | STATE | CITY OF EUSTIS | D | 23,520 | 12,920 | 0.55 | C | 1,166 | 495 | 558 | 0.48 | C | 1.00% | 23,520 | 13,579 | 0.58 | C | 1,166 | 520 | 586 | 0.50 | C |
| 3280 | 110500 | 110500 | ADJACENT | 55 | 1.14 | SR 44 | THRILL HILL ROAD | CR 439 | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | CITY OF MOUNT DORA | D | 14,000 | 12,920 | 0.92 | D | 730 | 495 | 558 | 0.76 | D | 1.00% | 14,000 | 13,579 | 0.97 | D | 730 | 520 | 586 | 0.80 | D |
| 3280 | 110500 | 110500 | State | 55 | 3.03 | SR 44 | CR 439 | CR 437 | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 12,920 | 1.58 | D | 430 | 495 | 558 | 1.30 | D | 1.00% | 8,200 | 13,579 | 1.66 | D | 430 | 520 | 586 | 1.36 | D |
| 3300 | 110500 | 110500 | ADJACENT | 55 | 1.15 | SR 44 | CR 437 | CR 46A | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 12,920 | 1.58 | D | 430 | 495 | 558 | 1.30 | D | 1.00% | 8,200 | 13,579 | 1.66 | D | 430 | 520 | 586 | 1.36 | D |
| 3310 | 110010 | 110010 | ADJACENT | 55 | 3.43 | SR 44 | CR 46A | CR 44A | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 8,860 | 1.08 | D | 430 | 449 | 461 | 1.07 | D | 1.00% | 8,200 | 9,312 | 1.14 | D | 430 | 472 | 485 | 1.13 | D |
| 3320 | 110010 | 110010 | ADJACENT | 55 | 5.34 | SR 44 | CR 44A | OVERLOOK DRIVE | 2 | 2 | RURAL | UNDIVIDED | C3R | STATE | UNINCORPORATED LAKE COUNTY | C | 18,600 | 8,860 | 0.45 | C | 970 | 449 | 461 | 0.48 | C | 1.00% | 18,600 | 9,312 | 0.48 | C | 970 | 472 | 485 | 0.50 | C |
| 3330 | 110010 | 110010 | State | 55 | 5.64 | SR 44 | OVERLOOK DRIVE | CR 42 | 2 | 2 | RURAL | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | C | 8,200 | 8,860 | 1.08 | D | 430 | 449 | 461 | 1.07 | D | 1.00% | 8,200 | 9,312 | 1.14 | D | 430 | 472 | 485 | 1.13 | D |
| 3340 | 110010 | 110010 | ADJACENT | 55 | 0.26 | SR 44 | CR 42 | VOLUSIA COUNTY LINE | 2 | 2 | RURAL | UNDIVIDED | C1 | STATE | UNINCORPORATED LAKE COUNTY | D | 8,200 | 8,860 | 1.08 | D | 430 | 449 | 461 | 1.07 | D | 1.00% | 8,200 | 9,312 | 1.14 | D | 430 | 472 | 485 | 1.13 | D |
| 3344 | 110200 | 110200 | State | - | 1.80 | SR 429 (WEKIVA PKWY) | ORANGE CIL | CR 46A (REALIGNED) | 4 | 4 | URBAN | DIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | D | 82,200 | 9,940 | 0.12 | B | 4,070 | 560 | 479 | 0.14 | B | 12.00% | 82,200 | 17,341 | 0.21 | B | 4,070 | 987 | 844 | 0.24 | B |
| 3345 | 810 | | County | - | 5.54 | SR 46 | CR 46A (REALIGNED) | SEMINOLE CIL | 4 | 4 | URBAN | DIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | D | 82,200 | 17,161 | 0.21 | B | 4,070 | 550 | 1,025 | 0.25 | B | 1.00% | 82,200 | 18,096 | 0.22 | B | 4,070 | 578 | 1,078 | 0.26 | B |
| 3350 | 110501 | 110501 | ADJACENT | 45 | 1.08 | SR 46 | CR 46A | VISTA VIEW | 6 | 6 | URBAN | DIVIDED | C3C | STATE | CITY OF MOUNT DORA | D | 58,805 | 13,640 | 0.24 | C | 2,814 | 559 | 669 | 0.24 | C | 2.50% | 58,805 | 15,432 | 0.27 | C | 2,814 | 632 | 757 | 0.27 | C |
| 3360 | 110501 | 110501 | State | 55 | 0.94 | SR 46 | VISTA VIEW | ROUND LAKE ROAD | 6 | 6 | URBAN | DIVIDED | C3C | STATE | CITY OF MOUNT DORA | D | 58,805 | 13,640 | 0.24 | C | 2,814 | 559 | 669 | 0.24 | C | 2.50% | 58,805 | 15,432 | 0.27 | C | 2,814 | 632 | 757 | 0.27 | C |
| 3370 | 110001 | 110001 | ADJACENT | 55 | 2.11 | SR 46 | ROUND LAKE ROAD | CR 437 SOUTH | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | CITY OF MOUNT DORA | D | 14,000 | 15,400 | 1.10 | E | 730 | 542 | 604 | 0.83 | D | 1.50% | 14,000 | 16,590 | 1.19 | E | 730 | 583 | 650 | 0.89 | D |
| 3380 | 110001 | 110001 | State | 45 | 0.51 | SR 46 | CR 437 SOUTH | CR 437 NORTH | 2 | 2 | URBAN | UNDIVIDED | C2T | STATE | UNINCORPORATED LAKE COUNTY | D | 18,000 | 15,400 | 0.86 | D | 940 | 542 | 604 | 0.64 | D | 1.50% | 18,000 | 16,590 | 0.92 | D | 940 | 583 | 650 | 0.89 | D |
| 3380 | 111019 | 111019 | State | 45 | 1.11 | SR 46 | CR 437 NORTH | CR 435 | 2 | 2 | URBAN | UNDIVIDED | C2T | STATE | UNINCORPORATED LAKE COUNTY | D | 18,000 | 12,500 | 0.69 | C | 940 | 524 | 538 | 0.57 | C | 1.00% | 18,000 | 13,138 | 0.73 | C | 940 | 551 | 565 | 0.60 | C |
| 3395 | 611 | 118115 | County | 45 | 0.87 | SR 46 | CR 435 | CR 46A (REALIGNED) | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | D | 14,000 | 9,289 | 0.66 | D | 730 | 363 | 558 | 0.77 | D | 1.00% | 14,000 | 9,763 | 0.70 | D | 730 | 371 | 587 | 0.80 | D |
| 3420 | 110319 | 110319 | State | 55 | 3.64 | SR 50 | SUMTER COUNTY LINE | SR 565 / BAY LAKE ROAD | 2 | 2 | URBAN | UNDIVIDED | C2 | STATE | UNINCORPORATED LAKE COUNTY | D | 14,000 | 15,100 | 1.08 | E | 730 | 741 | 618 | 1.02 | E | 2.50% | 14,000 | 17,084 | 1.22 | E | 730 | 838 | 699 | 1.15 | E |
| 3430 | 110319 | 110319 | ADJACENT | 55 | 0.77 | SR 50 | CR 33 | CR 33 | 2 | 2 | URBAN | UNDIVIDED | C2T | STATE | CITY OF MASCOFF | D | 18,000 | 15,100 | 0.84 | D | 940 | 741 | 618 | 0.79 | D | 2.50% | 18,000 | 17,084 | 0.95 | D | 940 | 838 | 699 | 0.89 | D |
| 3440 | 110241 | 110241 | State | 45 | 0.96 | SR 50 | CR 33 | GROVELAND FARMS ROAD | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF MASCOFF | D | 36,600 | 24,500 | 0.67 | C | 1,810 | 1,202 | 1,003 | 0.66 | C | 1.00% | 36,600 | 25,750 | 0.70 | C | 1,810 | 1,263 | 1,054 | 0.70 | C |
| 3450 | 110241 | 110241 | ADJACENT | 45 | 0.63 | SR 50 | GROVELAND FARMS ROAD | SR 50 ONE WAY PAIRS | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 38,430 | 24,500 | 0.64 | C | 1,901 | 1,202 | 1,003 | 0.63 | C | 1.00% | 38,430 | 25,750 | 0.67 | C | 1,901 | 1,263 | 1,054 | 0.66 | C |
| 3460 | 115182 | 115182 | State | 35 | 0.44 | SR 50 (E) | SR 50 ONE WAY PAIRS | SR 19 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 21,960 | 12,750 | 0.58 | C | 2,172 | 1,146 | 0 | 0.53 | C | 1.00% | 21,960 | 13,400 | 0.61 | C | 2,172 | 1,204 | 0 | 0.55 | C |
| 3470 | 115077 | 115077 | State | 35 | 0.44 | SR 50 (W) | SR 50 ONE WAY PAIRS | SR 19 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 21,960 | 17,150 | 0.78 | C | 2,172 | 0 | 1,542 | 0.71 | C | 1.25% | 21,960 | 18,249 | 0.83 | C | 2,172 | 0 | 1,641 | 0.76 | C |
| 3481 | 115181 | 115181 | State | 38 | 0.33 | SR 50 (E) | SR 33 SOUTH | SR 19 | 4 | 4 | URBAN | DIVIDED | C2T | STATE | CITY OF GROVELAND | D | 11,304 | 13,150 | 1.18 | F | 1,968 | 1,182 | 0 | 0.60 | C | 1.00% | 18,840 | 13,821 | 0.73 | C | 1,968 | 1,242 | 0 | 0.63 | C |
| 3491 | 115076 | 115076 | State | 35 | 0.34 | SR 50 (W) | SR 33 SOUTH | SR 19 | 4 | 4 | URBAN | DIVIDED | C2T | STATE | CITY OF GROVELAND | D | 11,304 | 14,900 | 1.32 | F | 1,968 | 0 | 1,340 | 0.68 | C | 1.00% | 18,840 | 15,660 | 0.83 | D | 1,968 | 0 | 1,408 | 0.72 | D |
| 3500 | 115134 | 115134 | State | 55 | 1.53 | SR 50 | SR 33 SOUTH | CR 565A NORTH | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 38,430 | 33,300 | 0.87 | D | 1,901 | 1,191 | 1,171 | 0.63 | C | 3.00% | 38,430 | 38,604 | 1.00 | F | 1,901 | 1,381 | 1,358 | 0.73 | C |
| 3510 | 110396 | 110396 | State | 55 | 3.15 | SR 50 | CR 565A NORTH | CR 561 | 4 | 4 | URBAN | DIVIDED | C3C | STATE | CITY OF GROVELAND | D | 38,430 | 34,500 | 0.90 | D | 1,901 | 1,413 | 1,692 | 0.89 | D | 4.00% | 38,430 | 41,975 | 1.09 | F | 1,901 | 1,719 | 2,059 | 1.08 | F |
| 3520 | 115057 | 115057 | State | 40 | 1.19 | SR 50 | CR 561 | EAST AVENUE | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF CLERMONT | D | 36,100 | 38,400 | 1.06 | E | 1,790 | 1,200 | 1,714 | 0.96 | D | 1.00% | 36,100 | 40,359 | 1.12 | E | 1,790 | 1,261 | 1,801 | 1.01 | E |
| 3530 | 115050 | 115050 | State | 40 | 0.92 | SR 50 | CR 561 | EAST AVENUE | 4 | 4 | URBAN | DIVIDED | C4 | STATE | CITY OF CLERMONT | D | 37,905 | 42,300 | 1.12 | E | 1,880 | 1,646 | 1,953 | 1.04 | E | 5.00% | 37,905 | 53,987 | 1.42 | F | 1,880 | 2,101 | 2,493 | 1.33 | F |
| 3540 | 110390 | 110390 | State | 55 | 2.14 | SR 50 | US 27 | HANCOCK ROAD | 6 | 6 | URBAN | DIVIDED | C3C | STATE | UNINCORPORATED LAKE COUNTY | | | | | | | | | | | | | | | | | | | | |

Appendix D: Traffic Volumes

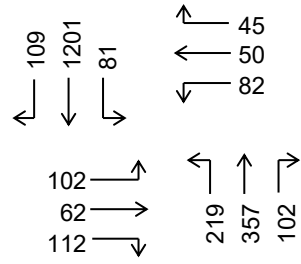
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 1: Hancock Rd & Education Ave



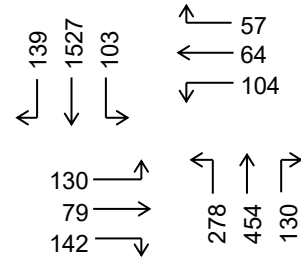
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



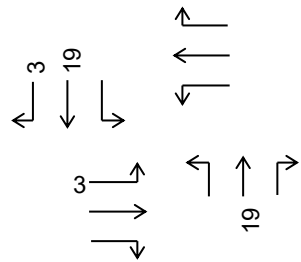
*SF applied = 1.00

2028 VOLUMES

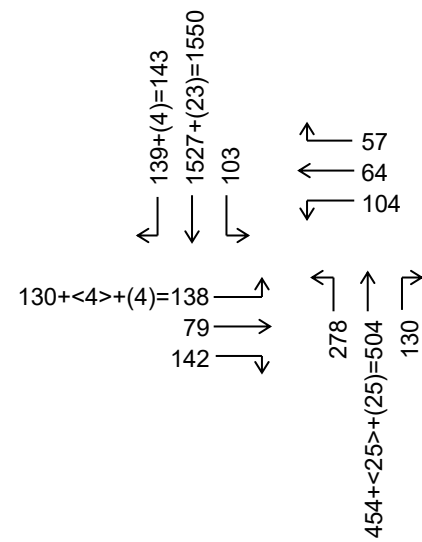


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



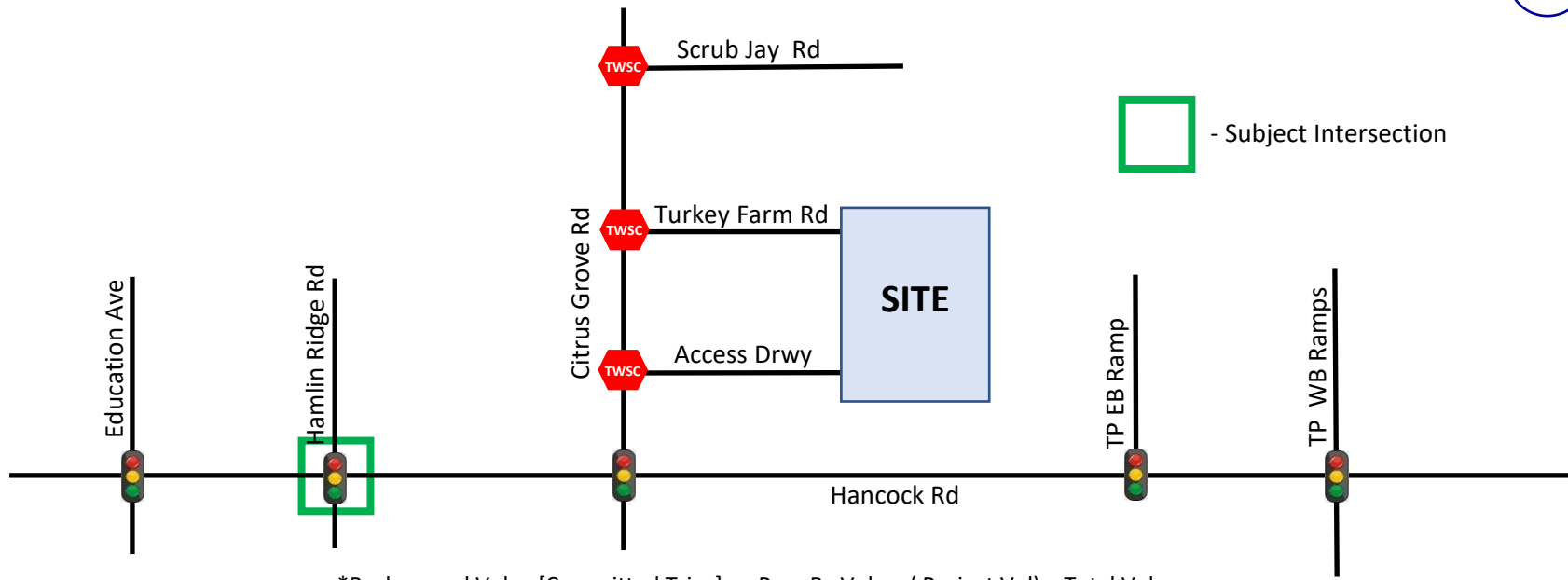
PROJECTED VOLUMES



Note: +/- errors due to rounding

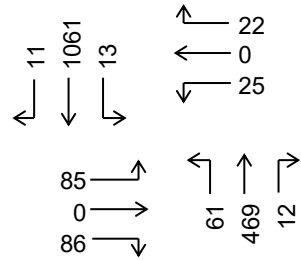
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 2: Hancock Rd & Hamlin Ridge Rd



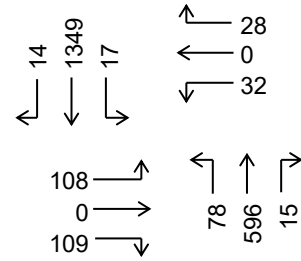
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



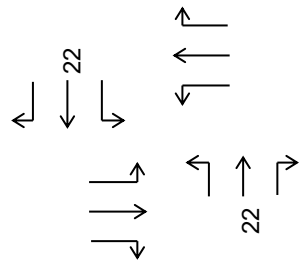
*SF applied = 1.00

2028 VOLUMES

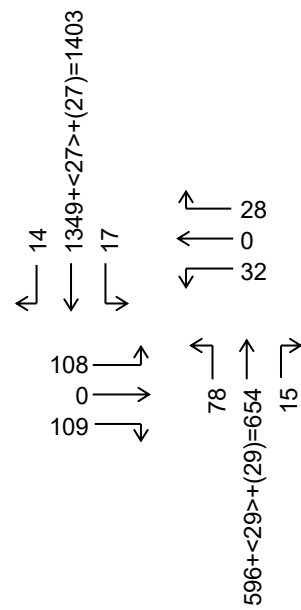


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



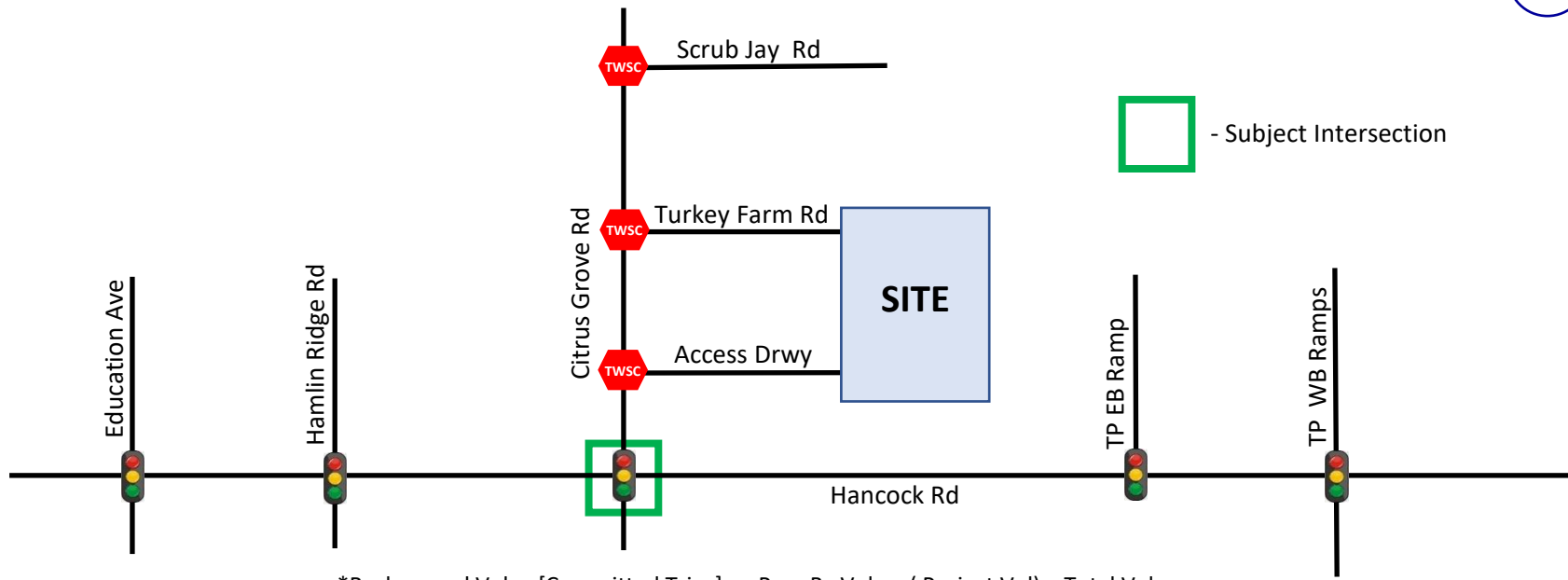
PROJECTED VOLUMES



Note: +/- errors due to rounding

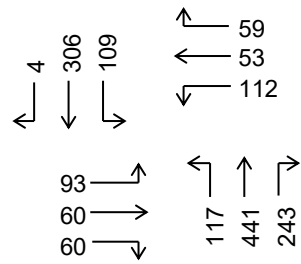
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 3: Hancock Rd & Citrus Cove Rd



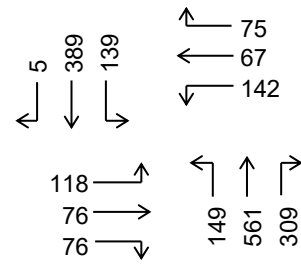
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



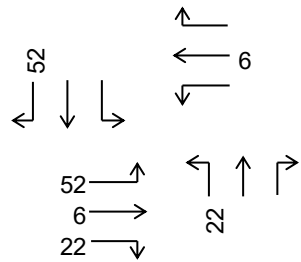
*SF applied = 1.00

2028 VOLUMES

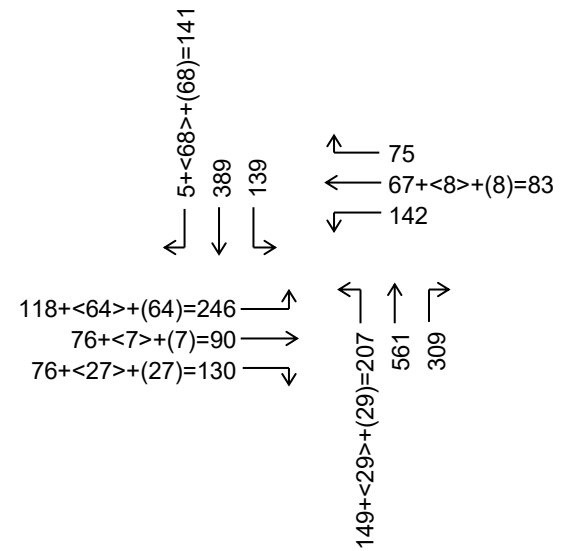


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



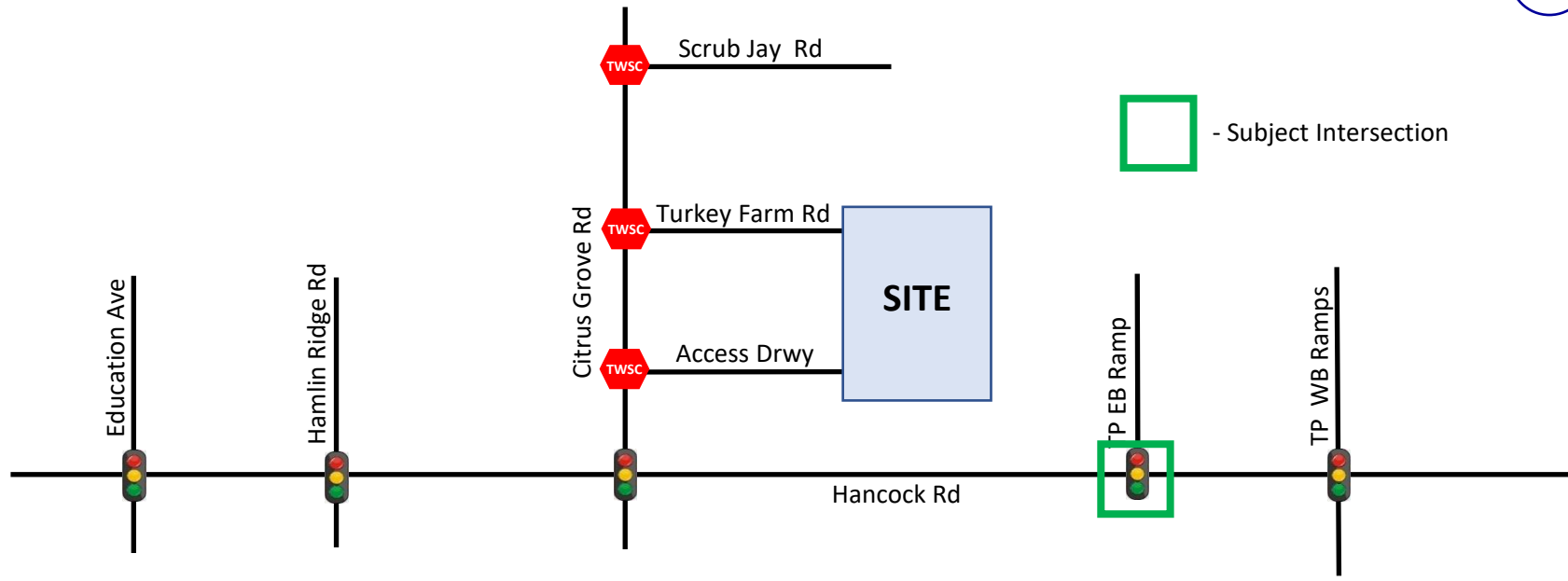
PROJECTED VOLUMES



Note: +/- errors due to rounding

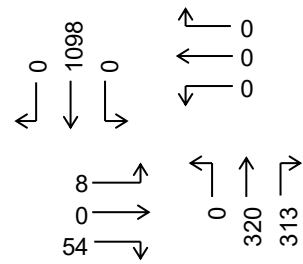
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 4: Hancock Rd & Florida Turnpike EB Ramp



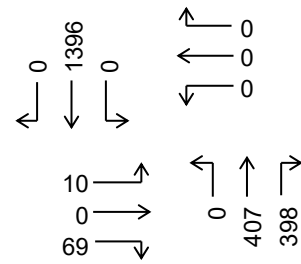
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



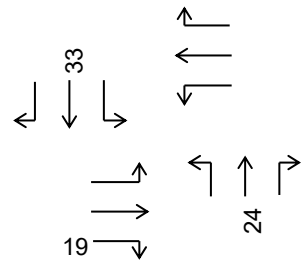
*SF applied = 1.00

2028 VOLUMES

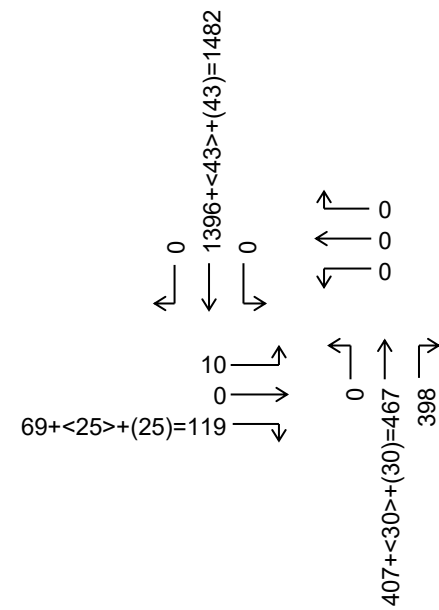


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



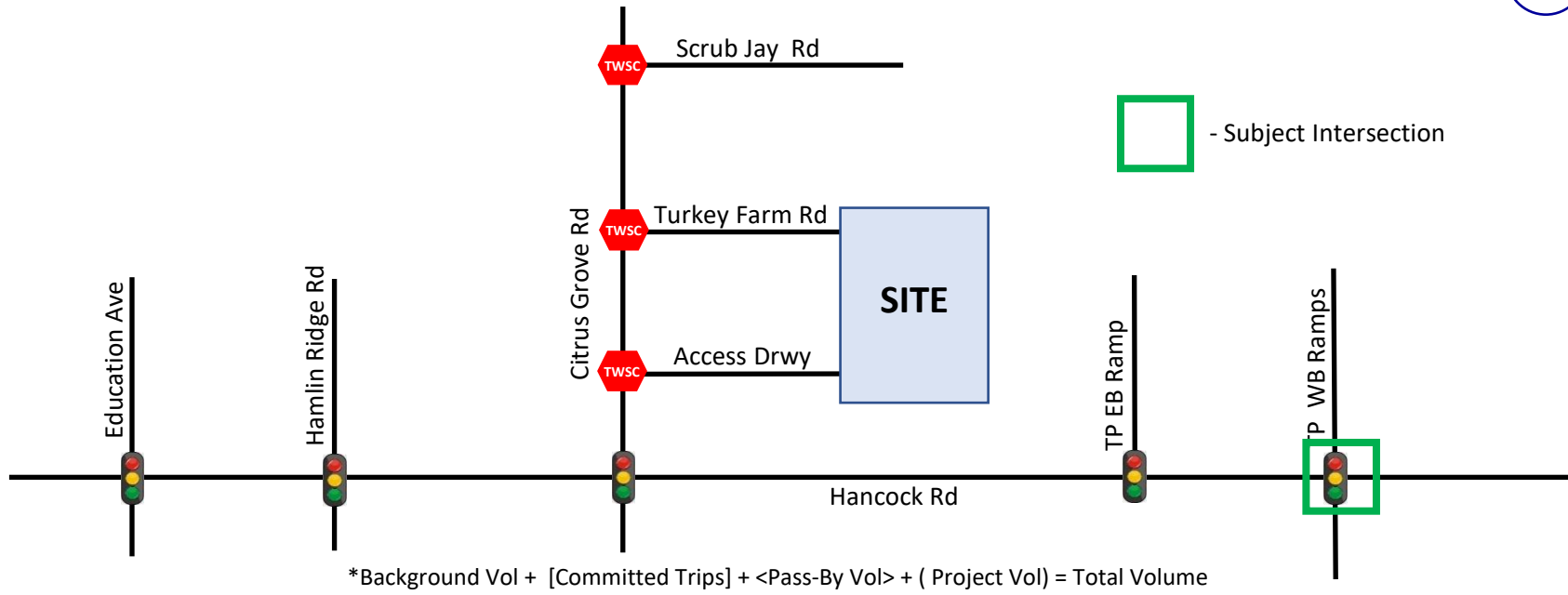
PROJECTED VOLUMES



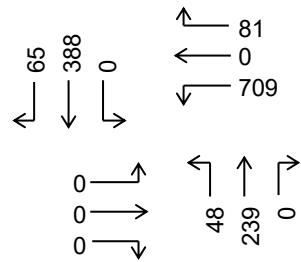
Note: +/- errors due to rounding

INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 5: Hancock Rd & Florida Turnpike WB Ramp

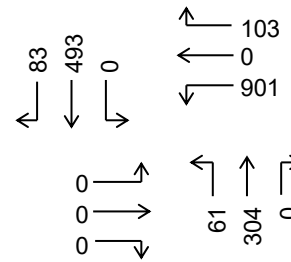


2026 VOLUMES



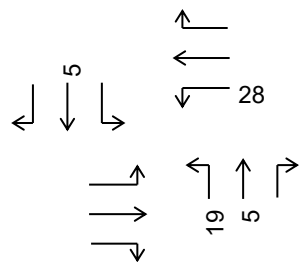
*SF applied = 1.00

2028 VOLUMES

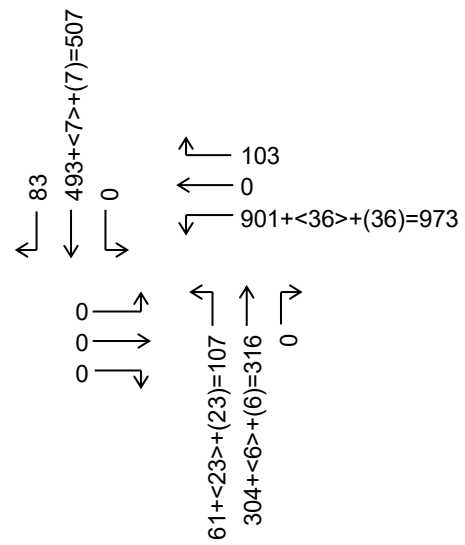


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



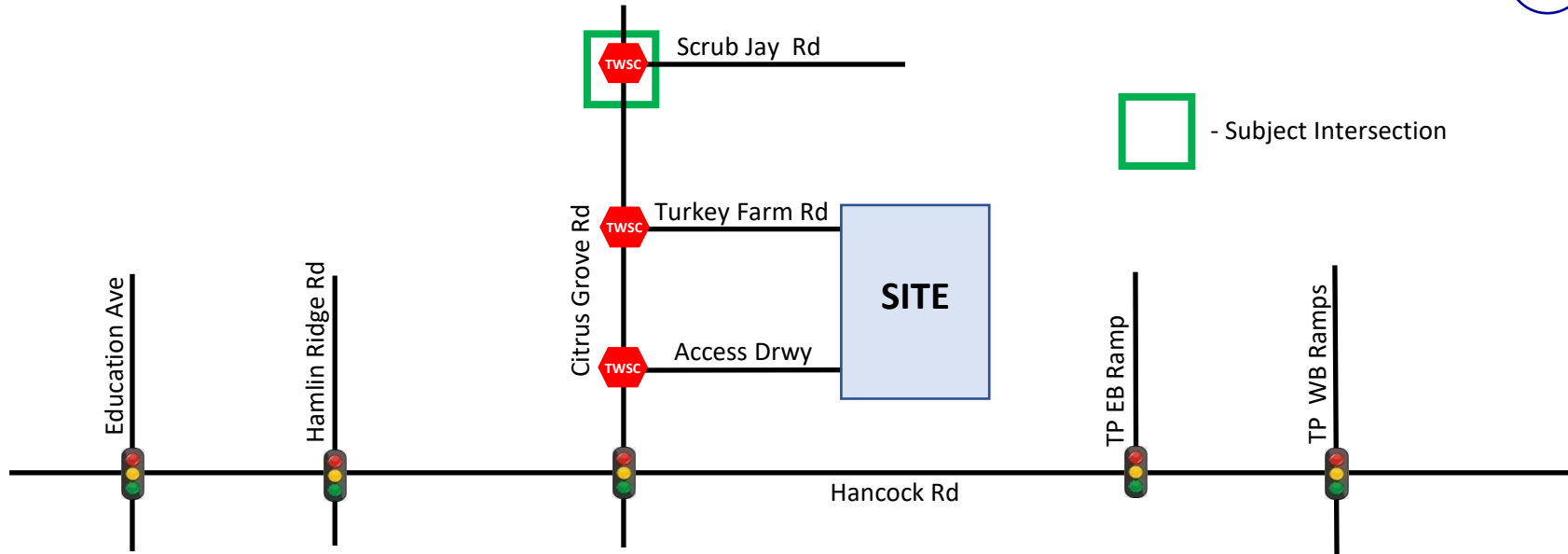
PROJECTED VOLUMES



Note: +/- errors due to rounding

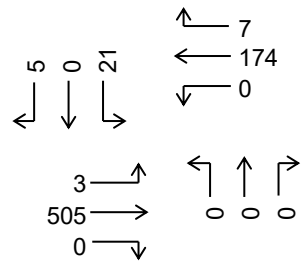
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 6: Citrus Grove Rd & Scrub Jay Ln



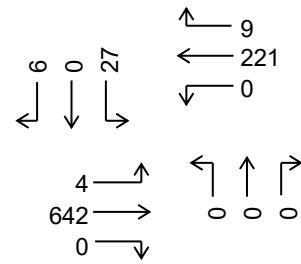
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



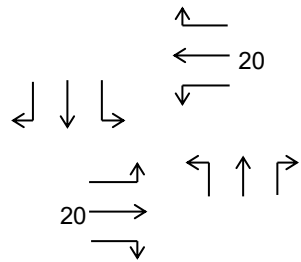
*SF applied = 1.00

2028 VOLUMES

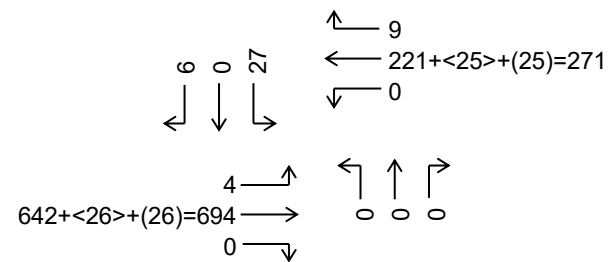


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



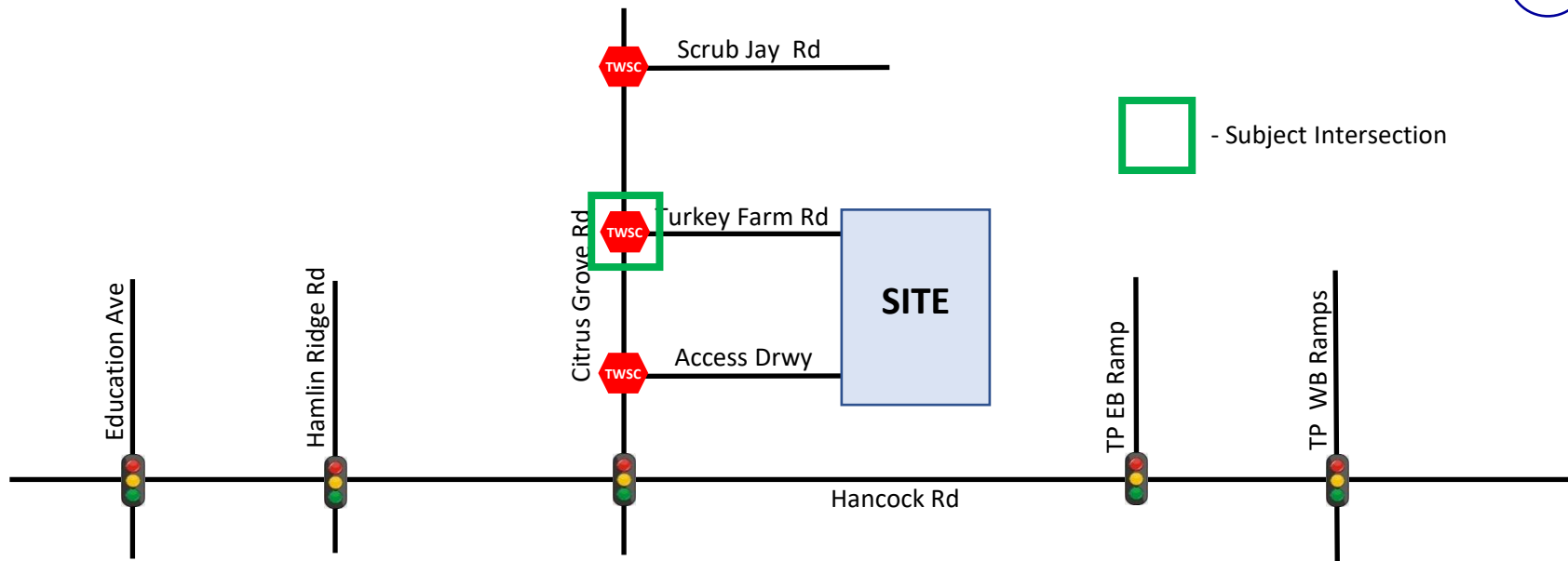
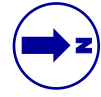
PROJECTED VOLUMES



Note: +/- errors due to rounding

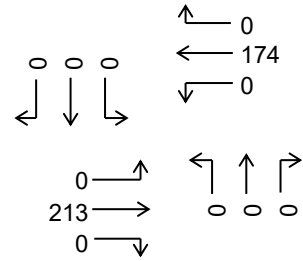
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 7: Citrus Grove Rd & Turkey Farm Rd



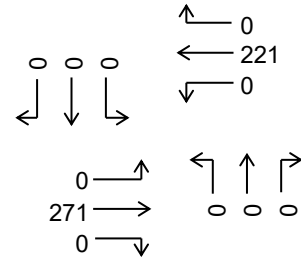
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



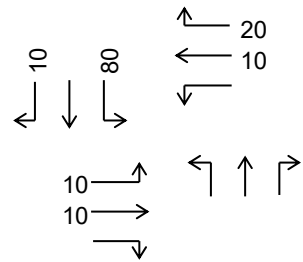
*SF applied = 1.00

2028 VOLUMES

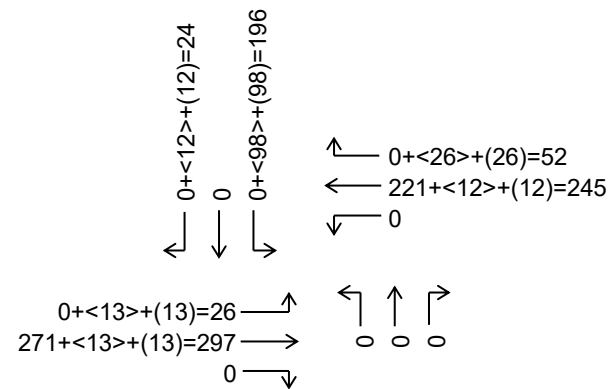


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



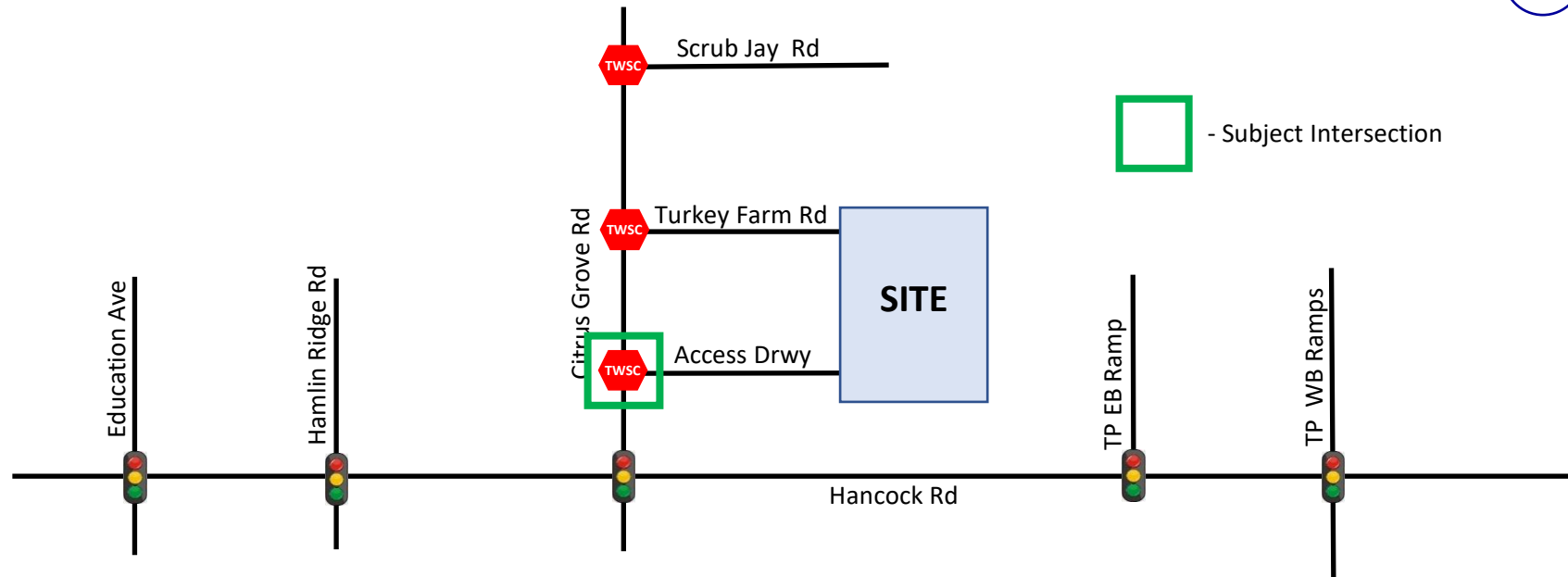
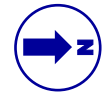
PROJECTED VOLUMES



Note: +/- errors due to rounding

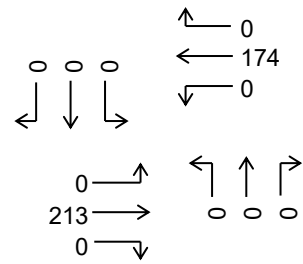
INTERSECTION TRAFFIC VOLUMES - AM PEAK HOUR

Intx 8: Citrus Grove Rd & Project Access



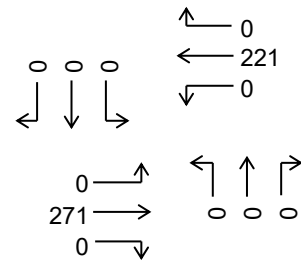
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



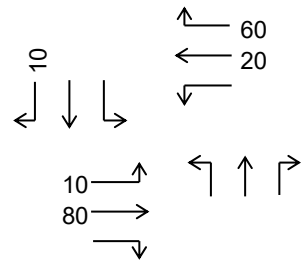
*SF applied = 1.00

2028 VOLUMES

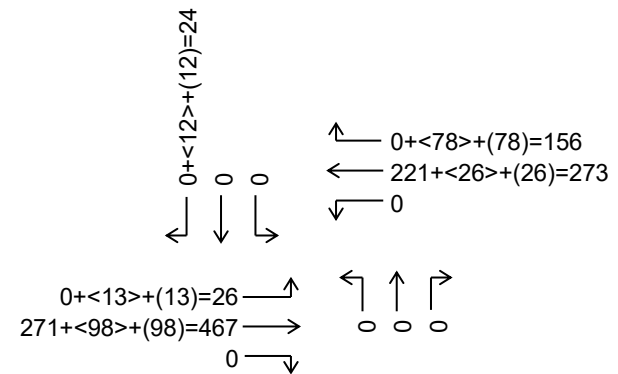


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



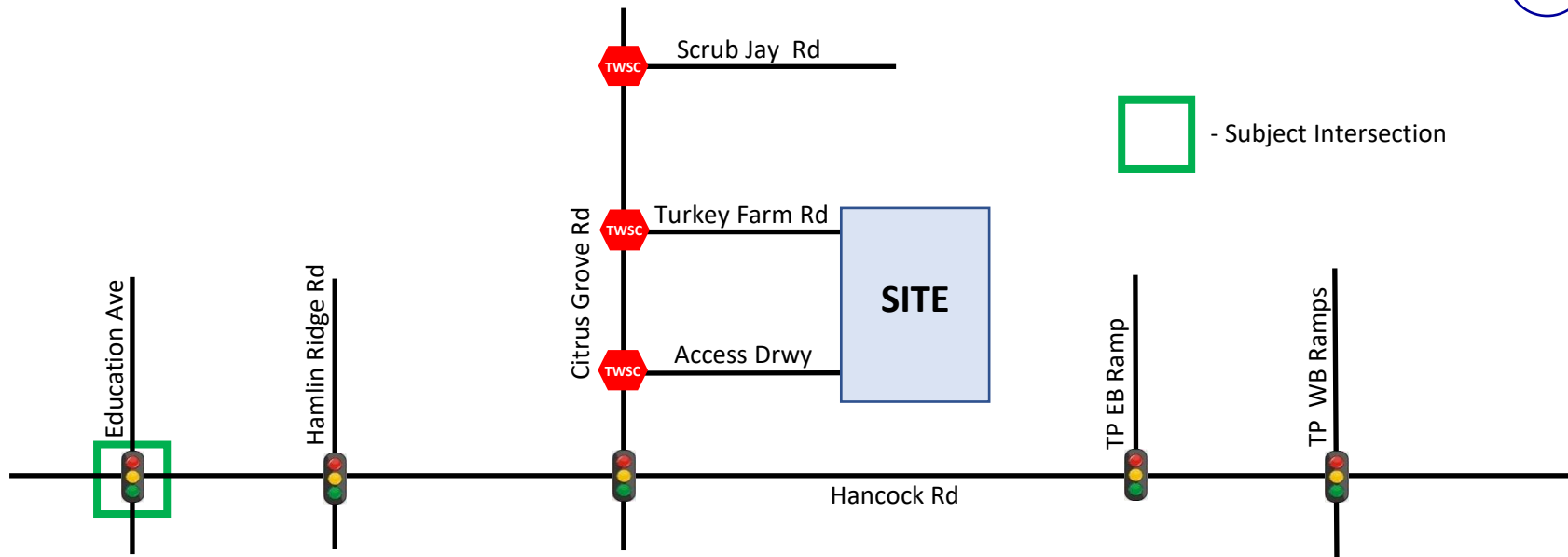
PROJECTED VOLUMES



Note: +/- errors due to rounding

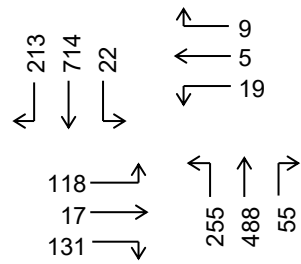
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 1: Hancock Rd & Education Ave



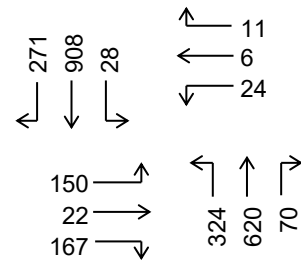
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



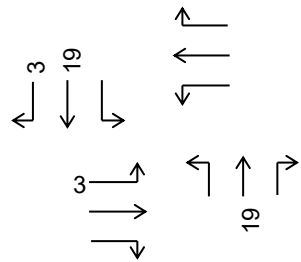
*SF applied = 1.00

2028 VOLUMES

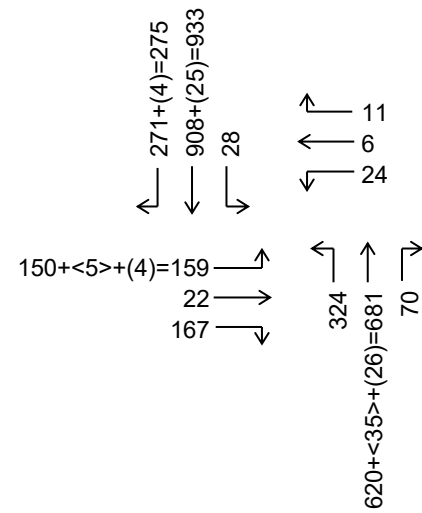


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



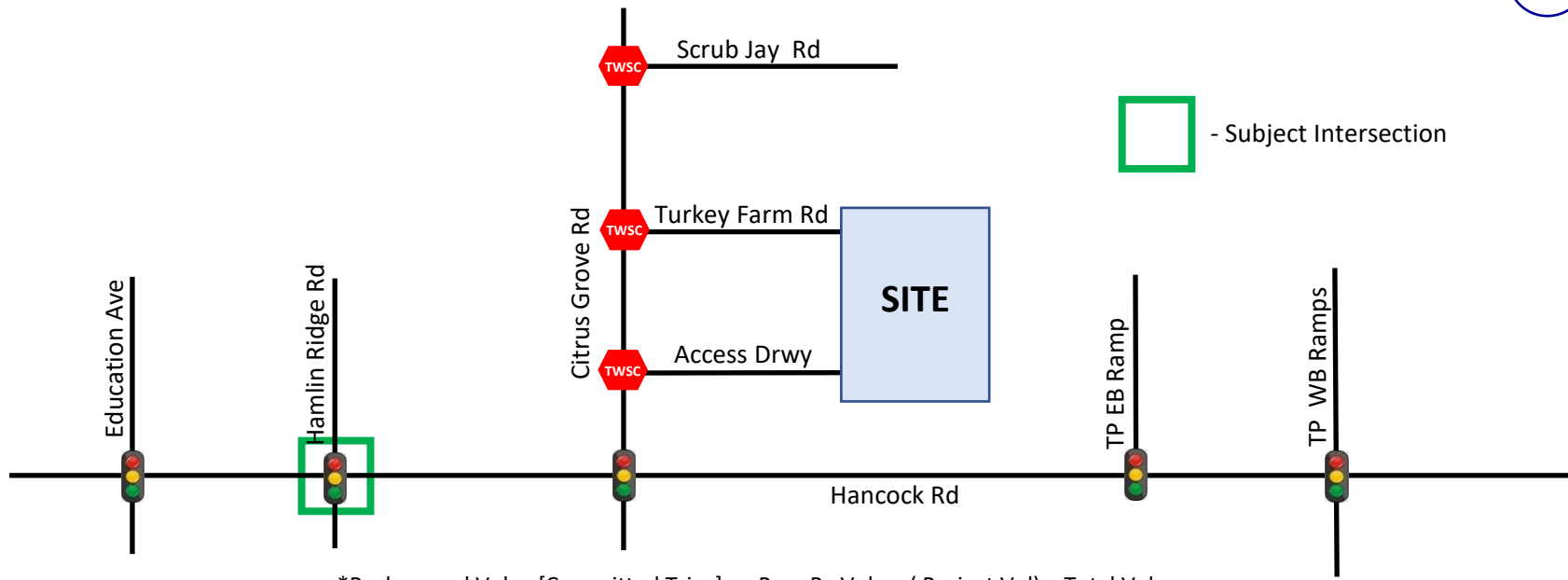
PROJECTED VOLUMES



Note: +/- errors due to rounding

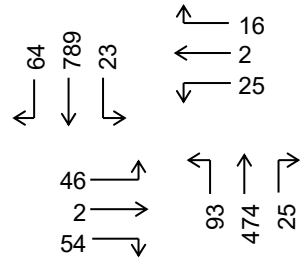
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 2: Hancock Rd & Hamlin Ridge Rd



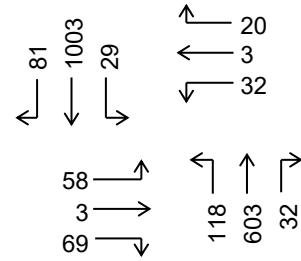
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



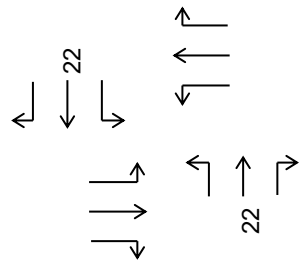
*SF applied = 1.00

2028 VOLUMES

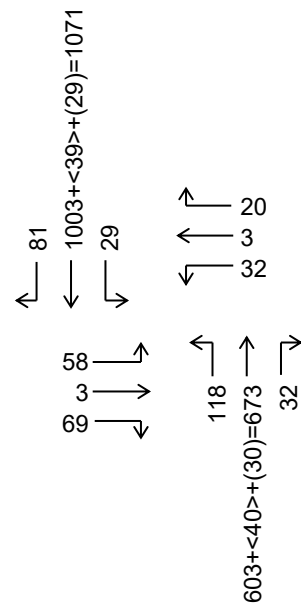


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



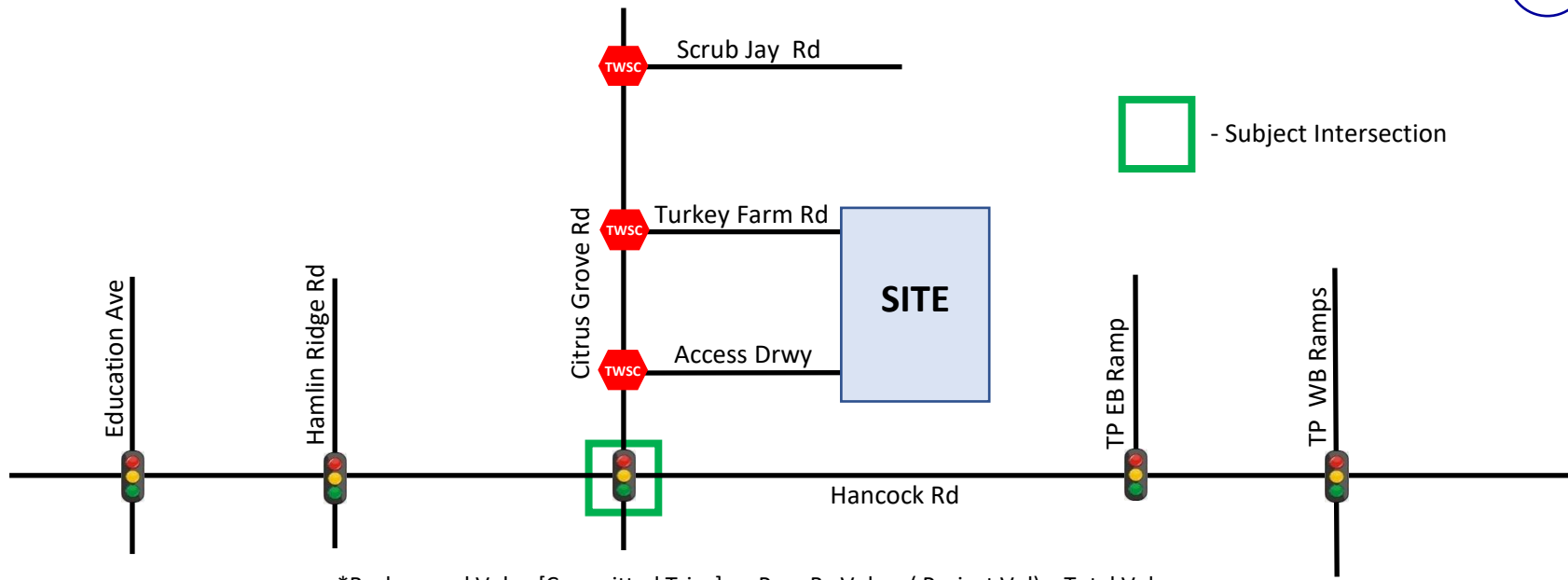
PROJECTED VOLUMES



Note: +/- errors due to rounding

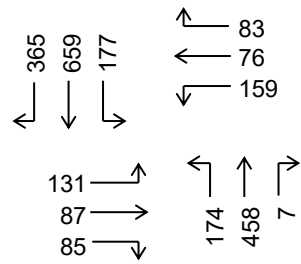
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 3: Hancock Rd & Citrus Cove Rd



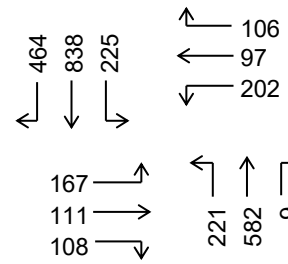
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



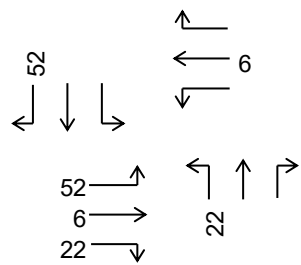
*SF applied = 1.00

2028 VOLUMES

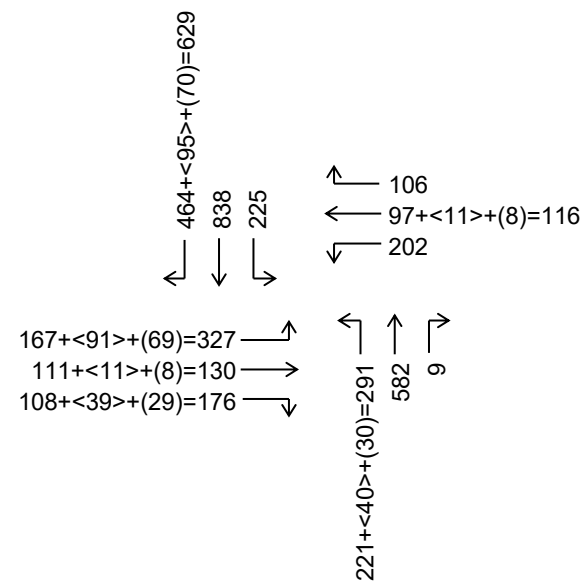


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



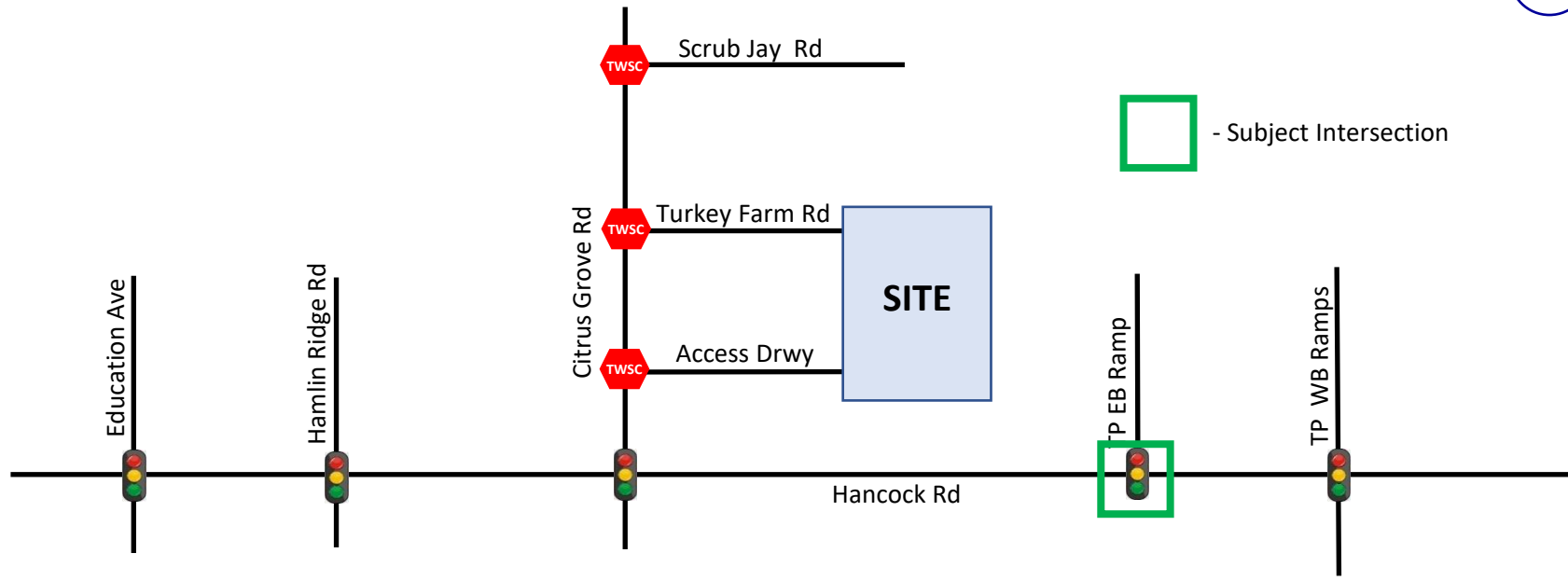
PROJECTED VOLUMES



Note: +/- errors due to rounding

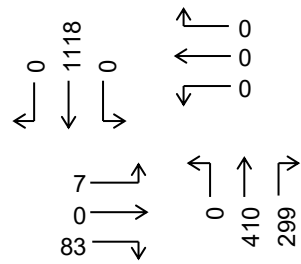
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 4: Hancock Rd & Florida Turnpike EB Ramp



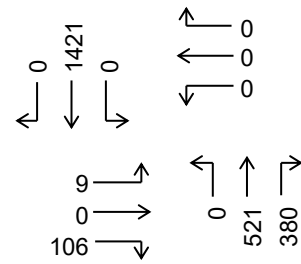
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



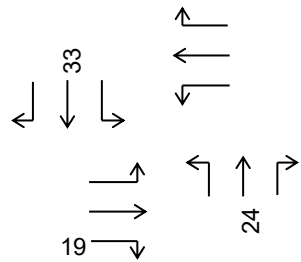
*SF applied = 1.00

2028 VOLUMES

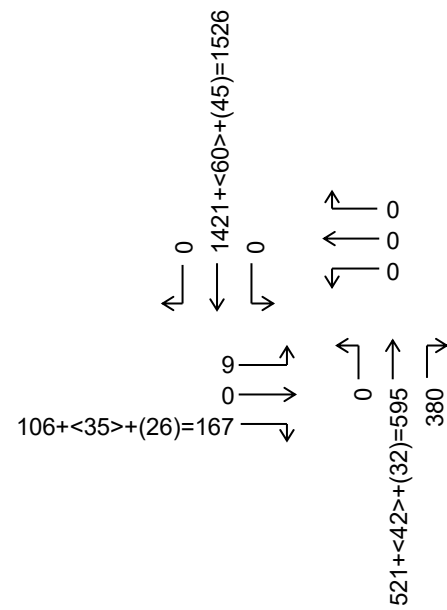


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



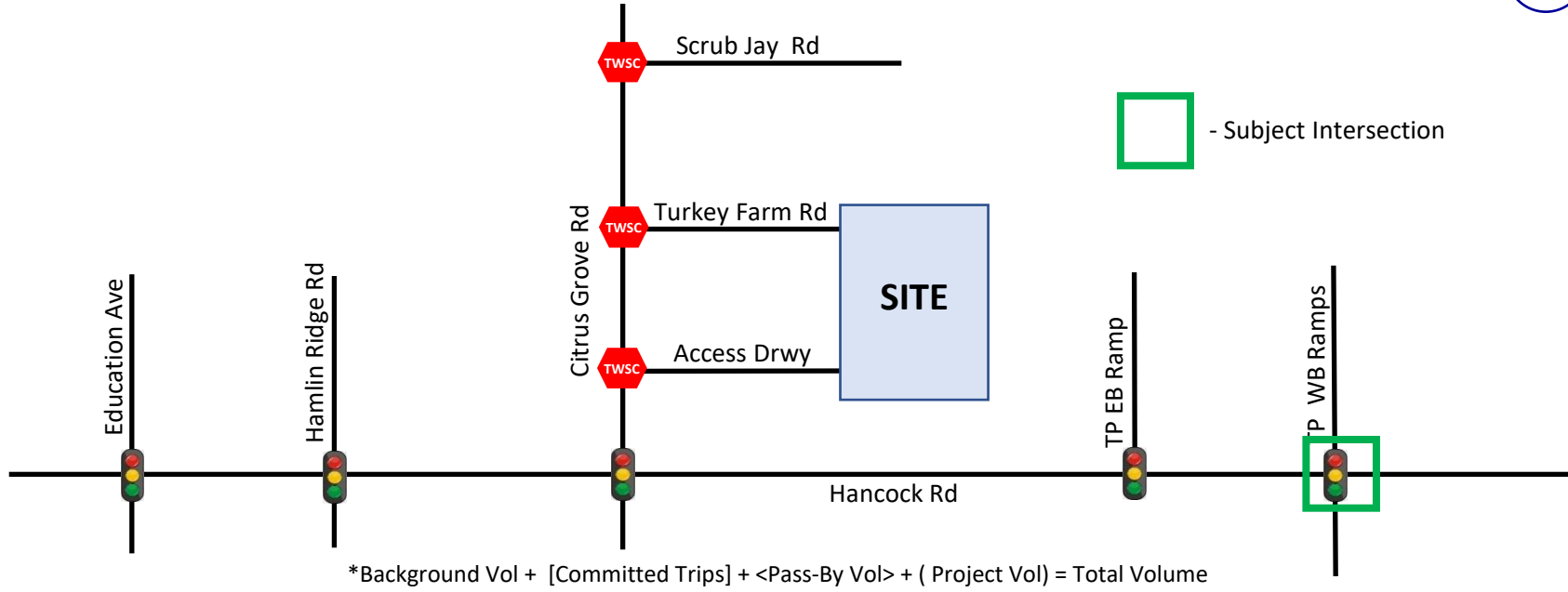
PROJECTED VOLUMES



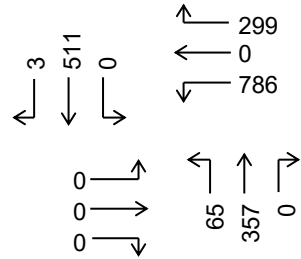
Note: +/- errors due to rounding

INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 5: Hancock Rd & Florida Turnpike WB Ramp

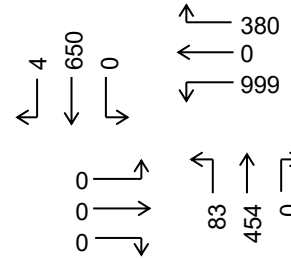


2026 VOLUMES



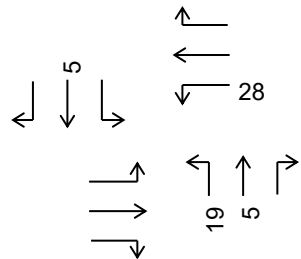
*SF applied = 1.00

2028 VOLUMES

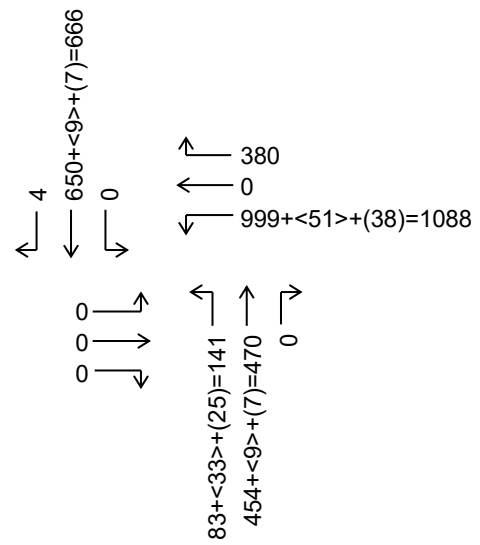


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



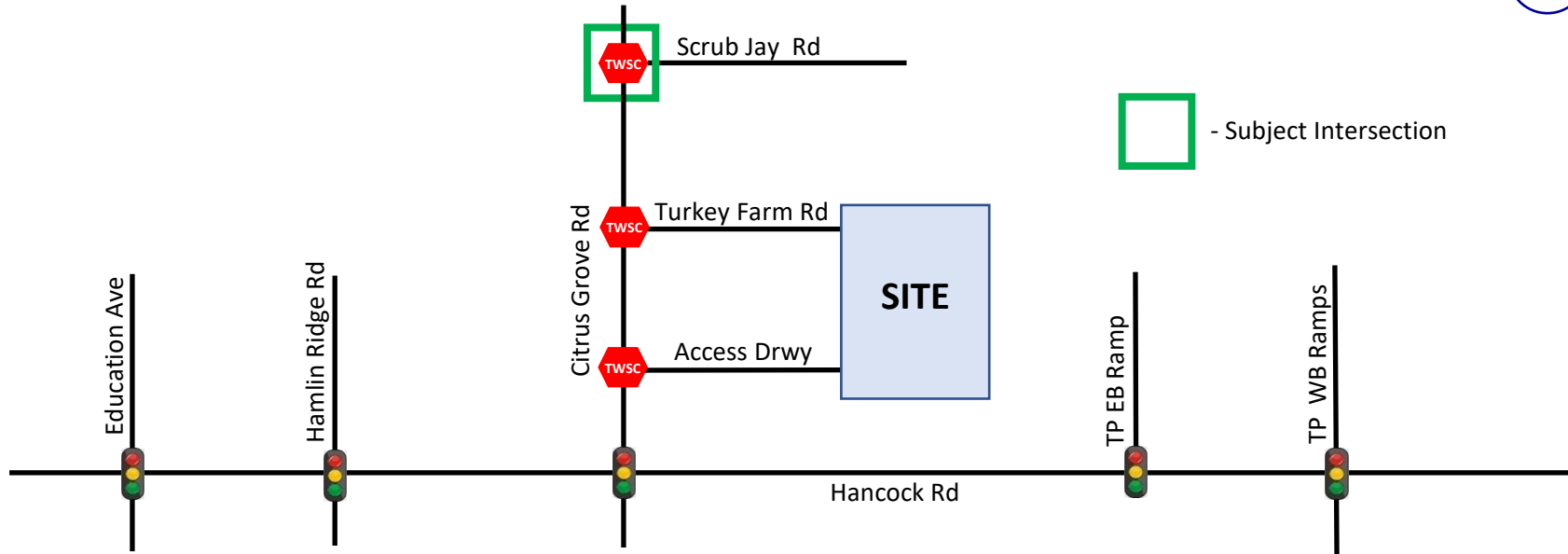
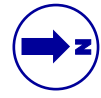
PROJECTED VOLUMES



Note: +/- errors due to rounding

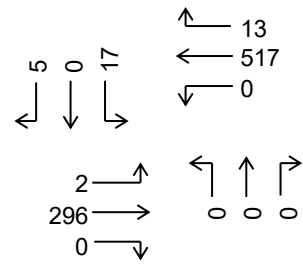
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 6: Citrus Grove Rd & Scrub Jay Ln



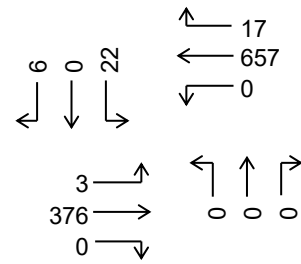
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



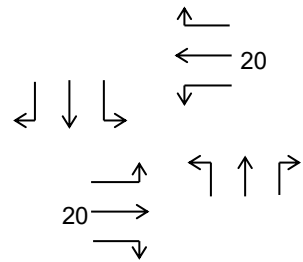
*SF applied = 1.00

2028 VOLUMES

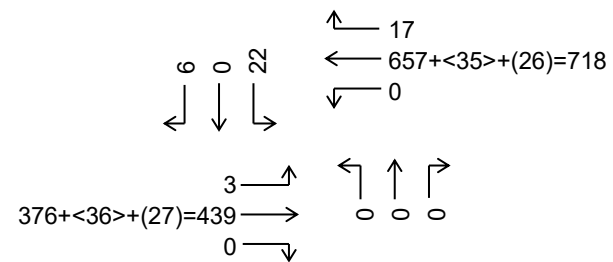


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



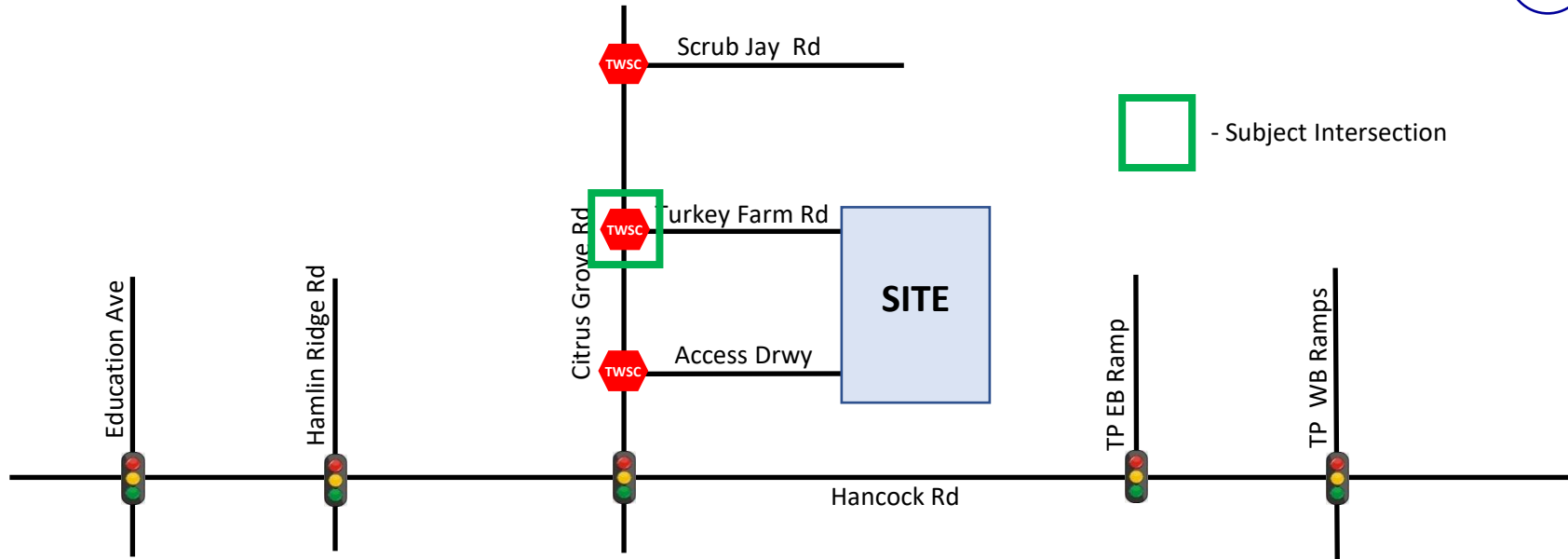
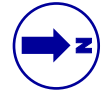
PROJECTED VOLUMES



Note: +/- errors due to rounding

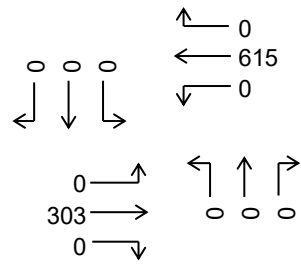
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 7: Citrus Grove Rd & Turkey Farm Rd



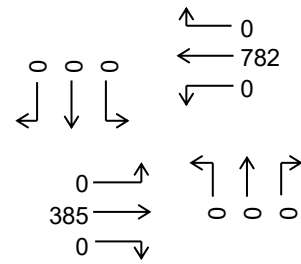
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



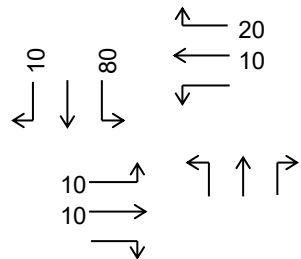
*SF applied = 1.00

2028 VOLUMES

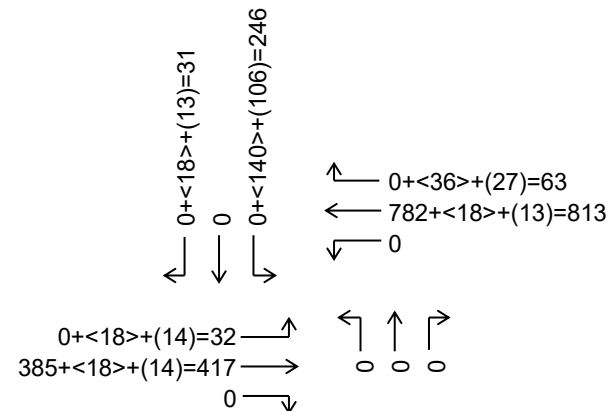


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



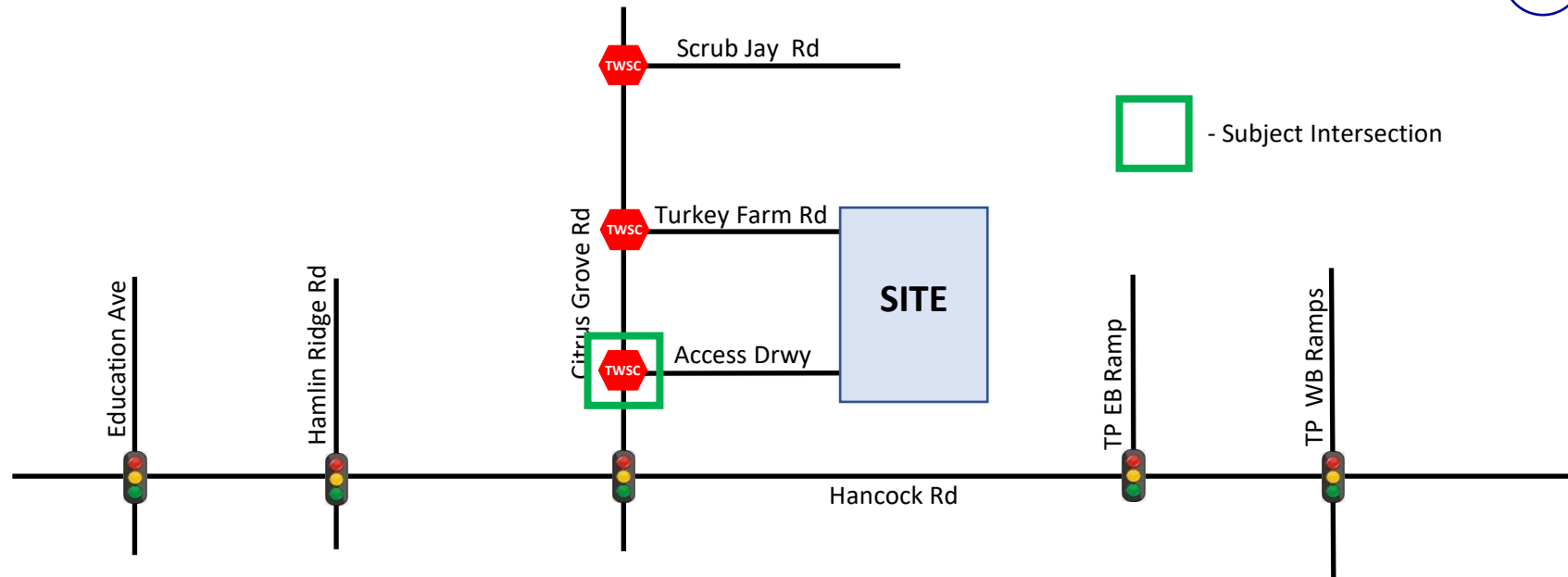
PROJECTED VOLUMES



Note: +/- errors due to rounding

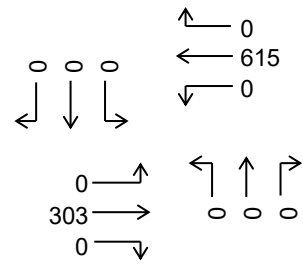
INTERSECTION TRAFFIC VOLUMES - PM PEAK HOUR

Intx 8: Citrus Grove Rd & Project Access



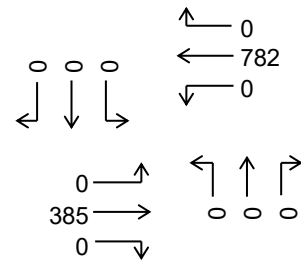
*Background Vol + [Committed Trips] + <Pass-By Vol> + (Project Vol) = Total Volume

2026 VOLUMES



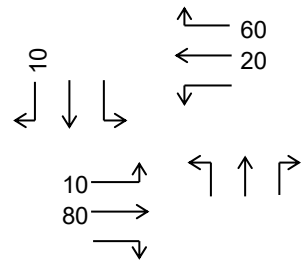
*SF applied = 1.00

2028 VOLUMES

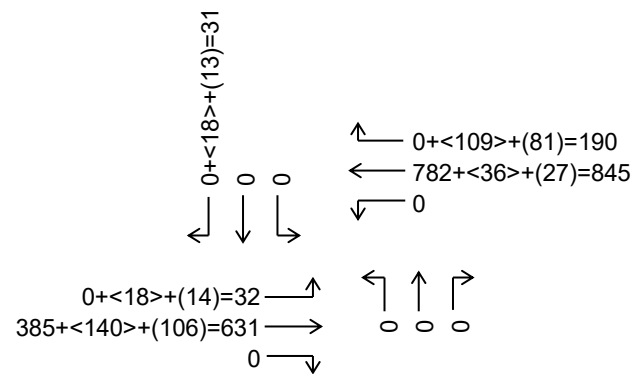


*Growth rate applied = 1.27

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 26, 2026 (Thursday)

CITY: Minneapolis

LATITUDE: 0

LOCATION: Hancock Rd & Education Ave

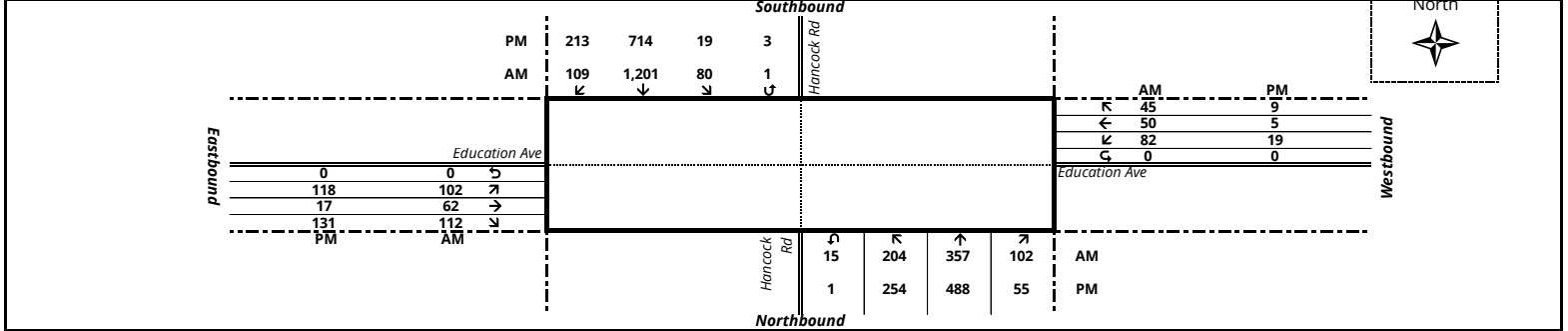
COUNTY: Lake County

LONGITUDE: 0

| TIME BEGIN | Hancock Rd | | | | | Hancock Rd | | | | | N/S | Education Ave | | | | | Education Ave | | | | | E/W | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|-----|--------|-------|-------|---------------|-----|-----|--------|-------|---------------|----|----|--------|-------|-----|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 17 | 73 | 69 | 0 | 159 | 44 | 279 | 18 | 0 | 341 | 500 | 15 | 64 | 11 | 0 | 90 | 45 | 45 | 36 | 0 | 126 | 216 | 716 |
| 07:15 AM | 21 | 82 | 66 | 0 | 169 | 55 | 204 | 11 | 0 | 270 | 439 | 25 | 51 | 11 | 0 | 87 | 54 | 39 | 27 | 0 | 120 | 207 | 646 |
| 07:30 AM | 34 | 87 | 17 | 6 | 144 | 11 | 275 | 25 | 0 | 311 | 455 | 28 | 5 | 13 | 0 | 46 | 27 | 11 | 16 | 0 | 54 | 100 | 555 |
| 07:45 AM | 75 | 81 | 10 | 8 | 174 | 6 | 300 | 50 | 0 | 356 | 530 | 17 | 4 | 30 | 0 | 51 | 1 | 0 | 1 | 0 | 2 | 53 | 583 |
| TOTAL | 147 | 323 | 162 | 14 | 646 | 116 | 1,058 | 104 | 0 | 1,278 | 1,924 | 85 | 124 | 65 | 0 | 274 | 127 | 95 | 80 | 0 | 302 | 576 | 2,500 |
| 08:00 AM | 74 | 107 | 9 | 1 | 191 | 8 | 422 | 23 | 1 | 454 | 645 | 32 | 2 | 58 | 0 | 92 | 0 | 0 | 1 | 0 | 1 | 93 | 738 |
| 08:15 AM | 48 | 97 | 8 | 2 | 155 | 0 | 357 | 28 | 0 | 385 | 540 | 25 | 1 | 53 | 0 | 79 | 1 | 0 | 2 | 0 | 3 | 82 | 622 |
| 08:30 AM | 14 | 102 | 6 | 5 | 127 | 4 | 300 | 8 | 1 | 313 | 440 | 27 | 0 | 60 | 0 | 87 | 0 | 0 | 2 | 0 | 2 | 89 | 529 |
| 08:45 AM | 47 | 69 | 8 | 4 | 128 | 6 | 311 | 16 | 0 | 333 | 461 | 29 | 8 | 31 | 1 | 69 | 2 | 1 | 3 | 0 | 6 | 75 | 536 |
| TOTAL | 183 | 375 | 31 | 12 | 601 | 18 | 1,390 | 75 | 2 | 1,485 | 2,086 | 113 | 11 | 202 | 1 | 327 | 3 | 1 | 8 | 0 | 12 | 339 | 2,425 |
| 04:00 PM | 26 | 112 | 3 | 6 | 147 | 4 | 138 | 22 | 2 | 166 | 313 | 28 | 4 | 35 | 0 | 67 | 8 | 3 | 3 | 0 | 14 | 81 | 394 |
| 04:15 PM | 55 | 96 | 5 | 0 | 156 | 3 | 148 | 49 | 0 | 200 | 356 | 25 | 2 | 26 | 0 | 53 | 10 | 1 | 0 | 0 | 11 | 64 | 420 |
| 04:30 PM | 39 | 114 | 6 | 2 | 161 | 4 | 168 | 30 | 2 | 204 | 365 | 23 | 1 | 36 | 0 | 60 | 10 | 2 | 5 | 0 | 17 | 77 | 442 |
| 04:45 PM | 45 | 142 | 13 | 0 | 200 | 4 | 168 | 36 | 0 | 208 | 408 | 29 | 9 | 27 | 0 | 65 | 5 | 4 | 3 | 0 | 12 | 77 | 485 |
| TOTAL | 165 | 464 | 27 | 8 | 664 | 15 | 622 | 137 | 4 | 778 | 1,442 | 105 | 16 | 124 | 0 | 245 | 33 | 10 | 11 | 0 | 54 | 299 | 1,741 |
| 05:00 PM | 54 | 136 | 3 | 0 | 193 | 4 | 159 | 37 | 1 | 201 | 394 | 25 | 0 | 31 | 0 | 56 | 8 | 2 | 3 | 0 | 13 | 69 | 463 |
| 05:15 PM | 65 | 129 | 10 | 0 | 204 | 3 | 179 | 49 | 2 | 233 | 437 | 29 | 5 | 29 | 0 | 63 | 6 | 2 | 3 | 0 | 11 | 74 | 511 |
| 05:30 PM | 61 | 140 | 10 | 0 | 211 | 2 | 168 | 76 | 0 | 246 | 457 | 32 | 2 | 28 | 0 | 62 | 4 | 0 | 2 | 0 | 6 | 68 | 525 |
| 05:45 PM | 74 | 83 | 32 | 1 | 190 | 10 | 208 | 51 | 0 | 269 | 459 | 32 | 10 | 43 | 0 | 85 | 1 | 1 | 1 | 0 | 3 | 88 | 547 |
| TOTAL | 254 | 488 | 55 | 1 | 798 | 19 | 714 | 213 | 3 | 949 | 1,747 | 118 | 17 | 131 | 0 | 266 | 19 | 5 | 9 | 0 | 33 | 299 | 2,046 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----|-----|-----|----|-----|----|-------|-----|---|-------|-------|-----|----|-----|---|-----|----|----|----|---|-----|-----|-------|-------------------------|
| AM Peak
07:15 AM to 08:15 AM | 204 | 357 | 102 | 15 | 678 | 80 | 1,201 | 109 | 1 | 1,391 | 2,069 | 102 | 62 | 112 | 0 | 276 | 82 | 50 | 45 | 0 | 177 | 453 | 2,522 | Peak Hour Factor: 0.854 |
|--|-----|-----|-----|----|-----|----|-------|-----|---|-------|-------|-----|----|-----|---|-----|----|----|----|---|-----|-----|-------|-------------------------|

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----|-----|----|---|-----|----|-----|-----|---|-----|-------|-----|----|-----|---|-----|----|---|---|---|----|-----|-------|-------------------------|
| PM Peak
05:00 PM to 06:00 PM | 254 | 488 | 55 | 1 | 798 | 19 | 714 | 213 | 3 | 949 | 1,747 | 118 | 17 | 131 | 0 | 266 | 19 | 5 | 9 | 0 | 33 | 299 | 2,046 | Peak Hour Factor: 0.935 |
|--|-----|-----|----|---|-----|----|-----|-----|---|-----|-------|-----|----|-----|---|-----|----|---|---|---|----|-----|-------|-------------------------|



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 26, 2026 (Thursday)

CITY: Minneola

LATITUDE: 0

LOCATION: Hancock Rd & Jorhagen Dr/Hamlin Ridge Rd

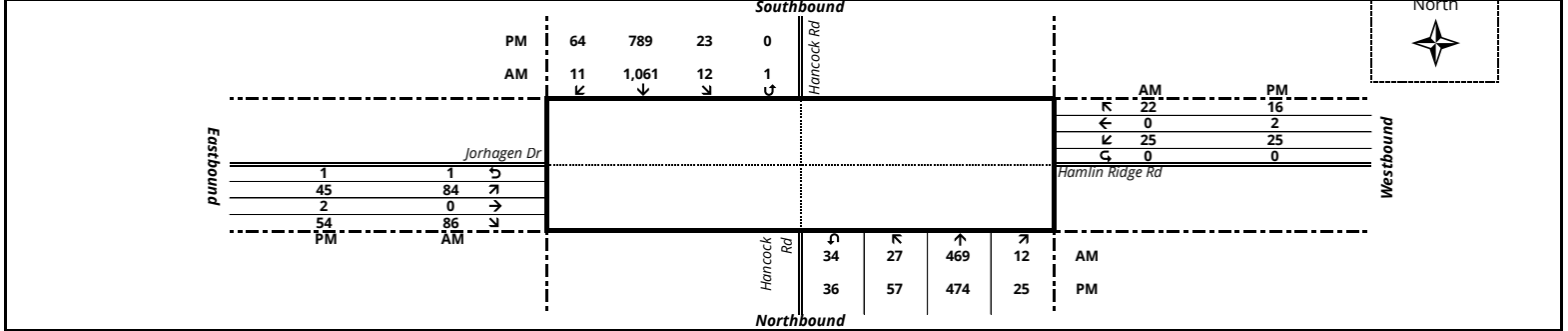
COUNTY: Lake County

LONGITUDE: 0

| TIME BEGIN | Hancock Rd | | | | | Hancock Rd | | | | | N/S TOTAL | Jorhagen Dr | | | | | Hamlin Ridge Rd | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|----|--------|-------|------------|-------|----|--------|-------|-----------|-------------|---|----|--------|-------|-----------------|---|----|--------|-------|-----------|-------------|
| | NORTHBOUND | | | | | SOUTHBOUND | | | | | | EASTBOUND | | | | | WESTBOUND | | | | | | |
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 9 | 120 | 5 | 5 | 139 | 4 | 289 | 3 | 0 | 296 | 435 | 26 | 0 | 25 | 0 | 51 | 6 | 0 | 4 | 0 | 10 | 61 | 496 |
| 07:15 AM | 9 | 133 | 2 | 9 | 153 | 3 | 236 | 1 | 0 | 240 | 393 | 25 | 0 | 15 | 0 | 40 | 8 | 0 | 8 | 0 | 16 | 56 | 449 |
| 07:30 AM | 9 | 120 | 4 | 9 | 142 | 2 | 272 | 1 | 1 | 276 | 418 | 14 | 0 | 22 | 1 | 37 | 2 | 0 | 6 | 0 | 8 | 45 | 463 |
| 07:45 AM | 0 | 96 | 1 | 11 | 108 | 3 | 264 | 6 | 0 | 273 | 381 | 19 | 0 | 24 | 0 | 43 | 9 | 0 | 4 | 0 | 13 | 56 | 437 |
| TOTAL | 27 | 469 | 12 | 34 | 542 | 12 | 1,061 | 11 | 1 | 1,085 | 1,627 | 84 | 0 | 86 | 1 | 171 | 25 | 0 | 22 | 0 | 47 | 218 | 1,845 |
| 08:00 AM | 8 | 123 | 4 | 11 | 146 | 5 | 275 | 5 | 0 | 285 | 431 | 16 | 0 | 18 | 0 | 34 | 11 | 1 | 2 | 0 | 14 | 48 | 479 |
| 08:15 AM | 9 | 93 | 3 | 8 | 113 | 5 | 300 | 2 | 0 | 307 | 420 | 16 | 1 | 14 | 0 | 31 | 8 | 0 | 4 | 0 | 12 | 43 | 463 |
| 08:30 AM | 8 | 119 | 1 | 4 | 132 | 4 | 225 | 1 | 0 | 230 | 362 | 14 | 1 | 17 | 0 | 32 | 3 | 1 | 5 | 0 | 9 | 41 | 403 |
| 08:45 AM | 8 | 78 | 2 | 3 | 91 | 3 | 257 | 6 | 0 | 266 | 357 | 8 | 0 | 15 | 0 | 23 | 5 | 1 | 3 | 0 | 9 | 32 | 389 |
| TOTAL | 33 | 413 | 10 | 26 | 482 | 17 | 1,057 | 14 | 0 | 1,088 | 1,570 | 54 | 2 | 64 | 0 | 120 | 27 | 3 | 14 | 0 | 44 | 164 | 1,734 |
| 04:00 PM | 11 | 107 | 6 | 5 | 129 | 4 | 146 | 23 | 0 | 173 | 302 | 8 | 1 | 13 | 0 | 22 | 5 | 0 | 0 | 0 | 5 | 27 | 329 |
| 04:15 PM | 21 | 80 | 4 | 3 | 108 | 8 | 199 | 26 | 0 | 233 | 341 | 6 | 0 | 11 | 1 | 18 | 2 | 1 | 1 | 0 | 4 | 22 | 363 |
| 04:30 PM | 18 | 94 | 8 | 4 | 124 | 5 | 175 | 27 | 0 | 207 | 331 | 10 | 0 | 10 | 0 | 20 | 9 | 1 | 5 | 0 | 15 | 35 | 366 |
| 04:45 PM | 17 | 126 | 5 | 9 | 157 | 4 | 197 | 17 | 0 | 218 | 375 | 5 | 1 | 16 | 0 | 22 | 5 | 0 | 4 | 0 | 9 | 31 | 406 |
| TOTAL | 67 | 407 | 23 | 21 | 518 | 21 | 717 | 93 | 0 | 831 | 1,349 | 29 | 2 | 50 | 1 | 82 | 21 | 2 | 10 | 0 | 33 | 115 | 1,464 |
| 05:00 PM | 16 | 118 | 5 | 13 | 152 | 5 | 152 | 16 | 0 | 173 | 325 | 12 | 0 | 15 | 0 | 27 | 8 | 0 | 3 | 0 | 11 | 38 | 363 |
| 05:15 PM | 15 | 104 | 5 | 10 | 134 | 8 | 206 | 18 | 0 | 232 | 366 | 12 | 0 | 9 | 0 | 21 | 2 | 1 | 6 | 0 | 9 | 30 | 396 |
| 05:30 PM | 9 | 126 | 10 | 4 | 149 | 6 | 234 | 13 | 0 | 253 | 402 | 16 | 1 | 14 | 1 | 32 | 10 | 1 | 3 | 0 | 14 | 46 | 448 |
| 05:45 PM | 17 | 56 | 9 | 4 | 86 | 5 | 253 | 23 | 0 | 281 | 367 | 11 | 0 | 14 | 0 | 25 | 5 | 0 | 6 | 0 | 11 | 36 | 403 |
| TOTAL | 57 | 404 | 29 | 31 | 521 | 24 | 845 | 70 | 0 | 939 | 1,460 | 51 | 1 | 52 | 1 | 105 | 25 | 2 | 18 | 0 | 45 | 150 | 1,610 |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|-----|----|----|-----|----|-------|----|---|-------|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|
| AM Peak
07:00 AM to 08:00 AM | 27 | 469 | 12 | 34 | 542 | 12 | 1,061 | 11 | 1 | 1,085 | 1,627 | 84 | 0 | 86 | 1 | 171 | 25 | 0 | 22 | 0 | 47 | 218 | 1,845 | Peak Hour Factor: 0.930 |
|--|----|-----|----|----|-----|----|-------|----|---|-------|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|

| | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----|-----|----|----|-----|----|-----|----|---|-----|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|
| PM Peak
04:45 PM to 05:45 PM | 57 | 474 | 25 | 36 | 592 | 23 | 789 | 64 | 0 | 876 | 1,468 | 45 | 2 | 54 | 1 | 102 | 25 | 2 | 16 | 0 | 43 | 145 | 1,613 | Peak Hour Factor: 0.900 |
|--|----|-----|----|----|-----|----|-----|----|---|-----|-------|----|---|----|---|-----|----|---|----|---|----|-----|-------|-------------------------|



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: Hancock Road and Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0 _____

Hancock Road

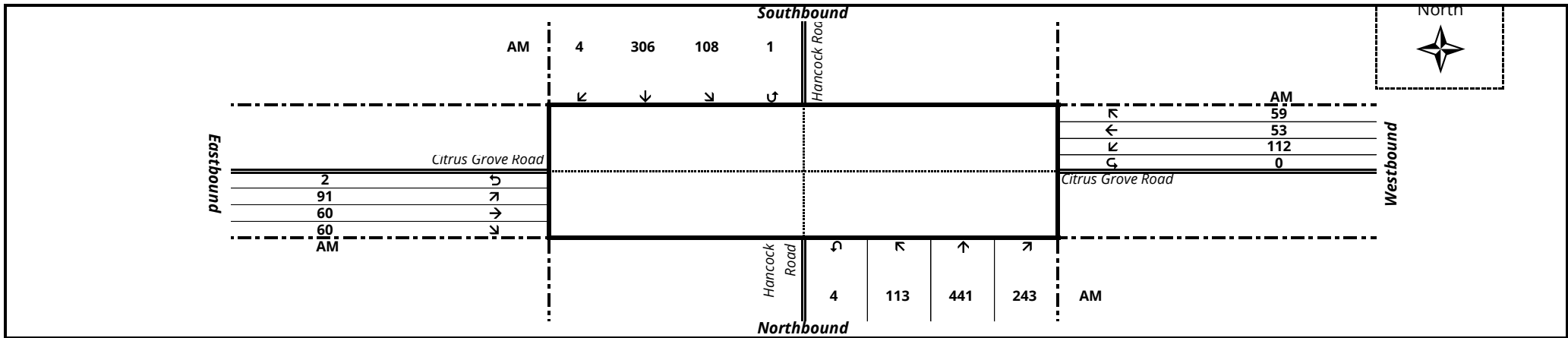
Hancock Road

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-----|---|--------|-------|-----------|-----------|----|----|--------|-------|-----------|----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 25 | 83 | 61 | 0 | 169 | 27 | 75 | 3 | 0 | 105 | 274 | 24 | 14 | 17 | 1 | 56 | 27 | 11 | 10 | 0 | 48 | 104 | 378 |
| 07:15 AM | 21 | 67 | 60 | 1 | 149 | 27 | 62 | 1 | 0 | 90 | 239 | 18 | 14 | 22 | 0 | 54 | 31 | 10 | 7 | 0 | 48 | 102 | 341 |
| 07:30 AM | 28 | 67 | 48 | 0 | 143 | 22 | 81 | 3 | 1 | 107 | 250 | 23 | 15 | 7 | 1 | 46 | 31 | 10 | 12 | 0 | 53 | 99 | 349 |
| 07:45 AM | 20 | 80 | 58 | 1 | 159 | 20 | 57 | 1 | 2 | 80 | 239 | 17 | 16 | 11 | 1 | 45 | 30 | 10 | 11 | 0 | 51 | 96 | 335 |
| TOTAL | 94 | 297 | 227 | 2 | 620 | 96 | 275 | 8 | 3 | 382 | 1,002 | 82 | 59 | 57 | 3 | 201 | 119 | 41 | 40 | 0 | 200 | 401 | 1,403 |
| 08:00 AM | 23 | 83 | 51 | 1 | 158 | 22 | 74 | 1 | 0 | 97 | 255 | 24 | 16 | 16 | 0 | 56 | 35 | 11 | 10 | 0 | 56 | 112 | 367 |
| 08:15 AM | 36 | 115 | 60 | 2 | 213 | 25 | 83 | 1 | 0 | 109 | 322 | 24 | 12 | 12 | 1 | 49 | 31 | 18 | 14 | 0 | 63 | 112 | 434 |
| 08:30 AM | 27 | 102 | 60 | 1 | 190 | 26 | 79 | 1 | 0 | 106 | 296 | 24 | 16 | 17 | 1 | 58 | 30 | 17 | 16 | 0 | 63 | 121 | 417 |
| 08:45 AM | 27 | 141 | 72 | 0 | 240 | 35 | 70 | 1 | 1 | 107 | 347 | 19 | 16 | 15 | 0 | 50 | 16 | 7 | 19 | 0 | 42 | 92 | 439 |
| TOTAL | 113 | 441 | 243 | 4 | 801 | 108 | 306 | 4 | 1 | 419 | 1,220 | 91 | 60 | 60 | 2 | 213 | 112 | 53 | 59 | 0 | 224 | 437 | 1,657 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|-----|---|-----|-----|-----|---|---|-----|-------|----|----|----|---|-----|-----|----|----|---|--------------------------------|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.944 | | |
| 08:00 AM to 09:00 AM | 113 | 441 | 243 | 4 | 801 | 108 | 306 | 4 | 1 | 419 | 1,220 | 91 | 60 | 60 | 2 | 213 | 112 | 53 | 59 | 0 | 224 | 437 | 1,657 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: Hancock Road and Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Hancock Road

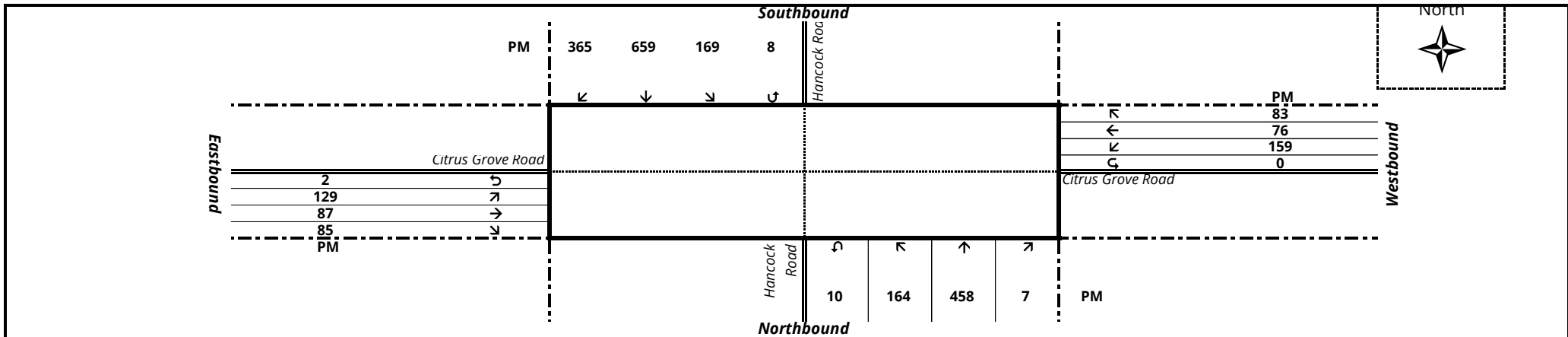
Hancock Road

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | N/S TOTAL | SOUTHBOUND | | | | | EASTBOUND TOTAL | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL | | | | |
|--------------|------------|-----|----|--------|-------|-----------|------------|-----|---|--------|-------|-----------------|-----------|----|---|--------|-------|-----------|-------------|---|-----|-----|--------|
| | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | | | L | T | R | U-turn |
| 04:00 PM | 41 | 112 | 4 | 5 | 162 | 37 | 124 | 92 | 0 | 253 | 415 | 34 | 19 | 24 | 2 | 79 | 39 | 16 | 14 | 0 | 69 | 148 | 563 |
| 04:15 PM | 41 | 94 | 2 | 4 | 141 | 31 | 101 | 91 | 2 | 225 | 366 | 25 | 19 | 30 | 0 | 74 | 44 | 15 | 10 | 0 | 69 | 143 | 509 |
| 04:30 PM | 32 | 122 | 5 | 2 | 161 | 42 | 101 | 72 | 0 | 215 | 376 | 32 | 21 | 11 | 1 | 65 | 44 | 14 | 18 | 0 | 76 | 141 | 517 |
| 04:45 PM | 30 | 85 | 1 | 4 | 120 | 29 | 120 | 88 | 1 | 238 | 358 | 24 | 23 | 16 | 2 | 65 | 42 | 15 | 16 | 0 | 73 | 138 | 496 |
| TOTAL | 144 | 413 | 12 | 15 | 584 | 139 | 446 | 343 | 3 | 931 | 1,515 | 115 | 82 | 81 | 5 | 283 | 169 | 60 | 58 | 0 | 287 | 570 | 2,085 |
| 05:00 PM | 34 | 111 | 2 | 2 | 149 | 35 | 125 | 77 | 1 | 238 | 387 | 35 | 23 | 23 | 0 | 81 | 50 | 16 | 15 | 0 | 81 | 162 | 549 |
| 05:15 PM | 38 | 124 | 2 | 3 | 167 | 54 | 172 | 91 | 3 | 320 | 487 | 34 | 18 | 17 | 1 | 70 | 44 | 25 | 19 | 0 | 88 | 158 | 645 |
| 05:30 PM | 39 | 119 | 1 | 1 | 160 | 40 | 152 | 90 | 1 | 283 | 443 | 34 | 23 | 24 | 1 | 82 | 43 | 24 | 23 | 0 | 90 | 172 | 615 |
| 05:45 PM | 53 | 104 | 2 | 4 | 163 | 40 | 210 | 107 | 3 | 360 | 523 | 26 | 23 | 21 | 0 | 70 | 22 | 11 | 26 | 0 | 59 | 129 | 652 |
| TOTAL | 164 | 458 | 7 | 10 | 639 | 169 | 659 | 365 | 8 | 1,201 | 1,840 | 129 | 87 | 85 | 2 | 303 | 159 | 76 | 83 | 0 | 318 | 621 | 2,461 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----|-----|---|----|-----|-----|-----|-----|---|-------|-------|-----|----|----|---|-----|-----|----|----|---|--------------------------------|-----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.944 | | |
| 05:00 PM to 06:00 PM | 164 | 458 | 7 | 10 | 639 | 169 | 659 | 365 | 8 | 1,201 | 1,840 | 129 | 87 | 85 | 2 | 303 | 159 | 76 | 83 | 0 | 318 | 621 | 2,461 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: N Hancock Road and Florida Tpke EB Ramps

COUNTY: Lake County

LONGITUDE: 0 _____

N Hancock Road

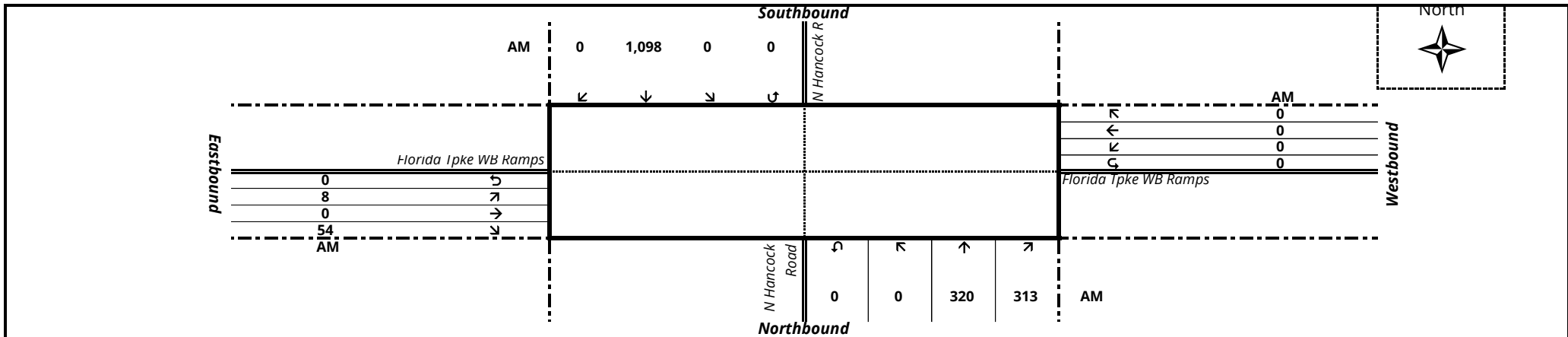
N Hancock Road

Florida Tpke WB Ramps

Florida Tpke WB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|---|--------|-------|-----------|-----------|---|----|--------|-------|-----------|---|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 0 | 55 | 59 | 0 | 114 | 0 | 278 | 0 | 0 | 278 | 392 | 3 | 0 | 19 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 414 |
| 07:15 AM | 0 | 70 | 68 | 0 | 138 | 0 | 238 | 0 | 0 | 238 | 376 | 1 | 0 | 13 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 390 |
| 07:30 AM | 0 | 89 | 95 | 0 | 184 | 0 | 288 | 0 | 0 | 288 | 472 | 1 | 0 | 17 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 490 |
| 07:45 AM | 0 | 85 | 52 | 0 | 137 | 0 | 254 | 0 | 0 | 254 | 391 | 5 | 0 | 11 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 407 |
| TOTAL | 0 | 299 | 274 | 0 | 573 | 0 | 1,058 | 0 | 0 | 1,058 | 1,631 | 10 | 0 | 60 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 70 | 1,701 |
| 08:00 AM | 0 | 65 | 77 | 0 | 142 | 0 | 270 | 0 | 0 | 270 | 412 | 1 | 0 | 12 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 425 |
| 08:15 AM | 0 | 81 | 89 | 0 | 170 | 0 | 286 | 0 | 0 | 286 | 456 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 471 |
| 08:30 AM | 0 | 54 | 62 | 0 | 116 | 0 | 171 | 0 | 0 | 171 | 287 | 1 | 0 | 15 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 303 |
| 08:45 AM | 0 | 62 | 48 | 0 | 110 | 0 | 170 | 0 | 0 | 170 | 280 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 300 |
| TOTAL | 0 | 262 | 276 | 0 | 538 | 0 | 897 | 0 | 0 | 897 | 1,435 | 4 | 0 | 60 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 64 | 1,499 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|---|-----|---|-------|---|---|-------|-------|---|---|----|---|----|---|---|---|---|--------------------------------|----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.915 | | |
| 07:30 AM to 08:30 AM | 0 | 320 | 313 | 0 | 633 | 0 | 1,098 | 0 | 0 | 1,098 | 1,731 | 8 | 0 | 54 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 62 | 1,793 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: N Hancock Road and Florida Tpke EB Ramps

COUNTY: Lake County

LONGITUDE: 0

N Hancock Road

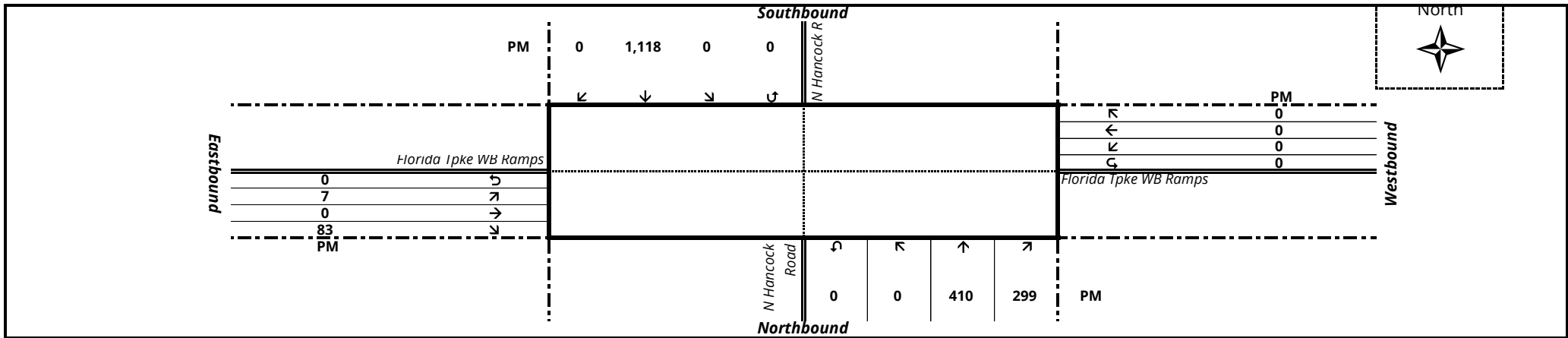
N Hancock Road

Florida Tpke WB Ramps

Florida Tpke WB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|-----|--------|-------|------------|-------|---|--------|-------|-----------|-----------|---|----|--------|-------|-----------|---|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 0 | 98 | 66 | 0 | 164 | 0 | 229 | 0 | 0 | 229 | 393 | 3 | 0 | 22 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 418 |
| 04:15 PM | 0 | 94 | 88 | 0 | 182 | 0 | 214 | 0 | 0 | 214 | 396 | 1 | 0 | 14 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 411 |
| 04:30 PM | 0 | 105 | 67 | 0 | 172 | 0 | 200 | 0 | 0 | 200 | 372 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 392 |
| 04:45 PM | 0 | 65 | 82 | 0 | 147 | 0 | 218 | 0 | 0 | 218 | 365 | 5 | 0 | 12 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 382 |
| TOTAL | 0 | 362 | 303 | 0 | 665 | 0 | 861 | 0 | 0 | 861 | 1,526 | 10 | 0 | 67 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 77 | 1,603 |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 112 | 76 | 0 | 188 | 0 | 222 | 0 | 0 | 222 | 410 | 2 | 0 | 16 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 428 |
| 05:15 PM | 0 | 96 | 90 | 0 | 186 | 0 | 307 | 0 | 0 | 307 | 493 | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 513 |
| 05:30 PM | 0 | 108 | 82 | 0 | 190 | 0 | 270 | 0 | 0 | 270 | 460 | 2 | 0 | 21 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 23 | 483 |
| 05:45 PM | 0 | 94 | 51 | 0 | 145 | 0 | 319 | 0 | 0 | 319 | 464 | 2 | 0 | 27 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 29 | 493 |
| TOTAL | 0 | 410 | 299 | 0 | 709 | 0 | 1,118 | 0 | 0 | 1,118 | 1,827 | 7 | 0 | 83 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 1,917 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|-----|-----|---|-----|---|-------|---|---|-------|-------|---|---|----|---|----|---|---|---|---|--------------------------------|----|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.934 | | |
| 05:00 PM to 06:00 PM | 0 | 410 | 299 | 0 | 709 | 0 | 1,118 | 0 | 0 | 1,118 | 1,827 | 7 | 0 | 83 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 1,917 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0 _____

LOCATION: N Hancock Road and Florida Tpke WB Ramps

COUNTY: Lake County

LONGITUDE: 0 _____

N Hancock Road

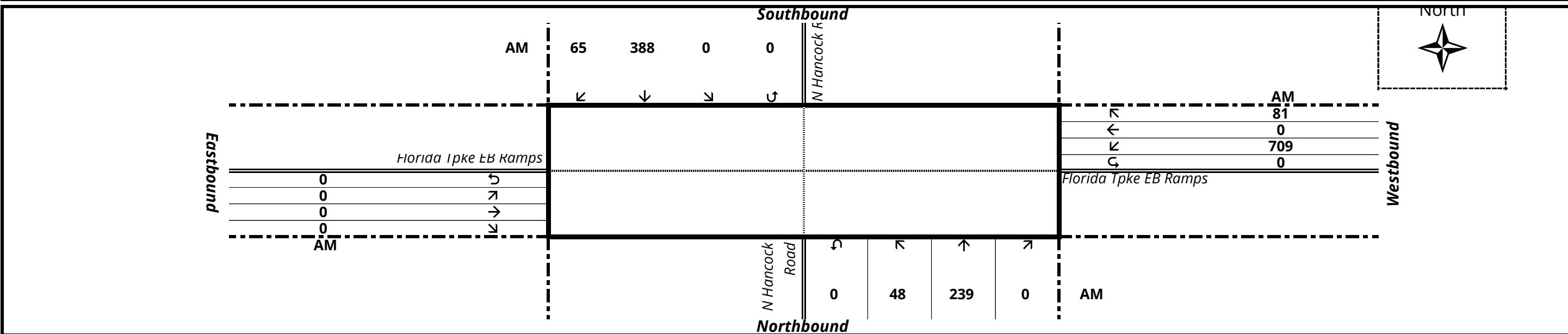
N Hancock Road

Florida Tpke EB Ramps

Florida Tpke EB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|---|--------|------------|------------|-----|----|--------|------------|------------|-----------|---|---|--------|----------|-----------|---|----|--------|------------|------------|--------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 11 | 37 | 0 | 0 | 48 | 0 | 81 | 21 | 0 | 102 | 150 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 18 | 0 | 215 | 215 | 365 |
| 07:15 AM | 9 | 56 | 0 | 0 | 65 | 0 | 101 | 13 | 0 | 114 | 179 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 14 | 0 | 151 | 151 | 330 |
| 07:30 AM | 16 | 61 | 0 | 0 | 77 | 0 | 83 | 17 | 0 | 100 | 177 | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 28 | 0 | 232 | 232 | 409 |
| 07:45 AM | 10 | 68 | 0 | 0 | 78 | 0 | 104 | 14 | 0 | 118 | 196 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 17 | 0 | 167 | 167 | 363 |
| TOTAL | 46 | 222 | 0 | 0 | 268 | 0 | 369 | 65 | 0 | 434 | 702 | 0 | 0 | 0 | 0 | 0 | 688 | 0 | 77 | 0 | 765 | 765 | 1,467 |
| 08:00 AM | 10 | 48 | 0 | 0 | 58 | 0 | 96 | 17 | 0 | 113 | 171 | 0 | 0 | 0 | 0 | 0 | 174 | 0 | 17 | 0 | 191 | 191 | 362 |
| 08:15 AM | 12 | 62 | 0 | 0 | 74 | 0 | 105 | 17 | 0 | 122 | 196 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 19 | 0 | 200 | 200 | 396 |
| 08:30 AM | 4 | 48 | 0 | 0 | 52 | 0 | 97 | 8 | 0 | 105 | 157 | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 6 | 0 | 80 | 80 | 237 |
| 08:45 AM | 8 | 50 | 0 | 0 | 58 | 0 | 70 | 9 | 0 | 79 | 137 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 12 | 0 | 111 | 111 | 248 |
| TOTAL | 34 | 208 | 0 | 0 | 242 | 0 | 368 | 51 | 0 | 419 | 661 | 0 | 0 | 0 | 0 | 0 | 528 | 0 | 54 | 0 | 582 | 582 | 1,243 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|-----------|------------|----------|----------|------------|----------|------------|-----------|----------|------------|------------|----------|----------|----------|----------|----------|------------|----------|-----------|----------|--------------------------------|------------|--------------|
| AM Peak | | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.935 | | |
| 07:30 AM to 08:30 AM | 48 | 239 | 0 | 0 | 287 | 0 | 388 | 65 | 0 | 453 | 740 | 0 | 0 | 0 | 0 | 0 | 709 | 0 | 81 | 0 | 790 | 790 | 1,530 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: N Hancock Road and Florida Tpke WB Ramps

COUNTY: Lake County

LONGITUDE: 0

N Hancock Road

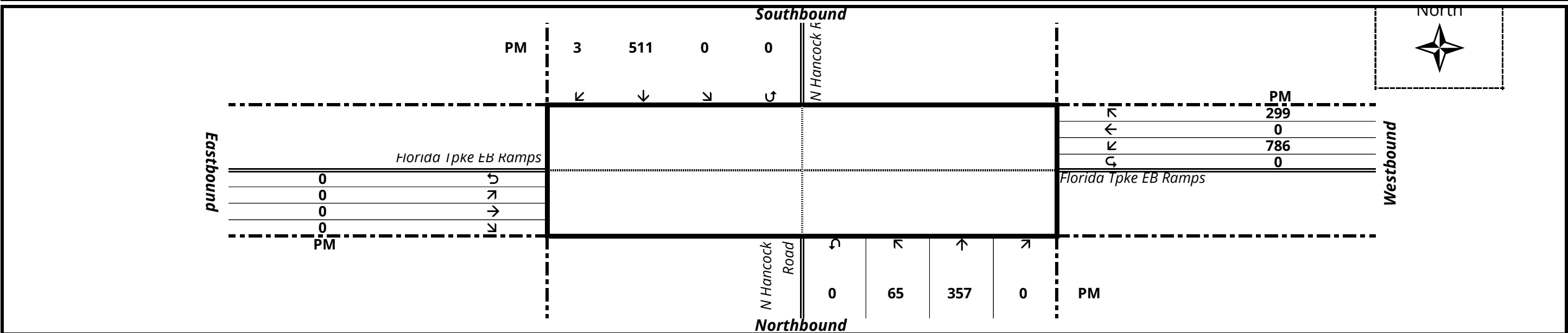
N Hancock Road

Florida Tpke EB Ramps

Florida Tpke EB Ramps

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|-----|---|--------|------------|------------|-----|---|--------|------------|------------|-----------|---|---|--------|----------|-----------|---|-----|--------|--------------|--------------|--------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 23 | 80 | 0 | 0 | 103 | 0 | 95 | 3 | 0 | 98 | 201 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 58 | 0 | 221 | 221 | 422 |
| 04:15 PM | 13 | 76 | 0 | 0 | 89 | 0 | 94 | 1 | 0 | 95 | 184 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 69 | 0 | 241 | 241 | 425 |
| 04:30 PM | 22 | 89 | 0 | 0 | 111 | 0 | 93 | 0 | 0 | 93 | 204 | 0 | 0 | 0 | 0 | 0 | 137 | 0 | 77 | 0 | 214 | 214 | 418 |
| 04:45 PM | 8 | 56 | 0 | 0 | 64 | 0 | 95 | 3 | 0 | 98 | 162 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 54 | 0 | 214 | 214 | 376 |
| TOTAL | 66 | 301 | 0 | 0 | 367 | 0 | 377 | 7 | 0 | 384 | 751 | 0 | 0 | 0 | 0 | 0 | 632 | 0 | 258 | 0 | 890 | 890 | 1,641 |
| 05:00 PM | 16 | 95 | 0 | 0 | 111 | 0 | 117 | 2 | 0 | 119 | 230 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | 83 | 0 | 245 | 245 | 475 |
| 05:15 PM | 19 | 89 | 0 | 0 | 108 | 0 | 148 | 0 | 0 | 148 | 256 | 0 | 0 | 0 | 0 | 0 | 199 | 0 | 83 | 0 | 282 | 282 | 538 |
| 05:30 PM | 19 | 88 | 0 | 0 | 107 | 0 | 122 | 1 | 0 | 123 | 230 | 0 | 0 | 0 | 0 | 0 | 203 | 0 | 64 | 0 | 267 | 267 | 497 |
| 05:45 PM | 11 | 85 | 0 | 0 | 96 | 0 | 124 | 0 | 0 | 124 | 220 | 0 | 0 | 0 | 0 | 0 | 222 | 0 | 69 | 0 | 291 | 291 | 511 |
| TOTAL | 65 | 357 | 0 | 0 | 422 | 0 | 511 | 3 | 0 | 514 | 936 | 0 | 0 | 0 | 0 | 0 | 786 | 0 | 299 | 0 | 1,085 | 1,085 | 2,021 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|----|-----|---|---|-----|---|-----|---|---|-----|-----|---|---|---|---|---|-----|---|-----|--------------------------------|-------|-------|-------|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.939 | | | |
| 05:00 PM to 06:00 PM | 65 | 357 | 0 | 0 | 422 | 0 | 511 | 3 | 0 | 514 | 936 | 0 | 0 | 0 | 0 | 0 | 786 | 0 | 299 | 0 | 1,085 | 1,085 | 2,021 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: _____

LATITUDE: 0

LOCATION: Scrub Jay Lane & Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Scrub Jay Lane

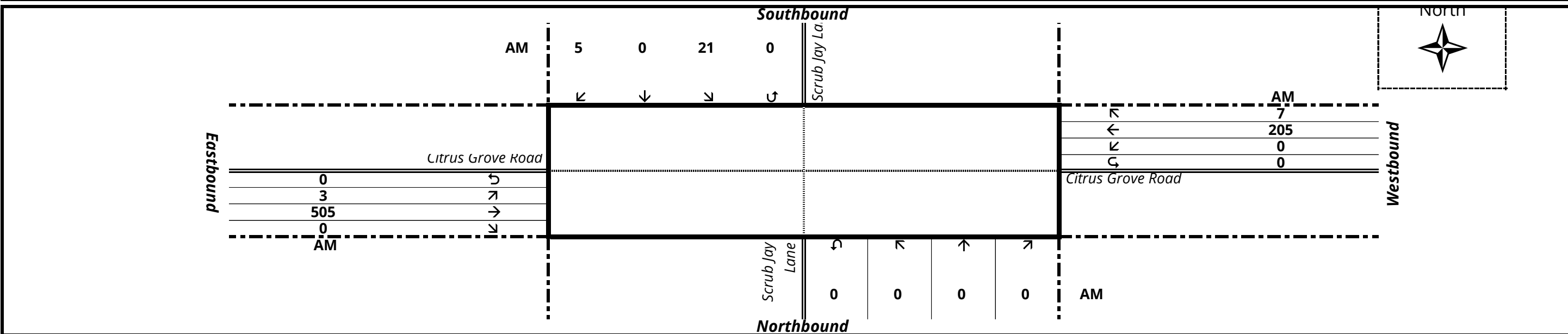
Scrub Jay Lane

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|---|---|--------|-------|------------|---|---|--------|-------|-----------|-----------|-----|---|--------|-------|-----------|-----|---|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 127 | 0 | 0 | 127 | 0 | 33 | 1 | 0 | 34 | 161 | 165 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 | 7 | 0 | 144 | 0 | 0 | 144 | 0 | 47 | 1 | 0 | 48 | 192 | 199 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 | 120 | 0 | 0 | 120 | 0 | 58 | 2 | 0 | 60 | 180 | 186 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 | 7 | 0 | 135 | 0 | 0 | 135 | 0 | 47 | 0 | 0 | 47 | 182 | 189 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 4 | 0 | 24 | 24 | 0 | 526 | 0 | 0 | 526 | 0 | 185 | 4 | 0 | 189 | 715 | 739 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 6 | 3 | 106 | 0 | 0 | 109 | 0 | 53 | 4 | 0 | 57 | 166 | 172 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 5 | 1 | 112 | 0 | 0 | 113 | 0 | 48 | 0 | 0 | 48 | 161 | 166 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 106 | 0 | 0 | 106 | 0 | 52 | 1 | 0 | 53 | 159 | 162 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 1 | 103 | 0 | 0 | 104 | 0 | 43 | 1 | 0 | 44 | 148 | 151 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 17 | 17 | 5 | 427 | 0 | 0 | 432 | 0 | 196 | 6 | 0 | 202 | 634 | 651 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|---|---|---|---|---|----|---|---|---|----|----|---|-----|---|---|-----|---|-----|---|--------------------------------|-----|-----|-----|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 0.937 | | | |
| 07:15 AM to 08:15 AM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 5 | 0 | 26 | 26 | 3 | 505 | 0 | 0 | 508 | 0 | 205 | 7 | 0 | 212 | 720 | 746 |



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 6, 2026 (Friday)

CITY: n/a

LATITUDE: 0

LOCATION: Scrub Jay Lane & Citrus Grove Road

COUNTY: Lake County

LONGITUDE: 0

Scrub Jay Lane

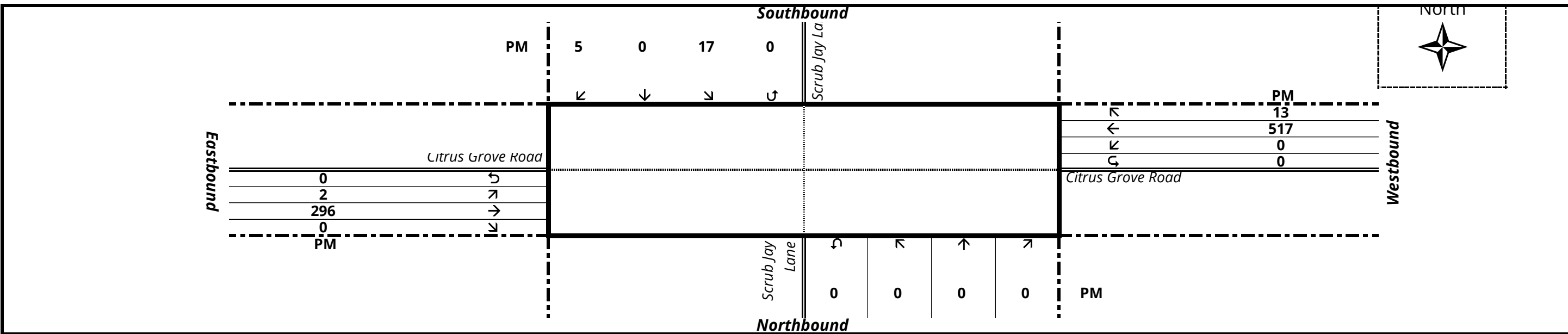
Scrub Jay Lane

Citrus Grove Road

Citrus Grove Road

| TIME BEGIN | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S TOTAL | EASTBOUND | | | | | WESTBOUND | | | | | E/W TOTAL | GRAND TOTAL |
|--------------|------------|---|---|--------|-------|------------|---|---|--------|-------|-----------|-----------|-----|---|--------|-------|-----------|-----|----|--------|-------|-----------|-------------|
| | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | L | T | R | U-turn | TOTAL | L | T | R | U-turn | TOTAL | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 5 | 1 | 49 | 0 | 0 | 50 | 0 | 97 | 2 | 0 | 99 | 149 | 154 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 53 | 0 | 0 | 53 | 0 | 120 | 2 | 0 | 122 | 175 | 179 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 49 | 0 | 0 | 49 | 0 | 91 | 3 | 0 | 94 | 143 | 145 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 3 | 0 | 50 | 0 | 0 | 50 | 0 | 96 | 4 | 0 | 100 | 150 | 153 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 5 | 0 | 14 | 14 | 1 | 201 | 0 | 0 | 202 | 0 | 404 | 11 | 0 | 415 | 617 | 631 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 6 | 1 | 50 | 0 | 0 | 51 | 0 | 112 | 3 | 0 | 115 | 166 | 172 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 5 | 1 | 74 | 0 | 0 | 75 | 0 | 98 | 1 | 0 | 99 | 174 | 179 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 71 | 0 | 0 | 71 | 0 | 115 | 3 | 0 | 118 | 189 | 193 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 51 | 0 | 0 | 51 | 0 | 96 | 2 | 0 | 98 | 149 | 153 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 4 | 0 | 19 | 19 | 2 | 246 | 0 | 0 | 248 | 0 | 421 | 9 | 0 | 430 | 678 | 697 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|---|---|---|---|----|---|---|---|----|----|---|-----|---|---|-----|---|-----|----|--------------------------------|-----|-----|-----|
| AM Peak | | | | | | | | | | | | | | | | | | | | Peak Hour Factor: 1.101 | | | |
| 04:45 PM to
05:45 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 5 | 0 | 22 | 22 | 2 | 296 | 0 | 0 | 298 | 0 | 517 | 13 | 0 | 530 | 828 | 850 |



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1100 LAKE COUNTYWIDE

| WEEK | DATES | SF | MOCF: 0.95
PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2024 - 01/06/2024 | 1.02 | 1.07 |
| 2 | 01/07/2024 - 01/13/2024 | 1.04 | 1.09 |
| 3 | 01/14/2024 - 01/20/2024 | 1.05 | 1.11 |
| 4 | 01/21/2024 - 01/27/2024 | 1.03 | 1.08 |
| 5 | 01/28/2024 - 02/03/2024 | 1.01 | 1.06 |
| 6 | 02/04/2024 - 02/10/2024 | 0.99 | 1.04 |
| * 7 | 02/11/2024 - 02/17/2024 | 0.97 | 1.02 |
| * 8 | 02/18/2024 - 02/24/2024 | 0.96 | 1.01 |
| * 9 | 02/25/2024 - 03/02/2024 | 0.96 | 1.01 |
| *10 | 03/03/2024 - 03/09/2024 | 0.95 | 1.00 |
| *11 | 03/10/2024 - 03/16/2024 | 0.94 | 0.99 |
| *12 | 03/17/2024 - 03/23/2024 | 0.94 | 0.99 |
| *13 | 03/24/2024 - 03/30/2024 | 0.94 | 0.99 |
| *14 | 03/31/2024 - 04/06/2024 | 0.94 | 0.99 |
| *15 | 04/07/2024 - 04/13/2024 | 0.94 | 0.99 |
| *16 | 04/14/2024 - 04/20/2024 | 0.94 | 0.99 |
| *17 | 04/21/2024 - 04/27/2024 | 0.95 | 1.00 |
| *18 | 04/28/2024 - 05/04/2024 | 0.96 | 1.01 |
| *19 | 05/05/2024 - 05/11/2024 | 0.98 | 1.03 |
| 20 | 05/12/2024 - 05/18/2024 | 0.99 | 1.04 |
| 21 | 05/19/2024 - 05/25/2024 | 1.00 | 1.05 |
| 22 | 05/26/2024 - 06/01/2024 | 1.01 | 1.06 |
| 23 | 06/02/2024 - 06/08/2024 | 1.02 | 1.07 |
| 24 | 06/09/2024 - 06/15/2024 | 1.03 | 1.08 |
| 25 | 06/16/2024 - 06/22/2024 | 1.04 | 1.09 |
| 26 | 06/23/2024 - 06/29/2024 | 1.05 | 1.11 |
| 27 | 06/30/2024 - 07/06/2024 | 1.06 | 1.12 |
| 28 | 07/07/2024 - 07/13/2024 | 1.06 | 1.12 |
| 29 | 07/14/2024 - 07/20/2024 | 1.07 | 1.13 |
| 30 | 07/21/2024 - 07/27/2024 | 1.06 | 1.12 |
| 31 | 07/28/2024 - 08/03/2024 | 1.05 | 1.11 |
| 32 | 08/04/2024 - 08/10/2024 | 1.04 | 1.09 |
| 33 | 08/11/2024 - 08/17/2024 | 1.03 | 1.08 |
| 34 | 08/18/2024 - 08/24/2024 | 1.03 | 1.08 |
| 35 | 08/25/2024 - 08/31/2024 | 1.03 | 1.08 |
| 36 | 09/01/2024 - 09/07/2024 | 1.03 | 1.08 |
| 37 | 09/08/2024 - 09/14/2024 | 1.04 | 1.09 |
| 38 | 09/15/2024 - 09/21/2024 | 1.04 | 1.09 |
| 39 | 09/22/2024 - 09/28/2024 | 1.02 | 1.07 |
| 40 | 09/29/2024 - 10/05/2024 | 1.01 | 1.06 |
| 41 | 10/06/2024 - 10/12/2024 | 0.99 | 1.04 |
| 42 | 10/13/2024 - 10/19/2024 | 0.97 | 1.02 |
| 43 | 10/20/2024 - 10/26/2024 | 0.98 | 1.03 |
| 44 | 10/27/2024 - 11/02/2024 | 0.99 | 1.04 |
| 45 | 11/03/2024 - 11/09/2024 | 0.99 | 1.04 |
| 46 | 11/10/2024 - 11/16/2024 | 1.00 | 1.05 |
| 47 | 11/17/2024 - 11/23/2024 | 1.00 | 1.05 |
| 48 | 11/24/2024 - 11/30/2024 | 1.01 | 1.06 |
| 49 | 12/01/2024 - 12/07/2024 | 1.01 | 1.06 |
| 50 | 12/08/2024 - 12/14/2024 | 1.02 | 1.07 |
| 51 | 12/15/2024 - 12/21/2024 | 1.02 | 1.07 |
| 52 | 12/22/2024 - 12/28/2024 | 1.04 | 1.09 |
| 53 | 12/29/2024 - 12/31/2024 | 1.05 | 1.11 |

* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

5_1100_PKSEASON.TXT

Appendix E: Existing Intersection Analysis Output

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

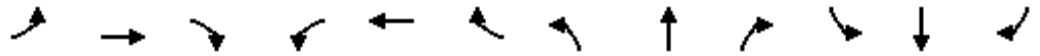
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↖ | ↗ | | ↖ | ↗ | | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 102 | 62 | 112 | 82 | 50 | 45 | 219 | 357 | 102 | 81 | 1201 | 109 |
| Future Volume (veh/h) | 102 | 62 | 112 | 82 | 50 | 45 | 219 | 357 | 102 | 81 | 1201 | 109 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 111 | 67 | 122 | 89 | 54 | 49 | 238 | 388 | 111 | 88 | 1305 | 118 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 247 | 76 | 138 | 169 | 104 | 95 | 291 | 2091 | 1021 | 595 | 1949 | 976 |
| Arrive On Green | 0.07 | 0.13 | 0.13 | 0.06 | 0.12 | 0.12 | 0.07 | 0.59 | 0.59 | 0.03 | 0.55 | 0.55 |
| Sat Flow, veh/h | 1781 | 594 | 1082 | 1781 | 903 | 820 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 111 | 0 | 189 | 89 | 0 | 103 | 238 | 388 | 111 | 88 | 1305 | 118 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1676 | 1781 | 0 | 1723 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 7.8 | 0.0 | 16.0 | 6.3 | 0.0 | 8.1 | 8.3 | 7.3 | 3.9 | 3.1 | 37.9 | 4.5 |
| Cycle Q Clear(g_c), s | 7.8 | 0.0 | 16.0 | 6.3 | 0.0 | 8.1 | 8.3 | 7.3 | 3.9 | 3.1 | 37.9 | 4.5 |
| Prop In Lane | 1.00 | | 0.65 | 1.00 | | 0.48 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 247 | 0 | 213 | 169 | 0 | 199 | 291 | 2091 | 1021 | 595 | 1949 | 976 |
| V/C Ratio(X) | 0.45 | 0.00 | 0.89 | 0.53 | 0.00 | 0.52 | 0.82 | 0.19 | 0.11 | 0.15 | 0.67 | 0.12 |
| Avail Cap(c_a), veh/h | 274 | 0 | 255 | 193 | 0 | 239 | 417 | 2091 | 1021 | 595 | 1949 | 976 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.6 | 0.0 | 62.0 | 52.9 | 0.0 | 60.1 | 24.3 | 13.7 | 9.8 | 13.2 | 23.3 | 11.5 |
| Incr Delay (d2), s/veh | 1.3 | 0.0 | 26.0 | 2.5 | 0.0 | 2.1 | 8.3 | 0.2 | 0.2 | 0.1 | 1.8 | 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(50%),veh/ln | 3.6 | 0.0 | 8.4 | 3.0 | 0.0 | 3.7 | 5.3 | 3.0 | 1.4 | 1.3 | 16.2 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 52.9 | 0.0 | 88.0 | 55.5 | 0.0 | 62.2 | 32.6 | 13.9 | 10.0 | 13.3 | 25.1 | 11.8 |
| LnGrp LOS | D | A | F | E | A | E | C | B | B | B | C | B |
| Approach Vol, veh/h | | 300 | | | 192 | | | 737 | | | 1511 | |
| Approach Delay, s/veh | | 75.0 | | | 59.1 | | | 19.4 | | | 23.4 | |
| Approach LOS | | E | | | E | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 92.0 | 15.1 | 25.4 | 17.8 | 86.2 | 16.8 | 23.7 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 85.0 | 10.0 | 22.0 | 21.0 | 69.0 | 12.0 | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 9.3 | 8.3 | 18.0 | 10.3 | 39.9 | 9.8 | 10.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 3.3 | 0.0 | 0.3 | 0.5 | 12.6 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 30.5 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (veh/h) | 85 | 0 | 86 | 25 | 0 | 22 | 61 | 469 | 12 | 13 | 1061 | 11 |
| Future Volume (veh/h) | 85 | 0 | 86 | 25 | 0 | 22 | 61 | 469 | 12 | 13 | 1061 | 11 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 92 | 0 | 93 | 27 | 0 | 24 | 66 | 510 | 13 | 14 | 1153 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 146 | 8 | 108 | 218 | 0 | 232 | 349 | 2309 | 1030 | 612 | 2227 | 993 |
| Arrive On Green | 0.15 | 0.00 | 0.15 | 0.15 | 0.00 | 0.15 | 0.04 | 0.65 | 0.65 | 0.02 | 0.63 | 0.63 |
| Sat Flow, veh/h | 670 | 57 | 735 | 1303 | 0 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 185 | 0 | 0 | 27 | 0 | 24 | 66 | 510 | 13 | 14 | 1153 | 12 |
| Grp Sat Flow(s),veh/h/ln | 1463 | 0 | 0 | 1303 | 0 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 12.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 1.4 | 6.6 | 0.3 | 0.3 | 20.0 | 0.3 |
| Cycle Q Clear(g_c), s | 13.8 | 0.0 | 0.0 | 2.6 | 0.0 | 1.5 | 1.4 | 6.6 | 0.3 | 0.3 | 20.0 | 0.3 |
| Prop In Lane | 0.50 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 263 | 0 | 0 | 218 | 0 | 232 | 349 | 2309 | 1030 | 612 | 2227 | 993 |
| V/C Ratio(X) | 0.70 | 0.00 | 0.00 | 0.12 | 0.00 | 0.10 | 0.19 | 0.22 | 0.01 | 0.02 | 0.52 | 0.01 |
| Avail Cap(c_a), veh/h | 350 | 0 | 0 | 295 | 0 | 326 | 376 | 2309 | 1030 | 664 | 2227 | 993 |
| 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 | 46.7 | 0.0 | 0.0 | 41.8 | 0.0 | 41.3 | 8.6 | 8.0 | 6.9 | 7.3 | 11.5 | 7.9 |
| Incr Delay (d2), s/veh | 4.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 0.3 | 0.2 | 0.0 | 0.0 | 0.9 | 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(50%),veh/ln | 5.3 | 0.0 | 0.0 | 0.7 | 0.0 | 0.6 | 0.5 | 2.5 | 0.1 | 0.1 | 7.7 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 50.8 | 0.0 | 0.0 | 42.1 | 0.0 | 41.5 | 8.8 | 8.2 | 6.9 | 7.3 | 12.4 | 7.9 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | B | A |
| Approach Vol, veh/h | | 185 | | | 51 | | | 589 | | | 1179 | |
| Approach Delay, s/veh | | 50.8 | | | 41.8 | | | 8.3 | | | 12.3 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 8.8 | 79.6 | | 23.4 | 11.4 | 77.0 | | 23.4 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 8.6 | | 15.8 | 3.4 | 22.0 | | 4.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.0 | | 0.5 | 0.0 | 11.7 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 15.4 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary

3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 93 | 60 | 60 | 112 | 53 | 59 | 117 | 441 | 243 | 109 | 306 | 4 |
| Future Volume (veh/h) | 93 | 60 | 60 | 112 | 53 | 59 | 117 | 441 | 243 | 109 | 306 | 4 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 101 | 65 | 65 | 122 | 58 | 64 | 127 | 479 | 264 | 118 | 333 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 223 | 438 | 318 | 237 | 452 | 316 | 443 | 956 | 535 | 351 | 931 | 518 |
| Arrive On Green | 0.06 | 0.12 | 0.12 | 0.07 | 0.13 | 0.13 | 0.08 | 0.27 | 0.27 | 0.07 | 0.26 | 0.26 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 101 | 65 | 65 | 122 | 58 | 64 | 127 | 479 | 264 | 118 | 333 | 4 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 1.8 | 1.1 | 2.2 | 2.2 | 0.9 | 2.2 | 3.3 | 7.4 | 8.6 | 3.1 | 4.9 | 0.1 |
| Cycle Q Clear(g_c), s | 1.8 | 1.1 | 2.2 | 2.2 | 0.9 | 2.2 | 3.3 | 7.4 | 8.6 | 3.1 | 4.9 | 0.1 |
| 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 | 223 | 438 | 318 | 237 | 452 | 316 | 443 | 956 | 535 | 351 | 931 | 518 |
| V/C Ratio(X) | 0.45 | 0.15 | 0.20 | 0.52 | 0.13 | 0.20 | 0.29 | 0.50 | 0.49 | 0.34 | 0.36 | 0.01 |
| Avail Cap(c_a), veh/h | 1838 | 1397 | 746 | 932 | 466 | 322 | 1085 | 2953 | 1426 | 848 | 2657 | 1288 |
| 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 | 29.2 | 25.4 | 21.6 | 29.2 | 25.1 | 21.7 | 15.4 | 20.0 | 17.1 | 15.8 | 19.5 | 14.7 |
| Incr Delay (d2), s/veh | 1.4 | 0.2 | 0.3 | 1.7 | 0.1 | 0.3 | 0.4 | 0.4 | 0.7 | 0.6 | 0.2 | 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(50%),veh/ln | 0.8 | 0.4 | 0.8 | 0.9 | 0.4 | 0.8 | 1.3 | 2.9 | 3.0 | 1.2 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.7 | 25.6 | 21.9 | 30.9 | 25.3 | 22.0 | 15.8 | 20.4 | 17.8 | 16.4 | 19.7 | 14.7 |
| LnGrp LOS | C | C | C | C | C | C | B | C | B | B | B | B |
| Approach Vol, veh/h | | 231 | | | 244 | | | 870 | | | 455 | |
| Approach Delay, s/veh | | 26.8 | | | 27.2 | | | 19.0 | | | 18.8 | |
| Approach LOS | | C | | | C | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.2 | 25.2 | 11.9 | 15.5 | 12.6 | 24.8 | 11.7 | 15.7 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 5.1 | 10.6 | 4.2 | 4.2 | 5.3 | 6.9 | 3.8 | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.3 | 4.7 | 0.3 | 0.5 | 0.3 | 2.4 | 0.3 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 21.0 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 8 | 54 | 0 | 320 | 1098 | 0 |
| Future Volume (veh/h) | 8 | 54 | 0 | 320 | 1098 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 9 | 59 | 0 | 348 | 1193 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 118 | 105 | 0 | 2069 | 2069 | 0 |
| Arrive On Green | 0.07 | 0.07 | 0.00 | 0.58 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 9 | 59 | 0 | 348 | 1193 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.2 | 1.4 | 0.0 | 1.8 | 8.4 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 1.4 | 0.0 | 1.8 | 8.4 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 118 | 105 | 0 | 2069 | 2069 | 0 |
| V/C Ratio(X) | 0.08 | 0.56 | 0.00 | 0.17 | 0.58 | 0.00 |
| Avail Cap(c_a), veh/h | 1162 | 1034 | 0 | 7135 | 7135 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.5 | 18.0 | 0.0 | 3.9 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 4.6 | 0.0 | 0.0 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.6 | 0.0 | 0.3 | 1.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.7 | 22.7 | 0.0 | 3.9 | 5.5 | 0.0 |
| LnGrp LOS | B | C | A | A | A | A |
| Approach Vol, veh/h | 68 | | | 348 | 1193 | |
| Approach Delay, s/veh | 22.0 | | | 3.9 | 5.5 | |
| Approach LOS | C | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 30.2 | | 9.6 | | 30.2 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 3.8 | | 3.4 | | 10.4 |
| Green Ext Time (p_c), s | | 2.6 | | 0.2 | | 12.8 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 5.8 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↔↔ | | ↗ | ↖ | ↕↕ | | | ↕↕ | ↗ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 709 | 0 | 81 | 48 | 239 | 0 | 0 | 388 | 65 |
| Future Volume (veh/h) | 0 | 0 | 0 | 709 | 0 | 81 | 48 | 239 | 0 | 0 | 388 | 65 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 771 | 0 | 0 | 52 | 260 | 0 | 0 | 422 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1059 | 0 | | 338 | 1435 | 0 | 0 | 736 | |
| Arrive On Green | | | | 0.31 | 0.00 | 0.00 | 0.05 | 0.40 | 0.00 | 0.00 | 0.21 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 771 | 0 | 0 | 52 | 260 | 0 | 0 | 422 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 9.6 | 0.0 | 0.0 | 1.0 | 2.3 | 0.0 | 0.0 | 5.2 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 9.6 | 0.0 | 0.0 | 1.0 | 2.3 | 0.0 | 0.0 | 5.2 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1059 | 0 | | 338 | 1435 | 0 | 0 | 736 | |
| V/C Ratio(X) | | | | 0.73 | 0.00 | | 0.15 | 0.18 | 0.00 | 0.00 | 0.57 | |
| Avail Cap(c_a), veh/h | | | | 4004 | 0 | | 688 | 3676 | 0 | 0 | 2279 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 15.0 | 0.0 | 0.0 | 12.7 | 9.3 | 0.0 | 0.0 | 17.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 | 0.0 | 0.7 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 3.3 | 0.0 | 0.0 | 0.4 | 0.7 | 0.0 | 0.0 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 15.9 | 0.0 | 0.0 | 13.0 | 9.3 | 0.0 | 0.0 | 18.0 | 0.0 |
| LnGrp LOS | | | | B | A | | B | A | A | A | B | |
| Approach Vol, veh/h | | | | | 771 | | | 312 | | | 422 | |
| Approach Delay, s/veh | | | | | 15.9 | | | 9.9 | | | 18.0 | |
| Approach LOS | | | | | B | | | A | | | B | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 26.5 | | | 9.5 | 17.0 | | 21.8 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 4.3 | | | 3.0 | 7.2 | | 11.6 | | | | |
| Green Ext Time (p_c), s | | 1.8 | | | 0.0 | 2.8 | | 3.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 15.3 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 505 | 174 | 7 | 21 | 5 |
| Future Vol, veh/h | 3 | 505 | 174 | 7 | 21 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 549 | 189 | 8 | 23 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 197 | 0 | - | 0 | 748 193 |
| Stage 1 | - | - | - | - | 193 - |
| Stage 2 | - | - | - | - | 555 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1376 | - | - | - | 380 849 |
| Stage 1 | - | - | - | - | 840 - |
| Stage 2 | - | - | - | - | 575 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1376 | - | - | - | 379 849 |
| Mov Cap-2 Maneuver | - | - | - | - | 379 - |
| Stage 1 | - | - | - | - | 837 - |
| Stage 2 | - | - | - | - | 575 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 14.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1376 | - | - | - | 424 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.067 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 14.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 17 | 131 | 19 | 5 | 9 | 255 | 488 | 55 | 22 | 714 | 213 |
| Future Volume (veh/h) | 118 | 17 | 131 | 19 | 5 | 9 | 255 | 488 | 55 | 22 | 714 | 213 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 128 | 18 | 142 | 21 | 5 | 10 | 277 | 530 | 60 | 24 | 776 | 232 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 260 | 21 | 165 | 109 | 30 | 60 | 455 | 2279 | 1048 | 569 | 2073 | 1053 |
| Arrive On Green | 0.08 | 0.12 | 0.12 | 0.02 | 0.05 | 0.05 | 0.08 | 0.64 | 0.64 | 0.02 | 0.58 | 0.58 |
| Sat Flow, veh/h | 1781 | 181 | 1431 | 1781 | 557 | 1113 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 128 | 0 | 160 | 21 | 0 | 15 | 277 | 530 | 60 | 24 | 776 | 232 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1613 | 1781 | 0 | 1670 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 9.1 | 0.0 | 13.5 | 1.5 | 0.0 | 1.2 | 8.2 | 8.7 | 1.8 | 0.7 | 16.2 | 8.0 |
| Cycle Q Clear(g_c), s | 9.1 | 0.0 | 13.5 | 1.5 | 0.0 | 1.2 | 8.2 | 8.7 | 1.8 | 0.7 | 16.2 | 8.0 |
| Prop In Lane | 1.00 | | 0.89 | 1.00 | | 0.67 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 260 | 0 | 186 | 109 | 0 | 90 | 455 | 2279 | 1048 | 569 | 2073 | 1053 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.86 | 0.19 | 0.00 | 0.17 | 0.61 | 0.23 | 0.06 | 0.04 | 0.37 | 0.22 |
| Avail Cap(c_a), veh/h | 411 | 0 | 267 | 138 | 0 | 90 | 775 | 2279 | 1048 | 594 | 2073 | 1053 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.1 | 0.0 | 60.3 | 60.3 | 0.0 | 62.7 | 10.9 | 10.5 | 8.3 | 11.0 | 15.4 | 9.1 |
| Incr Delay (d2), s/veh | 1.4 | 0.0 | 17.4 | 0.8 | 0.0 | 0.9 | 1.3 | 0.2 | 0.1 | 0.0 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 0.0 | 6.4 | 0.7 | 0.0 | 0.5 | 3.3 | 3.5 | 0.7 | 0.3 | 6.7 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.5 | 0.0 | 77.7 | 61.2 | 0.0 | 63.5 | 12.2 | 10.7 | 8.4 | 11.0 | 15.9 | 9.6 |
| LnGrp LOS | E | A | E | E | A | E | B | B | A | B | B | A |
| Approach Vol, veh/h | | 288 | | | 36 | | | 867 | | | 1032 | |
| Approach Delay, s/veh | | 67.8 | | | 62.1 | | | 11.0 | | | 14.4 | |
| Approach LOS | | E | | | E | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.0 | 96.0 | 9.8 | 23.0 | 18.1 | 88.0 | 18.3 | 14.5 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 89.0 | 5.0 | 23.0 | 36.0 | 58.0 | 23.0 | 5.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.7 | 10.7 | 3.5 | 15.5 | 10.2 | 18.2 | 11.1 | 3.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.3 | 0.0 | 0.5 | 0.8 | 7.5 | 0.2 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 20.8 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

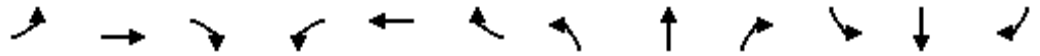
03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↖ | ↗ | | ↖ | ↗ | ↗ | ↖ | ↗ | ↖ |
| Traffic Volume (veh/h) | 46 | 2 | 54 | 25 | 2 | 16 | 93 | 474 | 25 | 23 | 789 | 64 |
| Future Volume (veh/h) | 46 | 2 | 54 | 25 | 2 | 16 | 93 | 474 | 25 | 23 | 789 | 64 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 50 | 2 | 59 | 27 | 2 | 17 | 101 | 515 | 27 | 25 | 858 | 70 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 104 | 12 | 75 | 182 | 16 | 134 | 483 | 2429 | 1084 | 656 | 2357 | 1051 |
| Arrive On Green | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.09 | 0.04 | 0.68 | 0.68 | 0.02 | 0.66 | 0.66 |
| Sat Flow, veh/h | 586 | 128 | 810 | 1341 | 170 | 1441 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 111 | 0 | 0 | 27 | 0 | 19 | 101 | 515 | 27 | 25 | 858 | 70 |
| Grp Sat Flow(s),veh/h/ln | 1524 | 0 | 0 | 1341 | 0 | 1611 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 6.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 1.9 | 5.7 | 0.6 | 0.5 | 11.3 | 1.6 |
| Cycle Q Clear(g_c), s | 7.5 | 0.0 | 0.0 | 2.2 | 0.0 | 1.1 | 1.9 | 5.7 | 0.6 | 0.5 | 11.3 | 1.6 |
| Prop In Lane | 0.45 | | 0.53 | 1.00 | | 0.89 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 191 | 0 | 0 | 182 | 0 | 150 | 483 | 2429 | 1084 | 656 | 2357 | 1051 |
| V/C Ratio(X) | 0.58 | 0.00 | 0.00 | 0.15 | 0.00 | 0.13 | 0.21 | 0.21 | 0.02 | 0.04 | 0.36 | 0.07 |
| Avail Cap(c_a), veh/h | 378 | 0 | 0 | 349 | 0 | 351 | 505 | 2429 | 1084 | 697 | 2357 | 1051 |
| 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 | 46.7 | 0.0 | 0.0 | 44.4 | 0.0 | 43.9 | 5.5 | 6.2 | 5.4 | 5.3 | 7.9 | 6.3 |
| Incr Delay (d2), s/veh | 2.8 | 0.0 | 0.0 | 0.4 | 0.0 | 0.4 | 0.2 | 0.2 | 0.0 | 0.0 | 0.4 | 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(50%),veh/ln | 3.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.5 | 0.6 | 2.0 | 0.2 | 0.2 | 4.1 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.5 | 0.0 | 0.0 | 44.8 | 0.0 | 44.3 | 5.7 | 6.4 | 5.4 | 5.3 | 8.3 | 6.4 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | A | A |
| Approach Vol, veh/h | | 111 | | | 46 | | | 643 | | | 953 | |
| Approach Delay, s/veh | | 49.5 | | | 44.6 | | | 6.2 | | | 8.1 | |
| Approach LOS | | D | | | D | | | A | | | A | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.6 | 79.1 | | 16.8 | 11.7 | 77.0 | | 16.8 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 7.7 | | 9.5 | 3.9 | 13.3 | | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.1 | | 0.4 | 0.0 | 7.9 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 11.0 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↖↗ | ↑↑ | ↖ | ↖↗ | ↑↑ | ↖ | ↖ | ↑↑ | ↖ | ↖ | ↑↑ | ↖ |
| Traffic Volume (veh/h) | 131 | 87 | 85 | 159 | 76 | 83 | 174 | 458 | 7 | 177 | 659 | 365 |
| Future Volume (veh/h) | 131 | 87 | 85 | 159 | 76 | 83 | 174 | 458 | 7 | 177 | 659 | 365 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 142 | 95 | 92 | 173 | 83 | 90 | 189 | 498 | 8 | 192 | 716 | 397 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 236 | 369 | 321 | 269 | 402 | 337 | 348 | 1158 | 640 | 464 | 1156 | 624 |
| Arrive On Green | 0.07 | 0.10 | 0.10 | 0.08 | 0.11 | 0.11 | 0.10 | 0.33 | 0.33 | 0.10 | 0.33 | 0.33 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 142 | 95 | 92 | 173 | 83 | 90 | 189 | 498 | 8 | 192 | 716 | 397 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 3.1 | 1.9 | 3.8 | 3.7 | 1.6 | 3.7 | 5.3 | 8.5 | 0.2 | 5.4 | 13.1 | 15.6 |
| Cycle Q Clear(g_c), s | 3.1 | 1.9 | 3.8 | 3.7 | 1.6 | 3.7 | 5.3 | 8.5 | 0.2 | 5.4 | 13.1 | 15.6 |
| 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 | 236 | 369 | 321 | 269 | 402 | 337 | 348 | 1158 | 640 | 464 | 1156 | 624 |
| V/C Ratio(X) | 0.60 | 0.26 | 0.29 | 0.64 | 0.21 | 0.27 | 0.54 | 0.43 | 0.01 | 0.41 | 0.62 | 0.64 |
| Avail Cap(c_a), veh/h | 1546 | 1175 | 681 | 784 | 402 | 337 | 828 | 2484 | 1231 | 813 | 2235 | 1105 |
| 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 | 34.9 | 31.8 | 26.0 | 34.5 | 31.0 | 25.3 | 16.1 | 20.4 | 13.8 | 14.9 | 22.0 | 18.9 |
| Incr Delay (d2), s/veh | 2.4 | 0.4 | 0.5 | 2.6 | 0.3 | 0.4 | 1.3 | 0.3 | 0.0 | 0.6 | 0.5 | 1.1 |
| 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(50%),veh/ln | 1.3 | 0.8 | 1.4 | 1.6 | 0.7 | 1.4 | 2.1 | 3.4 | 0.1 | 2.1 | 5.3 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 37.3 | 32.2 | 26.5 | 37.1 | 31.3 | 25.8 | 17.4 | 20.6 | 13.8 | 15.5 | 22.5 | 20.0 |
| LnGrp LOS | D | C | C | D | C | C | B | C | B | B | C | B |
| Approach Vol, veh/h | | 329 | | | 346 | | | 695 | | | 1305 | |
| Approach Delay, s/veh | | 32.8 | | | 32.8 | | | 19.7 | | | 20.7 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 15.2 | 32.9 | 13.5 | 15.5 | 15.2 | 32.9 | 12.8 | 16.2 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.4 | 10.5 | 5.7 | 5.8 | 7.3 | 17.6 | 5.1 | 5.7 | | | | |
| Green Ext Time (p_c), s | 0.5 | 3.8 | 0.4 | 0.8 | 0.5 | 7.5 | 0.5 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 23.5 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

03/23/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 83 | 0 | 410 | 1118 | 0 |
| Future Volume (veh/h) | 7 | 83 | 0 | 410 | 1118 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 8 | 90 | 0 | 446 | 1215 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 145 | 129 | 0 | 2069 | 2069 | 0 |
| Arrive On Green | 0.08 | 0.08 | 0.00 | 0.58 | 0.58 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 8 | 90 | 0 | 446 | 1215 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.2 | 2.3 | 0.0 | 2.5 | 9.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 2.3 | 0.0 | 2.5 | 9.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 145 | 129 | 0 | 2069 | 2069 | 0 |
| V/C Ratio(X) | 0.06 | 0.70 | 0.00 | 0.22 | 0.59 | 0.00 |
| Avail Cap(c_a), veh/h | 1113 | 990 | 0 | 6832 | 6832 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(l) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 17.6 | 18.6 | 0.0 | 4.2 | 5.5 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 6.6 | 0.0 | 0.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.0 | 0.0 | 0.5 | 1.9 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 17.8 | 25.2 | 0.0 | 4.2 | 5.8 | 0.0 |
| LnGrp LOS | B | C | A | A | A | A |
| Approach Vol, veh/h | | | | 446 | 1215 | |
| Approach Delay, s/veh | | | | 4.2 | 5.8 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 31.2 | | 10.4 | | 31.2 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 4.5 | | 4.3 | | 11.0 |
| Green Ext Time (p_c), s | | 3.4 | | 0.2 | | 13.2 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 6.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

03/23/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 786 | 0 | 299 | 65 | 357 | 0 | 0 | 511 | 3 |
| Future Volume (veh/h) | 0 | 0 | 0 | 786 | 0 | 299 | 65 | 357 | 0 | 0 | 511 | 3 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 854 | 0 | 0 | 71 | 388 | 0 | 0 | 555 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1115 | 0 | | 323 | 1519 | 0 | 0 | 863 | |
| Arrive On Green | | | | 0.32 | 0.00 | 0.00 | 0.06 | 0.43 | 0.00 | 0.00 | 0.24 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 854 | 0 | 0 | 71 | 388 | 0 | 0 | 555 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 12.5 | 0.0 | 0.0 | 1.5 | 3.9 | 0.0 | 0.0 | 7.9 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 12.5 | 0.0 | 0.0 | 1.5 | 3.9 | 0.0 | 0.0 | 7.9 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1115 | 0 | | 323 | 1519 | 0 | 0 | 863 | |
| V/C Ratio(X) | | | | 0.77 | 0.00 | | 0.22 | 0.26 | 0.00 | 0.00 | 0.64 | |
| Avail Cap(c_a), veh/h | | | | 3454 | 0 | | 598 | 3172 | 0 | 0 | 1966 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 17.1 | 0.0 | 0.0 | 13.7 | 10.3 | 0.0 | 0.0 | 19.0 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.1 | 0.0 | 0.0 | 0.3 | 0.1 | 0.0 | 0.0 | 0.8 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 4.5 | 0.0 | 0.0 | 0.6 | 1.3 | 0.0 | 0.0 | 3.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 18.2 | 0.0 | 0.0 | 14.1 | 10.4 | 0.0 | 0.0 | 19.8 | 0.0 |
| LnGrp LOS | | | | B | A | | B | B | A | A | B | |
| Approach Vol, veh/h | | | | | 854 | | | 459 | | | 555 | |
| Approach Delay, s/veh | | | | | 18.2 | | | 11.0 | | | 19.8 | |
| Approach LOS | | | | | B | | | B | | | B | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 30.9 | | | 10.3 | 20.6 | | 25.1 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | | 3.5 | 9.9 | | 14.5 | | | | |
| Green Ext Time (p_c), s | | 2.9 | | | 0.1 | 3.8 | | 3.6 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 16.9 |
| HCM 6th LOS | B |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 2 | 296 | 517 | 13 | 17 | 5 |
| Future Vol, veh/h | 2 | 296 | 517 | 13 | 17 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 322 | 562 | 14 | 18 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 576 | 0 | - | 0 | 895 569 |
| Stage 1 | - | - | - | - | 569 - |
| Stage 2 | - | - | - | - | 326 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 997 | - | - | - | 311 522 |
| Stage 1 | - | - | - | - | 566 - |
| Stage 2 | - | - | - | - | 731 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 997 | - | - | - | 310 522 |
| Mov Cap-2 Maneuver | - | - | - | - | 310 - |
| Stage 1 | - | - | - | - | 565 - |
| Stage 2 | - | - | - | - | 731 - |

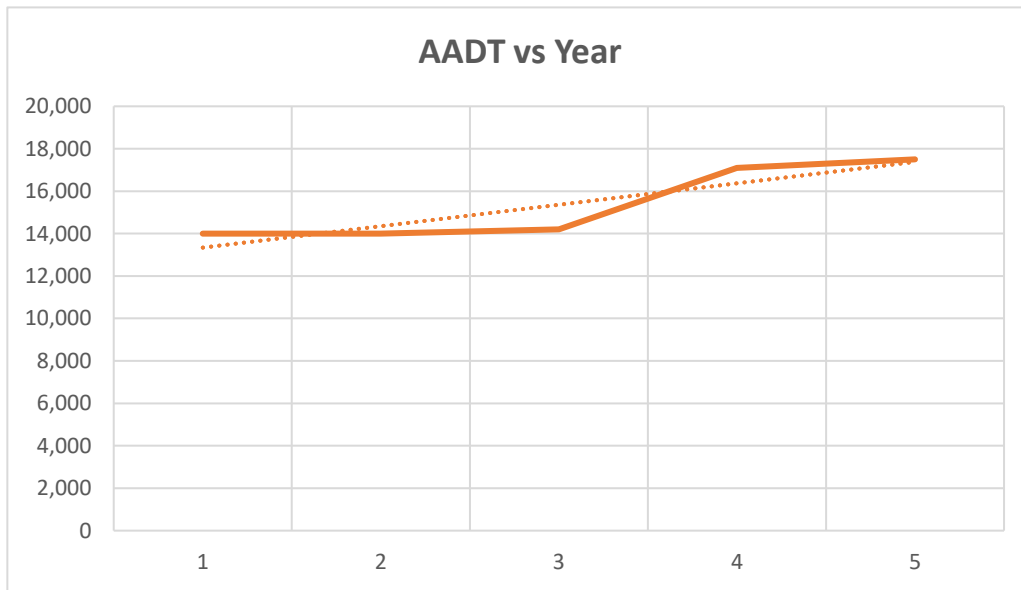
| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 16.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 997 | - | - | - | 342 |
| HCM Lane V/C Ratio | 0.002 | - | - | - | 0.07 |
| HCM Control Delay (s) | 8.6 | 0 | - | - | 16.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

Appendix F: Historical Trends Analysis

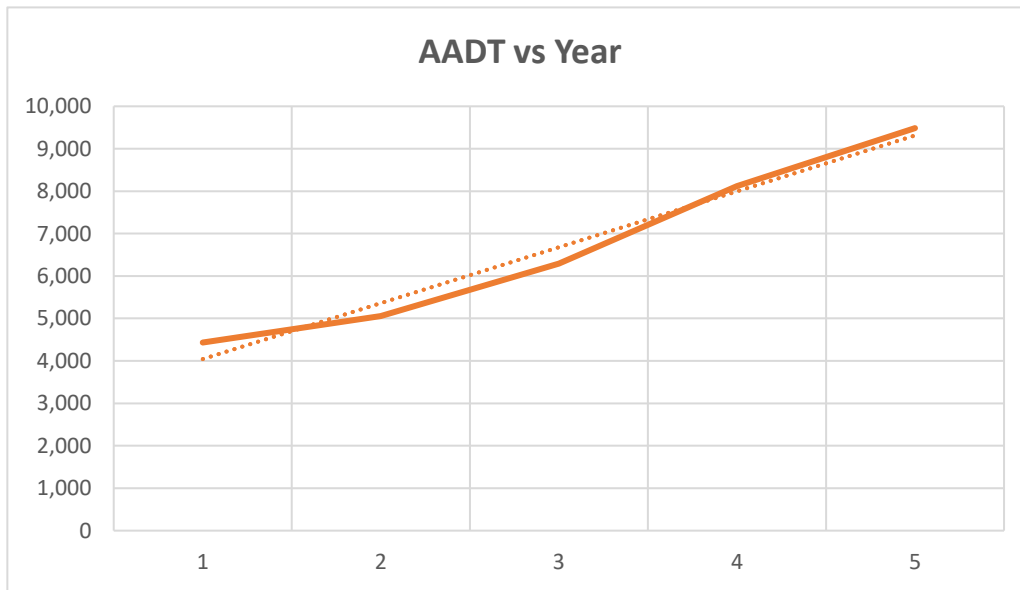
LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|--------|--------------|
| 2020 | 14,000 | |
| 2021 | 14,000 | 0.000000 |
| 2022 | 14,200 | 0.014286 |
| 2023 | 17,100 | 0.204225 |
| 2024 | 17,500 | 0.023392 |
| | | |
| Avg Annual Growth Rate | | 6.05% |



LINEAR GROWTH RATE CALCULATION

| Year | AADT | Growth Rate |
|-------------------------------|-------|---------------|
| 2020 | 4,433 | |
| 2021 | 5,054 | 0.140086 |
| 2022 | 6,297 | 0.245944 |
| 2023 | 8,122 | 0.289821 |
| 2024 | 9,486 | 0.167939 |
| | | |
| Avg Annual Growth Rate | | 21.09% |



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 8025 - NORTH HANCOCK RD, 400 FT N OF SR-50 - OFF SYSTEM

| YEAR | AADT | | DIRECTION 1 | | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR | |
|------|-------|---|-------------|------|-------------|-----------|----------|----------|-------|
| 2024 | 17500 | F | N | 8600 | S | 8900 | 9.00 | 53.70 | 2.40 |
| 2023 | 17100 | C | N | 8400 | S | 8700 | 9.00 | 53.20 | 2.40 |
| 2022 | 14200 | S | N | 6900 | S | 7300 | 9.00 | 54.50 | 7.60 |
| 2021 | 14000 | F | N | 6800 | S | 7200 | 9.00 | 53.80 | 14.80 |
| 2020 | 14000 | C | N | 6800 | S | 7200 | 9.00 | 54.10 | 6.80 |
| 2019 | 16600 | C | N | 7900 | S | 8700 | 9.00 | 54.30 | 9.90 |
| 2018 | 17200 | F | N | 8400 | S | 8800 | 9.00 | 54.20 | 13.00 |
| 2017 | 16800 | C | N | 8200 | S | 8600 | 9.00 | 54.20 | 10.70 |
| 2016 | 14600 | C | N | 7000 | S | 7600 | 9.00 | 53.90 | 12.60 |
| 2015 | 14300 | T | N | 7000 | S | 7300 | 9.00 | 54.60 | 12.60 |
| 2014 | 13900 | S | N | 6800 | S | 7100 | 9.00 | 54.50 | 11.30 |
| 2013 | 13700 | F | N | 6700 | S | 7000 | 9.00 | 54.70 | 10.90 |
| 2012 | 13700 | C | N | 6700 | S | 7000 | 9.00 | 55.10 | 11.00 |
| 2011 | 15800 | C | N | 7700 | S | 8100 | 9.00 | 54.20 | 10.20 |

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0457 - N HANCOCK, MONTVERDE

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|-------------|-----------|----------|----------|
| 2024 | 9486 C | N 4959 | S 4527 | 9.00 | 59.20 | 9.60 |
| 2023 | 8122 C | N 4201 | S 3921 | 9.00 | 59.90 | 10.90 |
| 2022 | 6297 C | N 3322 | S 2975 | 9.00 | 58.40 | 12.40 |
| 2021 | 5054 C | N 2688 | S 2366 | 9.00 | 60.30 | 11.40 |
| 2020 | 4433 C | N 2310 | S 2123 | 9.00 | 54.10 | 10.00 |

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

Appendix G: Projected Intersection Analysis Output

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

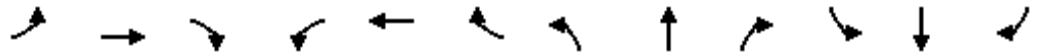
05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|-------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations | ↰ | → | | ↰ | → | | ↰ | ↑↑ | ↰ | ↰ | ↑↑ | ↰ |
| Traffic Volume (veh/h) | 141 | 79 | 142 | 104 | 64 | 57 | 278 | 523 | 130 | 103 | 1550 | 143 |
| Future Volume (veh/h) | 141 | 79 | 142 | 104 | 64 | 57 | 278 | 523 | 130 | 103 | 1550 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 153 | 86 | 154 | 113 | 70 | 62 | 302 | 568 | 141 | 112 | 1685 | 155 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 268 | 88 | 158 | 171 | 122 | 108 | 297 | 2014 | 1004 | 448 | 1635 | 856 |
| Arrive On Green | 0.08 | 0.15 | 0.15 | 0.07 | 0.13 | 0.13 | 0.14 | 0.57 | 0.57 | 0.03 | 0.46 | 0.46 |
| Sat Flow, veh/h | 1781 | 601 | 1076 | 1781 | 915 | 810 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 153 | 0 | 240 | 113 | 0 | 132 | 302 | 568 | 141 | 112 | 1685 | 155 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1677 | 1781 | 0 | 1725 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.1 | 0.0 | 21.4 | 8.1 | 0.0 | 10.8 | 21.0 | 12.4 | 5.4 | 5.0 | 69.0 | 7.5 |
| Cycle Q Clear(g_c), s | 11.1 | 0.0 | 21.4 | 8.1 | 0.0 | 10.8 | 21.0 | 12.4 | 5.4 | 5.0 | 69.0 | 7.5 |
| Prop In Lane | 1.00 | | 0.64 | 1.00 | | 0.47 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 268 | 0 | 246 | 171 | 0 | 230 | 297 | 2014 | 1004 | 448 | 1635 | 856 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.98 | 0.66 | 0.00 | 0.57 | 1.02 | 0.28 | 0.14 | 0.25 | 1.03 | 0.18 |
| Avail Cap(c_a), veh/h | 268 | 0 | 246 | 171 | 0 | 230 | 297 | 2014 | 1004 | 448 | 1635 | 856 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.2 | 0.0 | 63.7 | 52.6 | 0.0 | 61.0 | 53.4 | 16.8 | 11.1 | 20.5 | 40.5 | 17.6 |
| Incr Delay (d2), s/veh | 2.9 | 0.0 | 50.5 | 8.9 | 0.0 | 3.4 | 56.2 | 0.4 | 0.3 | 0.3 | 30.6 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 0.0 | 12.6 | 4.1 | 0.0 | 5.0 | 15.6 | 5.2 | 2.0 | 2.2 | 36.6 | 2.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 54.1 | 0.0 | 114.2 | 61.5 | 0.0 | 64.4 | 109.6 | 17.1 | 11.4 | 20.8 | 71.1 | 18.1 |
| LnGrp LOS | D | A | F | E | A | E | F | B | B | C | F | B |
| Approach Vol, veh/h | | 393 | | | 245 | | | 1011 | | | 1952 | |
| Approach Delay, s/veh | | 90.8 | | | 63.1 | | | 44.0 | | | 64.0 | |
| Approach LOS | | F | | | E | | | D | | | E | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 12.0 | 92.0 | 17.0 | 29.0 | 28.0 | 76.0 | 19.0 | 27.0 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 85.0 | 10.0 | 22.0 | 21.0 | 69.0 | 12.0 | 20.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.0 | 14.4 | 10.1 | 23.4 | 23.0 | 71.0 | 13.1 | 12.8 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 61.2 | | | | | | | | | |
| HCM 6th LOS | | | E | | | | | | | | | |

HCM 6th Signalized Intersection Summary
 2: Hancock Rd & Hamlin Ridge Rd

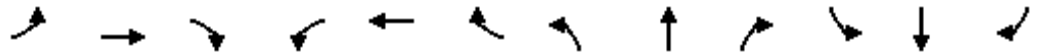
05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | ↖ | ↗ | | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (veh/h) | 108 | 0 | 109 | 32 | 0 | 28 | 78 | 676 | 15 | 17 | 1426 | 14 |
| Future Volume (veh/h) | 108 | 0 | 109 | 32 | 0 | 28 | 78 | 676 | 15 | 17 | 1426 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 117 | 0 | 118 | 35 | 0 | 30 | 85 | 735 | 16 | 18 | 1550 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 168 | 7 | 130 | 242 | 0 | 289 | 227 | 2201 | 982 | 465 | 2126 | 948 |
| Arrive On Green | 0.18 | 0.00 | 0.18 | 0.18 | 0.00 | 0.18 | 0.04 | 0.62 | 0.62 | 0.02 | 0.60 | 0.60 |
| Sat Flow, veh/h | 671 | 36 | 713 | 1274 | 0 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 235 | 0 | 0 | 35 | 0 | 30 | 85 | 735 | 16 | 18 | 1550 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1421 | 0 | 0 | 1274 | 0 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 17.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 2.1 | 11.6 | 0.5 | 0.5 | 36.4 | 0.4 |
| Cycle Q Clear(g_c), s | 19.1 | 0.0 | 0.0 | 3.6 | 0.0 | 1.8 | 2.1 | 11.6 | 0.5 | 0.5 | 36.4 | 0.4 |
| Prop In Lane | 0.50 | | 0.50 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 305 | 0 | 0 | 242 | 0 | 289 | 227 | 2201 | 982 | 465 | 2126 | 948 |
| V/C Ratio(X) | 0.77 | 0.00 | 0.00 | 0.14 | 0.00 | 0.10 | 0.37 | 0.33 | 0.02 | 0.04 | 0.73 | 0.02 |
| Avail Cap(c_a), veh/h | 326 | 0 | 0 | 260 | 0 | 312 | 247 | 2201 | 982 | 508 | 2126 | 948 |
| 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 | 47.3 | 0.0 | 0.0 | 40.6 | 0.0 | 39.9 | 15.7 | 10.7 | 8.6 | 9.0 | 16.7 | 9.5 |
| Incr Delay (d2), s/veh | 10.1 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 1.0 | 0.4 | 0.0 | 0.0 | 2.2 | 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(50%),veh/ln | 7.5 | 0.0 | 0.0 | 0.9 | 0.0 | 0.7 | 0.9 | 4.5 | 0.2 | 0.2 | 14.6 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.4 | 0.0 | 0.0 | 40.9 | 0.0 | 40.0 | 16.7 | 11.1 | 8.6 | 9.1 | 19.0 | 9.6 |
| LnGrp LOS | E | A | A | D | A | D | B | B | A | A | B | A |
| Approach Vol, veh/h | | 235 | | | 65 | | | 836 | | | 1583 | |
| Approach Delay, s/veh | | 57.4 | | | 40.5 | | | 11.6 | | | 18.8 | |
| Approach LOS | | E | | | D | | | B | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 9.2 | 79.5 | | 28.3 | 11.7 | 77.0 | | 28.3 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.5 | 13.6 | | 21.1 | 4.1 | 38.4 | | 5.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.2 | | 0.2 | 0.0 | 15.9 | | 0.2 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 20.4 | | | | | | | | |
| HCM 6th LOS | | | | C | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↔↔ | ↑↑ | ↗ | ↔↔ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ | ↖ | ↑↑ | ↗ |
| Traffic Volume (veh/h) | 299 | 97 | 153 | 142 | 89 | 75 | 229 | 561 | 309 | 139 | 389 | 195 |
| Future Volume (veh/h) | 299 | 97 | 153 | 142 | 89 | 75 | 229 | 561 | 309 | 139 | 389 | 195 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 325 | 105 | 166 | 154 | 97 | 82 | 249 | 610 | 336 | 151 | 423 | 212 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 453 | 582 | 476 | 246 | 370 | 307 | 439 | 1000 | 559 | 331 | 828 | 577 |
| Arrive On Green | 0.13 | 0.16 | 0.16 | 0.07 | 0.10 | 0.10 | 0.14 | 0.28 | 0.28 | 0.09 | 0.23 | 0.23 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 325 | 105 | 166 | 154 | 97 | 82 | 249 | 610 | 336 | 151 | 423 | 212 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 6.9 | 2.0 | 6.3 | 3.3 | 1.9 | 3.4 | 7.9 | 11.4 | 13.4 | 4.8 | 8.0 | 7.5 |
| Cycle Q Clear(g_c), s | 6.9 | 2.0 | 6.3 | 3.3 | 1.9 | 3.4 | 7.9 | 11.4 | 13.4 | 4.8 | 8.0 | 7.5 |
| 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 | 582 | 476 | 246 | 370 | 307 | 439 | 1000 | 559 | 331 | 828 | 577 |
| V/C Ratio(X) | 0.72 | 0.18 | 0.35 | 0.63 | 0.26 | 0.27 | 0.57 | 0.61 | 0.60 | 0.46 | 0.51 | 0.37 |
| Avail Cap(c_a), veh/h | 1551 | 1179 | 742 | 787 | 393 | 317 | 854 | 2492 | 1224 | 700 | 2242 | 1208 |
| 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 | 32.0 | 27.7 | 21.0 | 34.7 | 31.7 | 26.4 | 18.4 | 24.0 | 20.4 | 19.8 | 25.7 | 17.9 |
| Incr Delay (d2), s/veh | 2.2 | 0.1 | 0.4 | 2.6 | 0.4 | 0.5 | 1.2 | 0.6 | 1.0 | 1.0 | 0.5 | 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(50%),veh/ln | 2.9 | 0.8 | 2.3 | 1.5 | 0.8 | 1.3 | 3.2 | 4.7 | 4.8 | 2.0 | 3.3 | 2.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 34.2 | 27.8 | 21.5 | 37.3 | 32.1 | 26.8 | 19.5 | 24.6 | 21.5 | 20.8 | 26.2 | 18.3 |
| LnGrp LOS | C | C | C | D | C | C | B | C | C | C | C | B |
| Approach Vol, veh/h | | 596 | | | 333 | | | 1195 | | | 786 | |
| Approach Delay, s/veh | | 29.5 | | | 33.2 | | | 22.6 | | | 23.0 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 14.4 | 29.4 | 13.0 | 20.1 | 18.1 | 25.7 | 17.6 | 15.5 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 6.8 | 15.4 | 5.3 | 8.3 | 9.9 | 10.0 | 8.9 | 5.4 | | | | |
| Green Ext Time (p_c), s | 0.3 | 6.2 | 0.4 | 1.1 | 0.7 | 3.9 | 1.1 | 0.2 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 25.4 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

05/18/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 10 | 138 | 0 | 491 | 1516 | 0 |
| Future Volume (veh/h) | 10 | 138 | 0 | 491 | 1516 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 11 | 150 | 0 | 534 | 1648 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 217 | 193 | 0 | 2361 | 2361 | 0 |
| Arrive On Green | 0.12 | 0.12 | 0.00 | 0.66 | 0.66 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 11 | 150 | 0 | 534 | 1648 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.4 | 6.0 | 0.0 | 3.9 | 19.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 6.0 | 0.0 | 3.9 | 19.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 217 | 193 | 0 | 2361 | 2361 | 0 |
| V/C Ratio(X) | 0.05 | 0.78 | 0.00 | 0.23 | 0.70 | 0.00 |
| Avail Cap(c_a), veh/h | 707 | 629 | 0 | 4337 | 4337 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.4 | 27.9 | 0.0 | 4.3 | 6.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 6.5 | 0.0 | 0.0 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 2.5 | 0.0 | 1.0 | 5.1 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 25.5 | 34.4 | 0.0 | 4.4 | 7.3 | 0.0 |
| LnGrp LOS | C | C | A | A | A | A |
| Approach Vol, veh/h | | | | 534 | 1648 | |
| Approach Delay, s/veh | | | | 4.4 | 7.3 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 50.5 | | 15.0 | | 50.5 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 5.9 | | 8.0 | | 21.0 |
| Green Ext Time (p_c), s | | 4.2 | | 0.4 | | 22.5 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 8.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 1003 | 0 | 103 | 127 | 321 | 0 | 0 | 512 | 83 |
| Future Volume (veh/h) | 0 | 0 | 0 | 1003 | 0 | 103 | 127 | 321 | 0 | 0 | 512 | 83 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 1090 | 0 | 0 | 138 | 349 | 0 | 0 | 557 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1331 | 0 | | 320 | 1457 | 0 | 0 | 805 | |
| Arrive On Green | | | | 0.39 | 0.00 | 0.00 | 0.08 | 0.41 | 0.00 | 0.00 | 0.23 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 1090 | 0 | 0 | 138 | 349 | 0 | 0 | 557 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 19.4 | 0.0 | 0.0 | 3.8 | 4.4 | 0.0 | 0.0 | 9.8 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 19.4 | 0.0 | 0.0 | 3.8 | 4.4 | 0.0 | 0.0 | 9.8 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1331 | 0 | | 320 | 1457 | 0 | 0 | 805 | |
| V/C Ratio(X) | | | | 0.82 | 0.00 | | 0.43 | 0.24 | 0.00 | 0.00 | 0.69 | |
| Avail Cap(c_a), veh/h | | | | 2833 | 0 | | 489 | 2601 | 0 | 0 | 1613 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 18.9 | 0.0 | 0.0 | 17.5 | 13.2 | 0.0 | 0.0 | 24.2 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.3 | 0.0 | 0.0 | 0.9 | 0.1 | 0.0 | 0.0 | 1.1 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 7.2 | 0.0 | 0.0 | 1.5 | 1.6 | 0.0 | 0.0 | 4.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 20.2 | 0.0 | 0.0 | 18.4 | 13.3 | 0.0 | 0.0 | 25.3 | 0.0 |
| LnGrp LOS | | | | C | A | | B | B | A | A | C | |
| Approach Vol, veh/h | | | | | 1090 | | | 487 | | | 557 | |
| Approach Delay, s/veh | | | | | 20.2 | | | 14.7 | | | 25.3 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 35.0 | | | 12.5 | 22.5 | | 33.3 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 6.4 | | | 5.8 | 11.8 | | 21.4 | | | | |
| Green Ext Time (p_c), s | | 2.5 | | | 0.2 | 3.6 | | 5.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 20.3 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 4 | 715 | 291 | 9 | 27 | 6 |
| Future Vol, veh/h | 4 | 715 | 291 | 9 | 27 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 777 | 316 | 10 | 29 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 326 | 0 | - | 0 | 1106 321 |
| Stage 1 | - | - | - | - | 321 - |
| Stage 2 | - | - | - | - | 785 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1234 | - | - | - | 233 720 |
| Stage 1 | - | - | - | - | 735 - |
| Stage 2 | - | - | - | - | 449 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1234 | - | - | - | 232 720 |
| Mov Cap-2 Maneuver | - | - | - | - | 232 - |
| Stage 1 | - | - | - | - | 731 - |
| Stage 2 | - | - | - | - | 449 - |

| Approach | EB | WB | SB |
|----------------------|----|----|------|
| HCM Control Delay, s | 0 | 0 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1234 | - | - | - | 265 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.135 |
| HCM Control Delay (s) | 7.9 | 0 | - | - | 20.7 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

HCM 6th TWSC
7: Citrus Grove Rd & Turkey Farm Rd

05/18/2026

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗↗ | ↗↗ | ↗ | ↘ | ↗ |
| Traffic Vol, veh/h | 36 | 307 | 256 | 73 | 278 | 35 |
| Future Vol, veh/h | 36 | 307 | 256 | 73 | 278 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 334 | 278 | 79 | 302 | 38 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 357 | 0 | - | 0 | 523 |
| Stage 1 | - | - | - | - | 278 |
| Stage 2 | - | - | - | - | 245 |
| Critical Hdwy | 4.14 | - | - | - | 6.84 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 |
| Pot Cap-1 Maneuver | 1198 | - | - | - | 484 |
| Stage 1 | - | - | - | - | 744 |
| Stage 2 | - | - | - | - | 773 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1198 | - | - | - | 468 |
| Mov Cap-2 Maneuver | - | - | - | - | 553 |
| Stage 1 | - | - | - | - | 719 |
| Stage 2 | - | - | - | - | 773 |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.9 | 0 | 18 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 1198 | - | - | - | 553 | 884 |
| HCM Lane V/C Ratio | 0.033 | - | - | - | 0.546 | 0.043 |
| HCM Control Delay (s) | 8.1 | - | - | - | 19.1 | 9.3 |
| HCM Lane LOS | A | - | - | - | C | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 3.3 | 0.1 |

HCM 6th TWSC
8: Citrus Grove Rd & Access

05/18/2026

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑↑ | ↑↑ | ↗ | | ↗ |
| Traffic Vol, veh/h | 36 | 549 | 294 | 218 | 0 | 35 |
| Future Vol, veh/h | 36 | 549 | 294 | 218 | 0 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | - | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 597 | 320 | 237 | 0 | 38 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|--------|
| Conflicting Flow All | 557 | 0 | - | 0 | - 160 |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | 4.14 | - | - | - | - 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | 2.22 | - | - | - | - 3.32 |
| Pot Cap-1 Maneuver | 1010 | - | - | - | 0 857 |
| Stage 1 | - | - | - | - | 0 - |
| Stage 2 | - | - | - | - | 0 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1010 | - | - | - | - 857 |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.5 | 0 | 9.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1010 | - | - | - | 857 |
| HCM Lane V/C Ratio | 0.039 | - | - | - | 0.044 |
| HCM Control Delay (s) | 8.7 | - | - | - | 9.4 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

HCM 6th Signalized Intersection Summary

1: Education Ave & Hancock Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 159 | 22 | 167 | 24 | 6 | 11 | 324 | 681 | 70 | 28 | 933 | 275 |
| Future Volume (veh/h) | 159 | 22 | 167 | 24 | 6 | 11 | 324 | 681 | 70 | 28 | 933 | 275 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 173 | 24 | 182 | 26 | 7 | 12 | 352 | 740 | 76 | 30 | 1014 | 299 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 304 | 27 | 202 | 109 | 37 | 64 | 385 | 2194 | 1014 | 439 | 1904 | 1014 |
| Arrive On Green | 0.10 | 0.14 | 0.14 | 0.02 | 0.06 | 0.06 | 0.11 | 0.62 | 0.62 | 0.02 | 0.54 | 0.54 |
| Sat Flow, veh/h | 1781 | 188 | 1426 | 1781 | 619 | 1061 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 173 | 0 | 206 | 26 | 0 | 19 | 352 | 740 | 76 | 30 | 1014 | 299 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 0 | 1614 | 1781 | 0 | 1679 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 12.7 | 0.0 | 18.1 | 2.0 | 0.0 | 1.6 | 12.2 | 14.5 | 2.6 | 1.1 | 26.7 | 12.1 |
| Cycle Q Clear(g_c), s | 12.7 | 0.0 | 18.1 | 2.0 | 0.0 | 1.6 | 12.2 | 14.5 | 2.6 | 1.1 | 26.7 | 12.1 |
| Prop In Lane | 1.00 | | 0.88 | 1.00 | | 0.63 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 304 | 0 | 229 | 109 | 0 | 101 | 385 | 2194 | 1014 | 439 | 1904 | 1014 |
| V/C Ratio(X) | 0.57 | 0.00 | 0.90 | 0.24 | 0.00 | 0.19 | 0.91 | 0.34 | 0.07 | 0.07 | 0.53 | 0.29 |
| Avail Cap(c_a), veh/h | 403 | 0 | 257 | 131 | 0 | 101 | 641 | 2194 | 1014 | 458 | 1904 | 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.0 | 0.0 | 60.9 | 61.7 | 0.0 | 64.4 | 21.9 | 13.3 | 9.8 | 14.2 | 21.7 | 11.5 |
| Incr Delay (d2), s/veh | 1.7 | 0.0 | 29.7 | 1.1 | 0.0 | 0.9 | 11.2 | 0.4 | 0.1 | 0.1 | 1.1 | 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(50%),veh/ln | 5.9 | 0.0 | 9.3 | 0.9 | 0.0 | 0.7 | 7.9 | 5.9 | 1.0 | 0.5 | 11.4 | 4.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 55.7 | 0.0 | 90.5 | 62.8 | 0.0 | 65.3 | 33.1 | 13.7 | 10.0 | 14.3 | 22.8 | 12.3 |
| LnGrp LOS | E | A | F | E | A | E | C | B | A | B | C | B |
| Approach Vol, veh/h | | 379 | | | 45 | | | 1168 | | | 1343 | |
| Approach Delay, s/veh | | 74.6 | | | 63.9 | | | 19.3 | | | 20.3 | |
| Approach LOS | | E | | | E | | | B | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.5 | 96.0 | 10.2 | 27.4 | 22.3 | 84.2 | 22.0 | 15.6 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 89.0 | 5.0 | 23.0 | 36.0 | 58.0 | 23.0 | 5.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.1 | 16.5 | 4.0 | 20.1 | 14.2 | 28.7 | 14.7 | 3.6 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.6 | 0.0 | 0.3 | 1.0 | 10.1 | 0.3 | 0.0 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | 27.6 | | | | | | | | | |
| HCM 6th LOS | | | C | | | | | | | | | |

HCM 6th Signalized Intersection Summary

2: Hancock Rd & Hamlin Ridge Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↔ | | ↔ | ↔ | | ↔ | ↕ | ↕ | ↔ | ↕ | ↕ |
| Traffic Volume (veh/h) | 58 | 3 | 69 | 32 | 3 | 20 | 118 | 673 | 32 | 29 | 1071 | 81 |
| Future Volume (veh/h) | 58 | 3 | 69 | 32 | 3 | 20 | 118 | 673 | 32 | 29 | 1071 | 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 63 | 3 | 75 | 35 | 3 | 22 | 128 | 732 | 35 | 32 | 1164 | 88 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 115 | 14 | 91 | 192 | 22 | 162 | 358 | 2357 | 1051 | 521 | 2298 | 1025 |
| Arrive On Green | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.11 | 0.05 | 0.66 | 0.66 | 0.03 | 0.65 | 0.65 |
| Sat Flow, veh/h | 586 | 120 | 802 | 1321 | 194 | 1421 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 141 | 0 | 0 | 35 | 0 | 25 | 128 | 732 | 35 | 32 | 1164 | 88 |
| Grp Sat Flow(s),veh/h/ln | 1507 | 0 | 0 | 1321 | 0 | 1615 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 2.6 | 9.5 | 0.8 | 0.6 | 18.6 | 2.2 |
| Cycle Q Clear(g_c), s | 9.9 | 0.0 | 0.0 | 3.3 | 0.0 | 1.5 | 2.6 | 9.5 | 0.8 | 0.6 | 18.6 | 2.2 |
| Prop In Lane | 0.45 | | 0.53 | 1.00 | | 0.88 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 220 | 0 | 0 | 192 | 0 | 184 | 358 | 2357 | 1051 | 521 | 2298 | 1025 |
| V/C Ratio(X) | 0.64 | 0.00 | 0.00 | 0.18 | 0.00 | 0.14 | 0.36 | 0.31 | 0.03 | 0.06 | 0.51 | 0.09 |
| Avail Cap(c_a), veh/h | 367 | 0 | 0 | 322 | 0 | 343 | 376 | 2357 | 1051 | 553 | 2298 | 1025 |
| 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 | 46.8 | 0.0 | 0.0 | 44.0 | 0.0 | 43.1 | 7.8 | 7.7 | 6.3 | 6.1 | 10.0 | 7.2 |
| Incr Delay (d2), s/veh | 3.1 | 0.0 | 0.0 | 0.5 | 0.0 | 0.3 | 0.6 | 0.3 | 0.1 | 0.0 | 0.8 | 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(50%),veh/ln | 3.9 | 0.0 | 0.0 | 0.9 | 0.0 | 0.6 | 0.9 | 3.4 | 0.3 | 0.2 | 6.9 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 49.9 | 0.0 | 0.0 | 44.4 | 0.0 | 43.5 | 8.4 | 8.1 | 6.3 | 6.1 | 10.8 | 7.3 |
| LnGrp LOS | D | A | A | D | A | D | A | A | A | A | B | A |
| Approach Vol, veh/h | | 141 | | | 60 | | | 895 | | | 1284 | |
| Approach Delay, s/veh | | 49.9 | | | 44.0 | | | 8.0 | | | 10.5 | |
| Approach LOS | | D | | | D | | | A | | | B | |
| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 10.1 | 78.8 | | 19.4 | 11.9 | 77.0 | | 19.4 | | | | |
| Change Period (Y+Rc), s | 7.0 | 7.0 | | 7.0 | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | 5.0 | 71.0 | | 23.0 | 6.0 | 70.0 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.6 | 11.5 | | 11.9 | 4.6 | 20.6 | | 5.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 6.3 | | 0.5 | 0.0 | 12.3 | | 0.1 | | | | |
| Intersection Summary | | | | | | | | | | | | |
| HCM 6th Ctrl Delay | | | | 12.8 | | | | | | | | |
| HCM 6th LOS | | | | B | | | | | | | | |

HCM 6th Signalized Intersection Summary
 3: Hancock Rd & Citrus Grove Rd

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-------|------|------|------|-------|-------|------|------|------|------|------|------|
| Lane Configurations | ↗↘ | ↗ | ↘ | ↗↘ | ↗↘ | ↗ | ↘ | ↗↘ | ↗ | ↘ | ↗↘ | ↗ |
| Traffic Volume (veh/h) | 327 | 130 | 176 | 202 | 116 | 106 | 291 | 582 | 9 | 225 | 838 | 629 |
| Future Volume (veh/h) | 327 | 130 | 176 | 202 | 116 | 106 | 291 | 582 | 9 | 225 | 838 | 629 |
| 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 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 355 | 141 | 191 | 220 | 126 | 115 | 316 | 633 | 10 | 245 | 911 | 684 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 440 | 457 | 406 | 287 | 300 | 294 | 351 | 1527 | 813 | 482 | 1429 | 839 |
| Arrive On Green | 0.13 | 0.13 | 0.13 | 0.08 | 0.08 | 0.08 | 0.13 | 0.43 | 0.43 | 0.10 | 0.40 | 0.40 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 355 | 141 | 191 | 220 | 126 | 115 | 316 | 633 | 10 | 245 | 911 | 684 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.7 | 4.2 | 12.0 | 7.3 | 4.0 | 7.5 | 12.2 | 14.5 | 0.4 | 9.3 | 24.2 | 42.0 |
| Cycle Q Clear(g_c), s | 11.7 | 4.2 | 12.0 | 7.3 | 4.0 | 7.5 | 12.2 | 14.5 | 0.4 | 9.3 | 24.2 | 42.0 |
| 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 | 440 | 457 | 406 | 287 | 300 | 294 | 351 | 1527 | 813 | 482 | 1429 | 839 |
| V/C Ratio(X) | 0.81 | 0.31 | 0.47 | 0.77 | 0.42 | 0.39 | 0.90 | 0.41 | 0.01 | 0.51 | 0.64 | 0.82 |
| Avail Cap(c_a), veh/h | 1014 | 771 | 546 | 515 | 300 | 294 | 554 | 1630 | 859 | 648 | 1466 | 856 |
| 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 | 49.9 | 46.5 | 37.0 | 52.8 | 51.1 | 42.1 | 23.7 | 23.3 | 14.0 | 17.6 | 28.3 | 22.9 |
| Incr Delay (d2), s/veh | 3.6 | 0.4 | 0.8 | 4.3 | 0.9 | 0.8 | 11.9 | 0.2 | 0.0 | 0.8 | 0.9 | 6.1 |
| 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(50%),veh/ln | 5.3 | 1.9 | 4.7 | 3.3 | 1.8 | 3.0 | 6.1 | 6.1 | 0.1 | 3.9 | 10.4 | 16.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 53.4 | 46.8 | 37.8 | 57.0 | 52.0 | 42.9 | 35.6 | 23.4 | 14.0 | 18.5 | 29.2 | 29.0 |
| LnGrp LOS | D | D | D | E | D | D | D | C | B | B | C | C |
| Approach Vol, veh/h | | 687 | | | 461 | | | 959 | | | 1840 | |
| Approach Delay, s/veh | | 47.7 | | | 52.1 | | | 27.4 | | | 27.7 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | | | |
| Phs Duration (G+Y+Rc), s | 19.4 | 58.3 | 17.3 | 22.6 | 22.6 | 55.0 | 22.5 | 17.4 | | | | |
| Change Period (Y+Rc), s | * 7.5 | 7.8 | 7.5 | 7.5 | * 7.6 | * 7.8 | 7.5 | 7.5 | | | | |
| Max Green Setting (Gmax), s | * 23 | 53.9 | 17.5 | 25.5 | * 28 | * 49 | 34.5 | 8.5 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.3 | 16.5 | 9.3 | 14.0 | 14.2 | 44.0 | 13.7 | 9.5 | | | | |
| Green Ext Time (p_c), s | 0.5 | 5.0 | 0.4 | 1.1 | 0.8 | 3.2 | 1.2 | 0.0 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 33.9 |
| HCM 6th LOS | C |

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

4: Hancock Rd & EB Ramps

05/18/2026



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|------------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 9 | 167 | 0 | 595 | 1526 | 0 |
| Future Volume (veh/h) | 9 | 167 | 0 | 595 | 1526 | 0 |
| 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 | 1870 | 0 | 1870 | 1870 | 0 |
| Adj Flow Rate, veh/h | 10 | 182 | 0 | 647 | 1659 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 2 | 2 | 0 |
| Cap, veh/h | 256 | 228 | 0 | 2328 | 2328 | 0 |
| Arrive On Green | 0.14 | 0.14 | 0.00 | 0.66 | 0.66 | 0.00 |
| Sat Flow, veh/h | 1781 | 1585 | 0 | 3741 | 3741 | 0 |
| Grp Volume(v), veh/h | 10 | 182 | 0 | 647 | 1659 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 0 | 1777 | 1777 | 0 |
| Q Serve(g_s), s | 0.3 | 7.7 | 0.0 | 5.3 | 21.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 7.7 | 0.0 | 5.3 | 21.0 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 0.00 |
| Lane Grp Cap(c), veh/h | 256 | 228 | 0 | 2328 | 2328 | 0 |
| V/C Ratio(X) | 0.04 | 0.80 | 0.00 | 0.28 | 0.71 | 0.00 |
| Avail Cap(c_a), veh/h | 666 | 592 | 0 | 4086 | 4086 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.6 | 28.8 | 0.0 | 5.1 | 7.8 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 6.3 | 0.0 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 3.2 | 0.0 | 1.5 | 6.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 25.7 | 35.2 | 0.0 | 5.1 | 8.2 | 0.0 |
| LnGrp LOS | C | D | A | A | A | A |
| Approach Vol, veh/h | | | | 647 | 1659 | |
| Approach Delay, s/veh | | | | 5.1 | 8.2 | |
| Approach LOS | | | | A | A | |
| Timer - Assigned Phs | | 2 | | 4 | | 6 |
| Phs Duration (G+Y+Rc), s | | 52.6 | | 17.0 | | 52.6 |
| Change Period (Y+Rc), s | | 7.0 | | 7.0 | | 7.0 |
| Max Green Setting (Gmax), s | | 80.0 | | 26.0 | | 80.0 |
| Max Q Clear Time (g_c+I1), s | | 7.3 | | 9.7 | | 23.0 |
| Green Ext Time (p_c), s | | 5.3 | | 0.5 | | 22.6 |
| Intersection Summary | | | | | | |
| HCM 6th Ctrl Delay | | | 9.4 | | | |
| HCM 6th LOS | | | A | | | |

HCM 6th Signalized Intersection Summary

5: Hancock Rd & WB Ramps

05/18/2026



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------------|-----|------|-----|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | | | ↖↗ | | ↖ | ↖ | ↕ | | | ↕ | ↖ |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 1088 | 0 | 380 | 141 | 470 | 0 | 0 | 666 | 4 |
| Future Volume (veh/h) | 0 | 0 | 0 | 1088 | 0 | 380 | 141 | 470 | 0 | 0 | 666 | 4 |
| Initial Q (Qb), veh | | | | 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 |
| Parking Bus, Adj | | | | 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 | | No |
| Adj Sat Flow, veh/h/ln | | | | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 0 | 1870 | 1870 |
| Adj Flow Rate, veh/h | | | | 1183 | 0 | 0 | 153 | 511 | 0 | 0 | 724 | 0 |
| Peak Hour Factor | | | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | | | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 |
| Cap, veh/h | | | | 1386 | 0 | | 288 | 1528 | 0 | 0 | 934 | |
| Arrive On Green | | | | 0.40 | 0.00 | 0.00 | 0.08 | 0.43 | 0.00 | 0.00 | 0.26 | 0.00 |
| Sat Flow, veh/h | | | | 3456 | 0 | 1585 | 1781 | 3647 | 0 | 0 | 3647 | 1585 |
| Grp Volume(v), veh/h | | | | 1183 | 0 | 0 | 153 | 511 | 0 | 0 | 724 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | | 1728 | 0 | 1585 | 1781 | 1777 | 0 | 0 | 1777 | 1585 |
| Q Serve(g_s), s | | | | 25.9 | 0.0 | 0.0 | 4.9 | 7.9 | 0.0 | 0.0 | 15.6 | 0.0 |
| Cycle Q Clear(g_c), s | | | | 25.9 | 0.0 | 0.0 | 4.9 | 7.9 | 0.0 | 0.0 | 15.6 | 0.0 |
| Prop In Lane | | | | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | | | 1386 | 0 | | 288 | 1528 | 0 | 0 | 934 | |
| V/C Ratio(X) | | | | 0.85 | 0.00 | | 0.53 | 0.33 | 0.00 | 0.00 | 0.77 | |
| Avail Cap(c_a), veh/h | | | | 2333 | 0 | | 399 | 2142 | 0 | 0 | 1328 | |
| HCM Platoon Ratio | | | | 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 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | | | | 22.6 | 0.0 | 0.0 | 20.4 | 15.7 | 0.0 | 0.0 | 28.3 | 0.0 |
| Incr Delay (d2), s/veh | | | | 1.7 | 0.0 | 0.0 | 1.5 | 0.1 | 0.0 | 0.0 | 1.9 | 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 |
| %ile BackOfQ(50%),veh/ln | | | | 10.1 | 0.0 | 0.0 | 2.1 | 3.1 | 0.0 | 0.0 | 6.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | | | | 24.3 | 0.0 | 0.0 | 21.9 | 15.9 | 0.0 | 0.0 | 30.2 | 0.0 |
| LnGrp LOS | | | | C | A | | C | B | A | A | C | |
| Approach Vol, veh/h | | | | | 1183 | | | 664 | | | 724 | |
| Approach Delay, s/veh | | | | | 24.3 | | | 17.3 | | | 30.2 | |
| Approach LOS | | | | | C | | | B | | | C | |
| Timer - Assigned Phs | | 2 | | | 5 | 6 | | 8 | | | | |
| Phs Duration (G+Y+Rc), s | | 42.7 | | | 13.9 | 28.8 | | 40.3 | | | | |
| Change Period (Y+Rc), s | | 7.0 | | | 7.0 | 7.0 | | 7.0 | | | | |
| Max Green Setting (Gmax), s | | 50.0 | | | 12.0 | 31.0 | | 56.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 9.9 | | | 6.9 | 17.6 | | 27.9 | | | | |
| Green Ext Time (p_c), s | | 3.9 | | | 0.2 | 4.2 | | 5.4 | | | | |

Intersection Summary

| | |
|--------------------|------|
| HCM 6th Ctrl Delay | 24.1 |
| HCM 6th LOS | C |

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 3 | 439 | 718 | 17 | 22 | 6 |
| Future Vol, veh/h | 3 | 439 | 718 | 17 | 22 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 477 | 780 | 18 | 24 | 7 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 798 | 0 | - | 0 | 1272 789 |
| Stage 1 | - | - | - | - | 789 - |
| Stage 2 | - | - | - | - | 483 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 824 | - | - | - | 185 391 |
| Stage 1 | - | - | - | - | 448 - |
| Stage 2 | - | - | - | - | 620 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 824 | - | - | - | 184 391 |
| Mov Cap-2 Maneuver | - | - | - | - | 184 - |
| Stage 1 | - | - | - | - | 446 - |
| Stage 2 | - | - | - | - | 620 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 25.3 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 824 | - | - | - | 208 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.146 |
| HCM Control Delay (s) | 9.4 | 0 | - | - | 25.3 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.5 |

HCM 6th TWSC
7: Citrus Grove Rd & Turkey Farm Rd

05/18/2026

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 13.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↗↗ | ↗↗ | ↗ | ↘ | ↗ |
| Traffic Vol, veh/h | 32 | 417 | 813 | 63 | 246 | 31 |
| Future Vol, veh/h | 32 | 417 | 813 | 63 | 246 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | 0 | 100 |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 453 | 884 | 68 | 267 | 34 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 952 | 0 | - | 0 | 1181 |
| Stage 1 | - | - | - | - | 884 |
| Stage 2 | - | - | - | - | 297 |
| Critical Hdwy | 4.14 | - | - | - | 6.84 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.84 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.84 |
| Follow-up Hdwy | 2.22 | - | - | - | 3.52 |
| Pot Cap-1 Maneuver | 717 | - | - | - | ~ 183 |
| Stage 1 | - | - | - | - | 364 |
| Stage 2 | - | - | - | - | 728 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 717 | - | - | - | ~ 174 |
| Mov Cap-2 Maneuver | - | - | - | - | 279 |
| Stage 1 | - | - | - | - | 346 |
| Stage 2 | - | - | - | - | 728 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.7 | 0 | 75.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 717 | - | - | - | 279 | 563 |
| HCM Lane V/C Ratio | 0.049 | - | - | - | 0.958 | 0.06 |
| HCM Control Delay (s) | 10.3 | - | - | - | 83.7 | 11.8 |
| HCM Lane LOS | B | - | - | - | F | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 9.3 | 0.2 |

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

HCM 6th TWSC
8: Citrus Grove Rd & Access

05/18/2026

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑↑ | ↑↑ | ↗ | | ↗ |
| Traffic Vol, veh/h | 32 | 631 | 845 | 190 | 0 | 31 |
| Future Vol, veh/h | 32 | 631 | 845 | 190 | 0 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 390 | - | - | 390 | - | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 1 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 686 | 918 | 207 | 0 | 34 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 1125 | 0 | - | 0 | 459 |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | 4.14 | - | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | 2.22 | - | - | - | 3.32 |
| Pot Cap-1 Maneuver | 617 | - | - | - | 549 |
| Stage 1 | - | - | - | - | 0 |
| Stage 2 | - | - | - | - | 0 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 617 | - | - | - | 549 |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.5 | 0 | 12 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 617 | - | - | - | 549 |
| HCM Lane V/C Ratio | 0.056 | - | - | - | 0.061 |
| HCM Control Delay (s) | 11.2 | - | - | - | 12 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.2 |

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**
Traffic Impact Analysis Comments Responses
Kevin Carney Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

General Note: These comments provided by this reviewer do not appear to reflect a full understanding of the technical and procedural methods applicable to traffic impact studies. However, as public input is respected, the following responses are provided as a courtesy and for documentation purposes. The comments themselves do not alter the result of the study and/or were already made by County/City staff/reviewers and addressed separately.

Comment 1: Citrus Grove alignment included?

Response: The Citrus Grove Road realignment was not considered because, as is typical with traffic impact studies, only projects approved and fully funded within the timeframe of the project buildout would be considered.

Comment 2: Traffic volumes figure orientation?

Response: Traffic volume figures are a schematic representation of roadways. Roadway orientation does not affect level of service calculations which is the critical intent of the study.

Comment 3: Neighborhood volumes not shown/included?

Response: The level of service of these approaches are assumed to be unchanged as no project traffic is being added to them. For this reason, the neighborhood volumes and approaches are not analyzed.

Comment 4: Do a traffic count at a project access driveway intersections?

Response: The project access driveways do not exist today or there is no traffic on the side street approaches of the project access intersections. Therefore, there is no traffic to count at these intersections during the existing conditions.

Comment 5: Access driveway is supposed to be a Ri/Ro driveway?

Response: The study was updated as this feedback was already received from the County.

Comment 6: Intersection analysis not provided in Full Buildout analysis.

Response: No intersection analysis was conducted as only segment operations were evaluated for the maximum buildout scenario. This is typically the procedure followed for comprehensive plan-type applications

MEMORANDUM

**RE: Citrus Grove Road PUD TIA
Minneola, FL**

Traffic Impact Analysis Comments Responses
Inspire Placemaking Collective Comments
05/16/2026
Job # 25174

The following responds to comments received regarding the Traffic Impact Analysis (TIA) for the above-referenced project.

1. Apply 2025 Lake County Traffic Counts and segment limits from the 2023 Lake County CMP Database for the roadway capacity/segment analyses.

Response: The roadway capacity/segment analysis requires PM peak hour traffic count data. Such hourly data is not provided on the Lake County Traffic Counts map, only daily data. Therefore, as is typically and for consistency, the Lake County CMP Database volumes were utilized and growth rates applied as footnoted in the TIA report tables. The 2023 Lake County CMP segment limits were utilized. *Note: This comment does not alter the result of the study.*

2. For the Existing Roadway Segment Capacity Analysis include an assessment that shows what percentage of the projected generated traffic versus the roadway capacity to determine if it consumes 5% or more to determine the study area.

Response: This significance analysis was done as part of the TIA methodology previously submitted and reviewed by the City (see Table 2, Methodology Memorandum in Appendix B. *Note: This comment does not alter the result of the study.*

3. Please include the following planned improvements as part of the analysis: (a) New 2-lane roadway on N Hancock Rd from CR 561A to CR 455; (b) N Hancock Rd from SR 91 to CR 561A widened to 4 lanes

Response: The section of N Hancock Rd from CR 561A to CR 455 was not included in the study and is outside the one (1) mile impact area and does not meet the 5% significance test. The section of N Hancock Rd from SR 91 to CR 561A was analyzed as a four-lane roadway as requested. *Note: This comment does not alter the result of the study.*

4. Reference that the ITE Trip Generation Manual, 12th Edition, was applied in calculating the trip generation.

Response: Text was updated as requested to state that the ITE 12th edition was used. *Note: This comment does not alter the result of the study.*

5. Based on when the counts were conducted a 1% Seasonal Factor should be applied to the existing turning movement counts.

Response: The raw turning movement counts were obtained during the peak season (February 2026) so the counts were not and do not need to be seasonally adjusted using a factor. This is mentioned in Section 2.2. *Note: This comment does not alter the result of the study.*

6. The amount of pass-by traffic exceeds 10% of the background traffic on N Hancock Road between the Turnpike and Old Hwy 50 and exceeds 25% of the total trips generated. Modify the number of pass-by trips to be no greater than 25% of the existing background traffic on N Hancock Road in this area during peak periods, which is still a high percentage of existing traffic that would visit the development. Show the calculations in the trip generation table.

Response: The 10% and 25% thresholds cited in this comment is acknowledged. However, three aspects are important for context:

- (a) The proposed project has land uses with high pass-by rates, and the calculations in the Trip Generation section are intended to document the penchant for high pass-by trips to and from these land uses.
- (b) The pass-by calculation in Table 3 does not alter the total development trips used in the intersection analysis. That is, irrespective of the pass-by percentage, the same total project trips are utilized in the intersection analysis.
- (c) The pass-by percentage should be assessed on the entering traffic volumes at the Hancock Road and Citrus Grove Boulevard Intersection. This assessment should be based on the entering volume in the projected conditions (not existing conditions) since the project buildout is a future condition. The projected PM peak hour intersection entering traffic is $2,461 \times [1 + (13.57\% \times 2 \text{ years})] = 3,129$. The twenty-five (25%) pass-by threshold is therefore 782 vehicles. The projected pass-by trips calculated for the project is 357, which is less than the 25% trip threshold. That is, the study already reflects this comment. *Note: This comment does not alter the result of the study.*

END

AFFIDAVIT OF PUBLICATION

Clermont Sun

Published Weekly
Clermont, Lake County, Florida

Case No. Minneola Intent

STATE OF FLORIDA
COUNTY OF LAKE

Before the undersigned authority, Gina Sapp, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Clermont Sun, a newspaper published at Clermont in Lake County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

April 22, 2026

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


Gina Sapp

Sworn to and subscribed before me this 22nd day of April 2026 by Gina Sapp, who is personally known to me.


Ashley N. Abear, Clerk, Notary Number: #HH744101
Notary expires: December 27, 2029

00012418 00208172

Joyce Heffington
CITY OF MINNEOLA
P.O BOX 678
MINNEOLA, FL 34755



CITY OF MINNEOLA
P.O. BOX 678
MINNEOLA, FL 34755
(352) 3943598

NOTICE OF PUBLIC HEARING

Notice of Intent to Consider Amendment to Development Agreement

The City of Minneola Planning and Zoning Commission will hold a public hearing on **Monday, May 4, 2026, at 6:30 p.m.**, to consider a proposed development agreement for the planned unit development located on approximately 17.74+ acres of property known as "Citrus Grove Road Commercial PUD" generally located on west of North Hancock Road, and north and south of Citrus Grove Road.

The City of Minneola City Council will hold a public hearing on **Tuesday, May 19, 2026, at 6:30 p.m.**, and **Tuesday, June 16, 2026, at 6:30 p.m.**, to consider the proposed development agreement for the Citrus Grove Road Commercial Planned Unit Development.

The public hearings will be held at Minneola City Hall located at 800 North U.S. Highway 27, Minneola, Florida. Interested parties may appear at the public hearings and be heard with respect to the proposed development agreement.

The property known as "Citrus Grove Road Commercial PUD" has a zoning designation of "PUD" Planned Unit Development. The development agreement incorporates 17.74+ acres of property into the project and includes business and industrial uses. The maximum building intensity is a 1.10 floor area ratio. The maximum building height is 50 feet. The proposed agreement will provide a master plan and a conceptual plan.

A copy of the proposed amendment may be obtained from the City of Minneola Planning Department at 800 North U.S. Highway 27, Minneola, Florida, Monday through Friday, during normal working hours of 8:00 a.m. to 5:00 p.m.

A person who decides to appeal any decision made by any board, agency, or council with respect to any matter considered at such meeting or hearing, will need a record of the proceedings. For such purposes, any such person may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is based (Florida Statutes, 286.0105).

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT KRISTINE THOMPSON, CITY CLERK AT (352) 3943598 EXTENSION 111 AT LEAST 48 HOURS BEFORE THE DATE OF THE SCHEDULED HEARING.

AFFIDAVIT OF PUBLICATION

Clermont Sun

Published Weekly
Clermont, Lake County, Florida


Case No. Minneola Intent

STATE OF FLORIDA
COUNTY OF LAKE

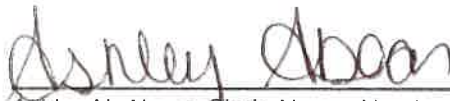
Before the undersigned authority, Gina Sapp, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Clermont Sun, a newspaper published at Clermont in Lake County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

May 20, 2026

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

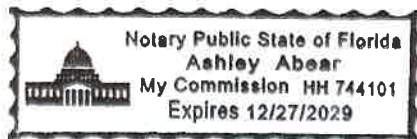

Gina Sapp

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Notary expires: December 27, 2029

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June 3, 2026

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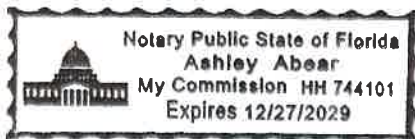
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AGENDA SUMMARY

City Council
June 16, 2026

Agenda Item: 12.

Subject Title: Ordinance 2026-12 Charter Amendments - Term Limits - *First Reading*

Objective:

An Ordinance of the City Council of the City of Minneola, Florida, Proposing an Amendment to Section 4.2 of the City Charter Relating to City Council Term Limits; Providing Requisite Ballot Language for Submittal to Electors; Providing for Inclusion in the Charter; Providing for Severability; Providing for Conflict; and Providing for an Effective Date.

Summary:

The proposed amendment adjusts the cumulative term limit to better accommodate circumstances in which an individual is appointed on a temporary basis to fill a vacancy on the City Council. Because time served by appointment counts toward the overall service limit, the increase to ten years and sixty days helps ensure that partial service in filling a vacancy does not unduly restrict eligibility for future elected service.

Exhibits:

1. Minneola Charter Questions Ordinance_Term Limits

Options:

1. Approve the ordinance as presented.
2. Approve the ordinance with modifications.
3. Deny the Ordinance.

Fiscal Impact:

Undetermined.

P & Z Recommendation:

No applicable.

Staff Recommendation:

Staff recommends approval of the request as presented.

ORDINANCE NO. 2026-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, PROPOSING AN AMENDMENT TO SECTION 4.2 OF THE CITY CHARTER RELATING TO CITY COUNCIL TERM LIMITS; PROVIDING REQUISITE BALLOT LANGUAGE FOR SUBMITTAL TO ELECTORS; PROVIDING FOR INCLUSION IN THE CHARTER; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Charter of the City of Minneola requires a referendum by the electors of the City of Minneola to effect a change to the City Charter; and

WHEREAS, the City Council of the City of Minneola has determined to submit a proposed charter amendment for approval or disapproval by the electors relating to the term limits of office for City Council members;

WHEREAS, the City Council finds that increasing the allowable cumulative service on the City Council from eight (8) years and sixty (60) days to ten (10) years and sixty (60) days will provide greater continuity, experience, and institutional knowledge in municipal governance; and

WHEREAS, Section 166.031, Florida Statutes, authorizes municipalities to amend their charters by ordinance approved by a vote of the electors; and

WHEREAS, the City Council desires to submit the proposed Charter amendment to the electors of the City of Minneola for approval or rejection.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MINNEOLA, FLORIDA, AS FOLLOWS:

SECTION 1. Recitals. The foregoing recitals are hereby ratified and incorporated herein as legislative findings of the City Council.

SECTION 2. Charter Amendment. Subject to the approval at referendum of the Ballot Question set forth hereinafter, Section 4.2(b) of the Charter of the City of Minneola, Florida, is hereby amended as follows (additions indicated by underline and deletions indicated by ~~strikethrough~~):

Sec. 4.2. – Terms of Council members; to run for specified seats.

(b) *Term Limits.* No person may qualify to be elected to a term of office on the City Council if completing the term of office would cause such person's cumulative time in office on the City Council after the November 2023 election to exceed ~~eight (8)~~ ten (10) years and sixty days.

Notwithstanding the foregoing, however, a person who would otherwise not qualify for election to City Council due to the term limits imposed herein may qualify for one additional maximum of ~~eight~~ ten (10) years and sixty days on City Council following an intervening four-year period

during which such person served no time on City Council, except for filling a vacancy as described herein.

A person who would otherwise not qualify for election to City Council due to the term limits imposed herein may qualify for appointment to fill a vacancy on City Council.

SECTION 3. Form of Ballot. The form of ballot for the charter amendment provided in Section 2 above shall be as follows:

Ballot Question: Term Limits. Currently, the City Charter limits City Council members to eight (8) years and sixty (60) days of cumulative service. The proposed amendment would increase the maximum cumulative service limit to ten (10) years and sixty (60) days.

Shall Section 4.2 of the City Charter be amended accordingly?

_____ YES

_____ NO

SECTION 4. Notice To Supervisor Of Elections. The City Clerk is hereby directed to provide a certified copy of this Ordinance to the Lake County Supervisor of Elections in accordance with applicable law.

SECTION 5. Codification. Upon approval by the electors, the Charter amendment adopted herein shall be incorporated into the Charter of the City of Minneola, Florida, and may be renumbered or relettered as necessary to accomplish such intention.

SECTION 6. Severability. If any section, subsection, sentence, clause, phrase, or provision of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this Ordinance.

SECTION 7. Conflict. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 8. Effective Date. This Ordinance shall take effect immediately upon adoption for purposes of submitting the proposed Charter amendment to referendum. The Charter amendment shall become effective only upon approval by a majority vote of the electors voting in the referendum and certification of the election results.

PASSED ON FIRST READING this ___ day of _____, 2026.

PASSED AND ADOPTED ON SECOND READING this ___ day of _____, 2026.

CITY OF MINNEOLA, FLORIDA

Pam Serviss, Mayor

ATTEST:

Kristine Thompson, City Clerk

Approved as to form and legality:

Scott Gerken, City Attorney