

**AGENDA
CITY COMMISSION MEETING
CITY HALL, 501 W MEADOW STREET
MONDAY, JANUARY 12, 2026 5:30 PM**

1. CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

2. PROCLAMATIONS:

A. None

3. PRESENTATIONS:

A. None

4. PUBLIC COMMENTS:

This section is reserved for members of the public to bring up matters of concern or opportunities for praise. Please note that issues raised during this time will not be discussed in detail during the current meeting. They will either be referred to the appropriate staff or scheduled for consideration at a future City Commission Meeting. Each speaker is allocated three minutes to provide their comments. Kindly adhere to this time limit to ensure equal opportunity for all participants and to support the efficient conduct of the meeting. Thank you!

5. CONSENT AGENDA:

Routine items are placed on the Consent Agenda to expedite the meeting. If the Commission/Staff wish to discuss any item, the procedure is as follows: (1) pull the item(s) from the Consent Agenda; (2) vote on remaining items with one roll call vote, (3) discuss each pulled item and vote by roll call.

A. CITY COMMISSION MEETING MINUTES:

- 1. Regular meeting held December 15, 2025**
- 2. Organizational Meeting held January 5, 2026**

B. PURCHASING ITEMS:

- 1. Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute a Professional Engineering Consulting Services Agreement with the following firms: Jones Edmunds & Associates, Inc., Halff Associates, Inc., GAI Consultants, Kimley-Horn and Associates, Inc., CHA Consulting, Inc., Dewberry Engineers, Inc., Burns & McDonnell Engineering Company, Inc. and CPH Consulting, LLC, for professional engineering consulting services on a continuing basis; and providing an effective date.**
- 2. Purchase request by the Electric Department for the upgrade to its existing Quad Redundant System SCADA Master Stations by QEI, LLC in the amount of \$127,544.00 using an existing agreement between the City and QEI, LLC.**
- 3. Purchase request to approve the renewal of a one (1) year software maintenance in the amount of \$93,000.00 from Bluewater Systems, Inc. dba Perconti.**
- 4. Purchase request by the Electric Department for inspection and treatment services of electric utility wood poles for Fiscal Year 2026 by Osmose Utilities Services, Inc. in the amount of \$115,000.00.**

C. RESOLUTIONS:

- 1. Resolution of the City Commission of the City of Leesburg, Florida, amending the Fiscal Year 2024-25 Budget for the General, Stormwater, Debt Service, Capital Projects, Electric, Gas, Water, Wastewater, Solid Waste, Airport, Health Insurance, Workers Compensation, Building Permits, and Fleet Services Funds for the Fourth Quarter; and providing an effective date.**
- 2. Resolution of the City Commission of the City of Leesburg, Florida, accepting a Utility Easement affecting the property described therein from Darrell Brenton Sellars and Ashley N. Sellars, joined by Citizens First Bank; and providing an effective date.**

6. PUBLIC HEARINGS AND NON-ROUTINE ITEMS:

During Public Hearings and Non-Routine Items, the Commission requests that those in attendance respect the process and maintain order. As such, in accordance with Robert's Rules of Order, please refrain from speaking out, cheering, or applauding during these

proceedings. Your cooperation helps ensure a fair and respectful hearing.

A. SECOND READING OF ORDINANCES:

- 1. An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 18.71 +/- acres from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments SSCP)**
- 2. An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 18.71 +/- acres from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow for 276 multifamily units for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments PUD)**
- 3. An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 7.80 +/- acres from City of Leesburg PUD (Planned Unit Development) to SPUD (Small Planned Unit Development) to allow for commercial and light industrial uses for a property generally located north of Commander Road and east of U.S. Highway 27, lying in Section 11, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Leesburg Flex)**

B. FIRST READING OF ORDINANCES:

- 1. None**

C. NON-ROUTINE ITEMS:

- 1. Resolution of the City Commission of the City of Leesburg, Florida appointing one member to the Leesburg Firefighters' Retirement Plan Board of Trustees; and providing an effective date.**

7. INFORMATIONAL REPORTS:

The following reports are provided to the Commission in accordance with the Charter/Ordinances. No action required.

- A. None**

8. CITY ATTORNEY ITEMS:

9. CITY MANAGER ITEMS:

10. ROLL CALL:

11. ADJOURN:

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 728-9740, 48 HOURS IN ADVANCE OF THE MEETING.

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

**AGENDA MINUTES
CITY COMMISSION MEETING
CITY HALL, 501 W MEADOW STREET
MONDAY, DECEMBER 15, 2025 5:30 PM**

1. CALL TO ORDER

The City of Leesburg Commission held a regular meeting on Monday, December 15, 2025, at Leesburg City Hall. Mayor Reisman called the meeting to order at 5:33 p.m. with the following members present:

Commissioner Allyson Berry
Commissioner Jimmy Burry
Commissioner Jay Connell
Commissioner Mike Pederson
Mayor Alan Reisman

Also present were City Manager (CM) Al Minner, City Clerk (CC) J. Andi Purvis, City Attorney (CA) Grant Watson, Deputy City Clerk (DCC) Anna Rottermond, the news media, and others.

INVOCATION

Mayor Reisman gave the invocation followed by the Pledge of Allegiance to the Flag of the United States of America.

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

2. PROCLAMATIONS:

A. None

3. PRESENTATIONS:

A. Recognition of Pop Warner Football and Pop Warner Cheerleading teams for Mid-Florida Championships

Recreation Director (RD), Travis Rima, said it was a pleasure to recognize a remarkable group of young people and coaches for their excellence in the Pop Warner Football and Cheerleading programs. They had an excellent year. There were two teams consisting of the 11U football and the 14U girls flag football teams who both earned Mid-Florida Championships. They also sent two teams, the Tiny Mites and the Pee-Wees, to the nationals in North Carolina, where they both placed fourth in the nation. He mentioned that these teams were champing at the bit to get over to Susan Street because that would be their home, and they would like to have that home field advantage. He introduced Marcus Niblack, who was the

recreation supervisor, the Pop Warner president, Mid-Florida Pop Warner liaison, and the coach of the teams. He would be assisting with recognizing the Pop Warner Football and Cheerleading teams.

Recreation Supervisor (SP), Marcus Niblack, introduced and recognized each coach and team player for the 11U Mid-Florida championship team. They went into the playoffs, played a tough game, and did very well. Continuing, he introduced and recognized the 14U flag football team. There were some girls on this team because, in the beginning, this team was a combination of 12 and up, but they had to separate them and put some into 14U. Moving on, this was the first year for the girls Pop Warner flag football in Mid-Florida. These kids were the first ever Mid-Florida champions for flag football. The coaches for that team are also the local Leesburg track program coaches. Next up, were the Tiny Cheerleaders. These young ladies actually placed third at nationals, so they are the number three team in the nation. Lastly, the Pee-Wee team. These young ladies placed fourth at nationals. **Mayor Reisman** congratulated everyone, and thanked them for representing Leesburg so well.

4. PUBLIC COMMENTS:

This section is reserved for members of the public to bring up matters of concern or opportunities for praise. Please note that issues raised during this time will not be discussed in detail during the current meeting. They will either be referred to the appropriate staff or scheduled for consideration at a future City Commission Meeting. Each speaker is allocated three minutes to provide their comments. Kindly adhere to this time limit to ensure equal opportunity for all participants and to support the efficient conduct of the meeting. Thank you!

There were no public comments offered.

5. CONSENT AGENDA:

Routine items are placed on the Consent Agenda to expedite the meeting. If the Commission/Staff wish to discuss any item, the procedure is as follows: (1) pull the item(s) from the Consent Agenda; (2) vote on remaining items with one roll call vote, (3) discuss each pulled item and vote by roll call

Commissioner Burry moved to adopt the Consent Agenda as presented, and Commissioner Berry seconded the motion.

The roll call vote was:

Commissioner Connell	Yes
Commissioner Burry	Yes
Commissioner Pederson	Yes
Commissioner Berry	Yes
Mayor Reisman	Yes

Five yeas, no nays, the Commission adopted the Consent Agenda, as follows:
(Each item has its coordinated resolution number listed below the header)

A. CITY COMMISSION MEETING MINUTES:

1. Regular meeting held December 8, 2025

B. PURCHASING ITEMS:

1. **Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute a Services Agreement with Professional Concessions, Inc. for alcoholic beverage services at Bikefest; and providing an effective date.**

ADOPTED RESOLUTION 12,172

C. RESOLUTIONS:

1. **Resolution of the City Commission of the City of Leesburg, Florida, accepting a Utility Easement to the City of Leesburg from Ryan Jacob McCabe for the purpose of granting the City an Easement over the property described therein; and providing an effective date.**

ADOPTED RESOLUTION 12,173

2. **Resolution of the City Commission of the City of Leesburg, Florida, accepting a Utility Easement to the City of Leesburg from Gulfstream Towers Holding Company V, LLC, for the purpose of granting the City an Easement over the property described therein; and providing an effective date.**

ADOPTED RESOLUTION 12,174

6. PUBLIC HEARINGS AND NON-ROUTINE ITEMS:

During Public Hearings and Non-Routine Items, the Commission requests that those in attendance respect the process and maintain order. As such, in accordance with Robert's Rules of Order, please refrain from speaking out, cheering, or applauding during these proceedings. Your cooperation helps ensure a fair and respectful hearing.

A. SECOND READING OF ORDINANCES:

1. **None**

B. FIRST READING OF ORDINANCES:

1. **An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 7.80 +/- acres from City of Leesburg PUD (Planned Unit Development) to SPUD (Small Planned Unit Development) to allow for commercial and light industrial uses for a property generally located north**

of Commander Road and east of U.S. Highway 27, lying in Section 11, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Leesburg Flex)

Mayor Reisman asked the city attorney to perform the swearing-in. **CA Watson** asked anyone speaking on agenda item 6.B.1 (Leesburg Flex SPUD), to stand and raise their right hand. He swore them in.

Commissioner Pederson introduced the ordinance to be read by title only. CC Purvis read the ordinance by title only.

Mayor Reisman requested comments from the Commission and the audience.

Deputy Planning and Zoning Director (DPZD), Kandi Harper said this project was a rezoning. There was no annexation involved with the request. The site consists of 7.8 acres and is generally located on the east side of US 27, north of Commander Road. The request was for approval of a future development consisting of a flex space warehouse which amounts to economic development. Small businesses move in, they have a front office and warehouse room to work in. Under this request, the zoning application for the project is requesting a change from City of Leesburg Planned Unit Development to Small Planned Unit Development with revised conditions. The city department's response was that there were no substantive comments. A no-comment response indicates that the city has sufficient capacity to serve the development in the form of water, wastewater, natural gas, etc., so capacity and availability exists in the system. The school board had no comment because this would be a commercial development. The Lake County Public Works did not have any comments on the project. It was noted that the City of Leesburg writes its PUD zoning in a manner that supports the Lake County and Public Works in regard to roadway upgrades. For the record, city staff is continuously communicating with Lake County and the Florida Department of Transportation on various projects and should this proposal be approved, all requirements of appropriate agencies, whether it be Lake County or Florida Department of Transportation, regarding turn lanes, intersections, or lane improvements, additional rights of way for roads and drainage will apply. The City of Leesburg's PUDS are written to support Lake County and FDOT in the manner of these requests. The city received no written response to the ads and letters. Under the terms of the SPUD agreement, the proposal would consist of industrial flex space such as multi-tenant small bay flex uses, warehousing, distribution, logistics, light manufacturing, fabrication and assembly of nonhazardous products, welding, building materials contractor and trade offices with indoor storage, wholesale trade and accessories uses, technology and printing services, indoor storage and recreation. There will be no other uses permitted. The project proposal includes design standards. There are six buildings proposed on the site with appropriate buffering and protection for the wetlands. Opaque fencing is required where the property is adjacent to residential areas. Thirty-five percent or more of the property must be an open space. Dark sky lighting is required, and code-compliant landscaping is required. The use of Bahia or Bermuda grass is required in place of St. Augustine grass to reduce water consumption. The maximum building height is two floors. The site access is shown on the site plan. One primary access point is all that is needed. The PUD requires the developer to provide any and all expansions and/or upgrades to the access points and roadways as required by FDOT and/or Lake County Public Works. The entire development must be on city water and wastewater. There will be no wells or septic systems on the property. Our utility services indicated through the review process that there is sufficient capacity in all services to serve the development at this time. Finally, with phasing, this requires that the development move forward with a substantial commencement within four years or the property will automatically revert to the RE-1 zoning standards, which is one acre per unit. City staff recommended approval and the Planning Commission recommended approval by a vote of 7 to 0. Rick Blount was there to present the case should the commission have any questions. **Mayor Reisman** asked if there were any commission comments.

Commissioner Pederson said he would deem this a good product for the market. He works in commercial real estate, so he knows there is a demand for this product. **Commissioner Burry** mentioned that this was going from a PUD to a SPUD, so what was the current PUD? **DPZD Harper** indicated that she did not have that information, but she would find it and get it before second reading. **Commissioner Pederson** said he would bet it was residential. **Commissioner Burry** agreed, since it would go back to residential, if they did not do it within four years. **Mayor Reisman** asked if there were any other commission comments or public comments. There were none. He asked the developer if he had anything he wanted to say.

Rick Blount of Blount Development Group, 5429 County Road 125, Wildwood, said he wanted to speak to Commissioner Pederson's comment because this would be a good product for Leesburg. It would help keep jobs local, since everyone has been talking about it and hearing about it for a long time, especially with traffic concerns. A couple of years ago, Greg Belliveau referenced a study that showed a lot of the traffic was commuting traffic because they are driving outside the area for jobs and this would be one remedy to help keep jobs local in Leesburg, which makes sense. This project would help with that, and they were pretty proud of that. They already had a turn lane from the south and a median cut from the north with a turn lane. To Commissioner Burry's point, they were purchasing this property from Henry Crutcher, and he believed it had been rezoned for a senior living project. He apologized for being a little flustered because he found out his operations manager, Danielle, who was normally with him to back him up, was facing some health issues, and she was asking for prayers. She has been in the ICU for five days. She had been in leadership in Leesburg for a long time, but he was pretty shaken up and worried about her. However, on a good note, she seems to be getting better. Anyway, they appreciate the commission considering this project because it would bring about one hundred and nineteen jobs to Leesburg, and it would be good value for Leesburg.

Commissioner Pederson said he was curious about the sizes of the units. Are they all the same or will there be different sizes? **Mr. Blount** replied that they were using Clymer Farner Barley, who is a local engineer. They have been working with them closely, and at this time, they have narrowed it down to 1,250 to 1,500 square feet per unit. That would give them about thirty-four tenants or individual businesses. They also met with economic advisers, including Mike Kelly of LEAD, to make sure this would be a viable and much-needed solution for businesses. He assured them that it was because a lot of people are driving to Clermont and other areas for jobs. They were excited to bring something into the area that may help alleviate some of the traffic concerns. **Commissioner Pederson** asked if the units could be combined. **Mr. Blount** answered yes, because they were designing it so they could have two or three of them. If a business needs 3,000 square feet or something like that, they could be flexible, which is why they call it flex space. Apex has a smaller version of this by the Dollar General. It was approved recently by this commission. He believes they just received their CO, but it is located along CR 468 and CR 44. This would be similar to that product, but it would be on a larger scale. They would have between 50,000 and 60,000 square feet.

Commissioner Berry wanted to know if it would be on a first-come, first-serve basis. How would this be generated? **Mr. Blount** responded that they would advertise it. They have already put out some advertising in different areas using different methods, and they have already received quite a number of inquiries. Again, there will be thirty-four units, so it will take some time to fill up. Everyone will have an equal opportunity until they are full. His office is located in one of these types of units, off CR 44, and he has been there for eight years. He has 1,250 square feet, and it has worked great for him. He has between five and six people that work out of that office. His office was located behind the Sparr Building Supply Company in Wildwood and that flex space building has 100,000 square feet. It is called My Garage. It was developed by a gentleman from The Villages area. He was retired, but he then decided that he did

not want to be retired anymore. There is a myriad of businesses out there, such as tile setters and HVAC. There are unique things that they are starting to see in some of the flex spaces that they would never have expected to see there. He has recently started to see podcasters and pickleball courts go in because people are being very creative. However, this would mainly be small manufacturers and people who have outgrown their garages because their spouses have told them to vacate the premises. They take their garage business into a flex space and in a few more years they may grow into a large space. They could take out one or two walls in order to lease them two or three spaces. **Mayor Reisman** asked if there were any other comments or questions by the commission or the public. There were none. He stated this item would lay over until the meeting of January 12th.

C. NON-ROUTINE ITEMS:

1. None

7. INFORMATIONAL REPORTS:

The following reports are provided to the Commission in accordance with the Charter/Ordinances. No action required.

A. None

8. CITY ATTORNEY ITEMS:

CA Watson wished everyone a Merry Christmas, Happy Holidays, and a happy New Year. He was looking forward to seeing everyone in the New Year.

9. CITY MANAGER ITEMS:

CM Minner echoed the city attorney's comments.

10. ROLL CALL:

Commissioner Connell had nothing to comment on.

Commissioner Burry had no further comment.

Commissioner Pederson wished everyone a Merry Christmas and a safe and happy New Year.

Commissioner Berry stated she felt compelled to speak about the killings that happened yesterday because it was a very sad thing. She thanked the police department for their great work. She just wished the community would come together and stand for what we really and truly believe in. On that note, she wished everyone a Merry Christmas and a happy New Year.

Mayor Reisman wanted to remind everyone about the Leesburg Chamber of Commerce breakfast this Thursday at 7:00 a.m. It is being sponsored by the City of Leesburg and the State of the City Address will be heard during the breakfast. He wished everyone a Merry Christmas and a happy New Year. In closing,

he thanked his fellow commissioners for allowing him to serve as mayor this year.

11. ADJOURN:

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 728-9740, 48 HOURS IN ADVANCE OF THE MEETING.

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

With a motion by Commissioner Pederson and a second by Commissioner Berry, the meeting adjourned at 6:02 p.m.

**AGENDA MINUTES
CITY COMMISSION MEETING
CITY HALL, 501 W MEADOW STREET
MONDAY, JANUARY 5, 2026 5:30 PM**

1. CALL TO ORDER

The City of Leesburg Commission held an organizational meeting on Monday, January 5, 2026, at Leesburg City Hall. Mayor Reisman called the meeting to order at 5:30 p.m. with the following members present:

Commissioner Allyson Berry
Commissioner Jimmy Burry
Commissioner Jay Connell
Commissioner Mike Pederson
Mayor Alan Reisman

Also present were City Manager (CM) Al Minner, City Clerk (CC) J. Andi Purvis, City Attorney (CA) Grant Watson, Deputy City Clerk (DCC) Anna Rottermond, the news media, and others.

INVOCATION

Mayor Reisman gave the invocation followed by the Pledge of Allegiance to the Flag of the United States of America.

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

2. ELECT MAYOR

Mayor Reisman handed the gavel over to the city manager. **CM Minner** requested nominations for the Mayor of 2026.

Commissioner Connell made a motion to nominate Commissioner Berry as Mayor for 2026, and Commissioner Pederson seconded the motion.

CM Minner asked if there were any other nominations. There were none.

The vote was unanimous.

CM Minner welcomed Mayor Berry to the hot seat.

3. ELECT MAYOR PRO-TEM

Mayor Berry requested nominations for Mayor Pro Tem from the commission.

Commissioner Burry made a motion to nominate Commissioner Pederson as the 2026 Mayor Pro Tem, and Commissioner Reisman seconded the motion.

Mayor Berry asked if there were any other nominations. There were none.

The vote was unanimous.

4. PRESENT PLAQUE TO OUTGOING MAYOR ALAN REISMAN

Mayor Berry presented outgoing Commissioner Reisman with a plaque recognizing his leadership and dedicated public service as mayor of the city of Leesburg for 2025.

5. APPOINTMENTS

A. Commission Appointments for 2026

Mayor Berry asked the commission if they were still good with the board, committees, and organizations to which each commissioner is appointed too. **Commissioner Pederson** indicated that usually there is a change in commissioners, but this year there was no change. He was good leaving it as is. **Commissioner Burry** agreed. He was good with it and there were no positions he wished to change. **Commissioner Connell** agreed. They should leave it as is.

Commissioner Burry made a motion to accept the existing slate and leave it intact for 2026, and Commissioner Pederson seconded the motion.

Mayor Berry asked if there were any further comments. There were none.

The roll call vote was:

Commissioner Connell	Yes
Commissioner Burry	Yes
Commissioner Pederson	Yes
Commissioner Reisman	Yes
Mayor Berry	Yes

Five yeas, no nays, the Commission approved the motion.

CM Minner indicated that they needed to review the advisory boards. These are the advisory board members that the commissioners appoint. **Mayor Berry** polled the commission to see if they were still good with their appointments. **Commissioner Connell** indicated that he was good with his appointments. **CM Minner** pointed out for clarity that this item covered the airport advisory board, the public art advisory board, and the parks and recreation advisory board. As long as the commission was good with their representatives from last year, they could make a motion to confirm the board members.

Commissioner Burry made a motion to accept the existing advisory board representatives for the airport advisory board, the public art advisory board, and the parks and recreation advisory board for 2026, and Commissioner Connell seconded the motion.

Mayor Berry asked if there were any further comments. There were none.

The roll call vote was:

Commissioner Burry	Yes
Commissioner Pederson	Yes
Commissioner Reisman	Yes
Commissioner Connell	Yes
Mayor Berry	Yes

Five yeas, no nays, the Commission approved the motion.

B. Resolution of the City Commission of the City of Leesburg, Florida appointing Residential members to the Leesburg Electric Advisory Board; and providing an effective date.

ADOPTED RESOLUTION 12,175

Commissioner Reisman introduced the resolution to be read by title only. CC Purvis read the resolution by title only.

Commissioner Reisman made a motion to adopt the resolution and Commissioner Burry seconded the motion.

Mayor Berry pointed out that there were three applications submitted. Michael Rankin submitted an application to be the unincorporated representative, John (Jack) Braton submitted an application to be the city representative, and Marc Robertz-Schwartz submitted an application to be the Fruitland Park local representative.

Commissioner Reisman made a motion to approve these three applications, and Commissioner Burry seconded the motion.

Mayor Berry asked if there were any further comments. There were none.

The roll call vote was:

Commissioner Pederson	Yes
Commissioner Reisman	Yes
Commissioner Connell	Yes
Commissioner Burry	Yes
Mayor Berry	Yes

Five yeas, no nays, the Commission adopted the resolution.

6. CITY MANAGER ITEMS:

CM Minner said he was looking forward to getting back to work in 2026.

7. ROLL CALL:

Commissioner Pederson wished everyone a happy new year.

Commissioner Reisman stated he was looking forward to a prosperous and productive new year. He was also looking forward to working with Mayor Berry.

Commissioner Connell had no further comment.

Commissioner Burry informed the commission that his family welcomed a new granddaughter into the world over the holidays. They were all very excited. Other than that, he was looking forward to another year of doing good things for the city of Leesburg.

Mayor Berry thanked everyone for nominating her as Mayor. She was very excited and honored. She hoped that she could do justice to all the previous mayors.

8. ADJOURN:

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 728-9740, 48 HOURS IN ADVANCE OF THE MEETING.

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With a motion by Commissioner Burry and a second by Commissioner Reisman, the meeting adjourned at 5:39 p.m.

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 5.B.1.

Meeting Date: January 12, 2026

From: Hosea Goodwyn, (Procurement Manager)

Subject: Resolution of the City Commission of the City of Leesburg, Florida authorizing the Mayor and City Clerk to execute a Professional Engineering Consulting Services Agreement with the following firms: Jones Edmunds & Associates, Inc., Halff Associates, Inc., GAI Consultants, Kimley-Horn and Associates, Inc., CHA Consulting, Inc., Dewberry Engineers, Inc., Burns & McDonnell Engineering Company, Inc. and CPH Consulting, LLC, for professional engineering consulting services on a continuing basis; and providing an effective date.

Staff Recommendation:

Staff recommends awarding Request for Qualifications (RFQ) 2502503 to the eight (8) top-ranked firms and approving the resolution authorizing execution of a Professional Engineering Consulting Services Agreement on a continuing basis.

Analysis:

The purpose of the Solicitation and this Agreement is to contract with qualified professional firms experienced in the design, construction, estimating, and administration of Municipal Infrastructure projects pursuant to the Consultant's Competitive Negotiation Act. This contract is intended to be a time-saving device for in-house engineers, project managers, and inspectors, and to augment City of Leesburg (City) staff in areas where additional expertise is needed or where workloads will not permit timely accomplishment of budgeted projects.

Procurement Analysis:

On August 29, 2025, the Procurement Division issued (RFQ) 2502503 for Professional Engineering Consulting Services. On November 21, 2025, the Evaluation Committee met to independently review and score all submitted statements for qualification in accordance with the RFQ criteria. Based on the final rankings, the committee recommends awarding a contract to the eight (8) top-ranked firms. The ranking is as follows:

Rank	Firm Name	Score
1	Jones Edmunds & Associates, Inc.	95
2	Halff Associates, Inc.	94.67
3	GAI Consultants	94.33
4	Kimley-Horn and Associates, Inc.	94.33
5	CHA Consulting, Inc.	93.67
6	Dewberry Engineers Inc.	93.33
7	Burns & McDonnell Engineering Company, Inc.	91
8	CPH Consulting, LLC	88.67
9	Willdan Engineering	81.33
10	QTIB ENGINEERS, LLC	80.33
11	Alex Roark Engineering, PLLC	75.33
12	Dredging & Marine Consultants, LLC	75
13	SiteCorp Consulting, LLC	70
14	Percheron Professional Services LLC	62.67
15	Florida Technical Consultants, LLC	61.33

Options:

1. Approve award of RFQ 2502503 and approval of the resolution authorizing execution of the agreement with the following firms: Jones Edmunds & Associates, Inc., Halff Associates, Inc., GAI Consultants, Kimley-Horn and Associates, Inc., CHA Consulting, Inc., Dewberry Engineers, Inc., Burns & McDonnell Engineering Company, Inc. and CPH Consulting, LLC; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

Funds for any professional engineering consulting services will be budgeted and expensed from the fund using those services.

RESOLUTION NO. _____

RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE A PROFESSIONAL ENGINEERING CONSULTING SERVICES AGREEMENT WITH THE FOLLOWING FIRMS: JONES EDMUNDS & ASSOCIATES, INC., HALFF ASSOCIATES, INC., GAI CONSULTANTS, KIMLEY-HORN AND ASSOCIATES, INC., CHA CONSULTING, INC., DEWBERRY ENGINEERS, INC., BURNS & MCDONNELL ENGINEERING COMPANY, INC. AND CPH CONSULTING, LLC, FOR PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA:

THAT the Mayor and City Clerk are hereby authorized to execute Agreements with the following firms: Jones Edmunds & Associates, Inc., whose address is 13545 Progress Boulevard, Suite 100, Alachua, FL, 32615; Halff Associates, Inc, whose address is 902 N. Sinclair Avenue, Tavares, FL, 32778; GAI Consultants, whose address is, 618 East South Street, Suite 700, Orlando, FL, 32801; Kimley-Horn and Associates, Inc, whose address is, 421 Fayetteville Street, Suite 600, Raleigh, NC, 27601; CHA Consulting, Inc., whose address is 1016 Spring Villas Point, Winter Springs, FL 32708; Dewberry Engineers, Inc., whose address is 800 North Magnolia Avenue, Suite 1000, Orlando, FL, 32803; Burns & McDonnell Engineering Company, Inc., whose address is 9400 Ward Parkway, Kansas City, MO, 64110; and CPH Consulting, LLC, whose address is 500 West Fulton Street, Sanford, FL, 32771 for Professional Engineering Consulting Services.

THAT this resolution shall become effective immediately.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held on the 12th day of January 2026.

Mayor

ATTEST:

City Clerk

CONTRACT
Contract No. AQ2502503A
PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the “CITY”), and **Jones Edmunds & Associates, Inc.**, whose address is 13545 Progress Boulevard, Suite.100, Alachua, Florida 32615 (hereinafter referred to as “PROFESSIONAL”).

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide professional engineering consulting services on a continuing basis in accordance with Florida Statute 287.055 – Consultants’ Competitive Negotiation Act; and

WHEREAS, the PROFESSIONAL was one of the top-ranked firms following the evaluation.

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

1. **Contract Documents.** The following documents and information are incorporated by reference and made part hereof; and shall comprise the Contract Documents.
 - a. This Agreement; and
 - b. Request for Qualification (RFQ) 2502503 in its entirety; and
 - c. PROFESSIONALS response to RFQ 2502503 included here as Attachment ‘A’; and
 - d. Schedule of Hourly Rates included here as Attachment ‘B’.

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment ‘A’. Nothing herein shall limit the CITY’S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

4. **Authorized Expense.** The CITY will not be liable for any expenses incurred by the PROFESSIONAL prior to the issuance of a Notice to Proceed except as authorized by the CITY in writing.

5. **Authorized Work.** When work is ordered by the City, the PROFESSIONAL shall prepare a Scope of Services for the requested task. CITY shall prepare a Task Order to be executed by both parties.

6. **Task Orders.** All future work will be authorized by use of a Task Order. The PROFESSIONAL will provide a proposal for each project in a format approved by the City. The proposal will include a detailed Scope of Service as agreed to by the CITY. The proposal will also include a total expected compensation for the Scope of Services. The compensation amount must be supported by a detailed breakdown by task/activity and position. Positions and billable rates must correlate to the Schedule of Hourly Rates included as ATTACHMENT 'B'.

The Term and Conditions of this Agreement are incorporated into all Task Orders. All Task Orders must be executed by the proper authority. Depending on dollar value of the Task Order it will be either the Mayor, with approval of the Commission, or City Manager.

Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of approval of the contract by the Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for up to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

8. **Compensation/Hourly Rates**

The schedule of hourly rates included in Attachment 'B' shall prevail for the full duration of the initial Term of the Agreement. PROFESSIONAL may request in writing an increase to the Hourly Rates at least sixty (60) calendar days prior to the expiration of the Initial Term. Such request will be considered by the CITY and if approved incorporated into an amendment to extend the Agreement. PROFESSIONAL shall provide justification for any request to increase the fees listed in Attachment 'B'.

9. **Termination.** All or part of this Agreement may be terminated under the following conditions;

a. **For Convenience**

- i. The CITY may, by written notice to the PROFESSIONAL, terminate this Agreement for its convenience and without cause or default on the part of PROFESSIONAL. Upon receipt of the notice of termination, except as explicitly directed by the CITY, the PROFESSIONAL must immediately discontinue all services affected.
- ii. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.
- iii. CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.
- iv. CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

b. **Termination for Default**

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) calendar days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- i. **Termination by Owner:** The CITY may terminate this Agreement in whole or in part, for the failure of the PROFESSIONAL to:
 1. Perform the services within the time specified in this contract or by CITY approved extension;
 2. Make adequate progress so as to endanger satisfactory performance of the Project;

3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the PROFESSIONAL must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.

CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.

CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the CITY determines the PROFESSIONAL was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the CITY issued the termination for the convenience of the CITY.

- ii. **Termination by Professional:** The PROFESSIONAL may terminate this Agreement in whole or in part, if the CITY:
 1. Defaults on its obligations under this Agreement;
 2. Fails to make payment to the PROFESSIONAL in accordance with the terms of this Agreement;
 3. Suspends the Project for more than one-hundred eighty (180) days due to reasons beyond the control of the PROFESSIONAL.

Upon receipt of a notice of termination from the PROFESSIONAL, CITY agrees to cooperate with PROFESSIONAL for the purpose of terminating the agreement or portion thereof, by mutual consent. If CITY and PROFESSIONAL cannot reach mutual agreement on the termination settlement, the PROFESSIONAL may, without prejudice to any rights and remedies it may have, proceed with terminating all

or parts of this Agreement based upon the CITY's breach of the contract.

In the event of termination due to CITY breach, the PROFESSIONAL is entitled to invoice CITY and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the PROFESSIONAL through the effective date of termination action. Owner agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

10. **Insurance.** The PROFESSIONAL will maintain throughout this Agreement the following insurance:

- a. The original of each such policy of insurance, or a complete duplicate, shall be delivered to CITY by PROFESSIONAL prior to starting work, together with evidence that the premiums have been paid.
- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.
- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodwyn, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

11. **Individual Liability.**

**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

12. **Indemnification.** The PROFESSIONAL shall indemnify the CITY and hold it, its officers, and its employees harmless from liabilities, losses, and costs, including, but not limited to, reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful conduct of the PROFESSIONAL and persons employed or utilized by the PROFESSIONAL in the performance of this Agreement. The liability of the PROFESSIONAL shall, however, be limited to one million and 00/100 dollars (\$1,000,000.00) per occurrence, and the obligation of the PROFESSIONAL to indemnify the CITY shall be limited to intentional misconduct or negligent acts, omissions, or defaults of the PROFESSIONAL; any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services or materials in connection with the project; and the CITY, its officers, agents and employees, provided however that the PROFESSIONAL shall not be obligated to indemnify the CITY against losses arising from the negligence, or willful, wanton, or intentional misconduct of the CITY, its officers, agents and employees, or against statutory violations or punitive damages except to the extent caused by or resulting from the intentional misconduct or negligent acts or omissions of the PROFESSIONAL, or any contractors, subcontractors, sub-

subcontractors, materialmen, or agents or employees of any of them, providing labor, services, or materials in connection with this Agreement.

13. **Codes, Laws, and Regulations.** PROFESSIONAL will comply with all applicable codes, laws, regulations, standards, and ordinances in force during the term of this Agreement.

14. **Permits, Licenses, and Fees.** PROFESSIONAL will obtain and pay for all permits and licenses required by law that are associated with the PROFESSIONAL'S performance of the Scope of Services.

15. **Access to Records.** PROFESSIONAL will maintain accounting records, in accordance with generally accepted accounting principles and practices, to substantiate all invoiced amounts. Said records will be available for examination by the CITY during PROFESSIONAL'S normal business hours.

Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

Public Records Retention. PROFESSIONAL shall keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the services being provided by PROFESSIONAL herein. PROFESSIONAL shall provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes. PROFESSIONAL shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law. PROFESSIONAL shall meet all requirements for retaining public records and transfer, at no cost, to the CITY all public records in possession of the PROFESSIONAL upon termination of this Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY by PROFESSIONAL in a format that is compatible with the information technology systems of the CITY.

IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE

PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

16. **Contingent Fees Prohibited.** The PROFESSIONAL warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the PROFESSIONAL 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 CITY 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.

17. **Ownership of Documents.** All data, specifications, calculations, estimates, plans, drawings, construction documents, photographs, summaries, reports, memoranda, and other documents, instruments, information and material prepared or accumulated by the PROFESSIONAL (or by such sub-consultants and specialty consultants) in rendering services hereunder shall be the sole property of the CITY who may have access to the reproducible copies at no additional cost other than printing. Provided, that the PROFESSIONAL shall in no way be liable or legally responsible to anyone for the CITY's use of any such materials for another PROJECT, or following termination. All original documents shall be permanently kept on file at the office of the PROFESSIONAL.

18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or

otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

20. **No Third Party Beneficiaries.** This Agreement gives no rights or benefits to anyone other than the PROFESSIONAL and the CITY.

21. **Jurisdiction.** The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Lake County, Florida.

22. **Notices.** The primary contact person under this Agreement for each part is listed. Contact person and information may be updated as needed by written, electronic mail is acceptable, communication to the other party. Notifying party shall receive confirmation the other party has received the change to the Contact Person.

23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Brett Cunningham, Senior VP and Managing Director
Jones Edmunds & Associates, Inc.
13545 Progress Boulevard, Suite 100
Alachua, FL 32615
Phone: 352-377-5821
Email: BCunningham@jonesedmunds.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352.728.9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or

persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

25. **Employment Eligibility.** The PROFESSIONAL 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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create a potential conflict of interest between the PROFESSIONAL and his duties under this Agreement.

28. **Counterparts.** Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. The CITY shall determine legibility and acceptability for public record purposes. This Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

JONES EDMUNDS & ASSOCIATES, INC.

By: Stanley F. Ferreira, Jr.
Stanley F. Ferreira, Jr. (Dec 30, 2025 11:19:52 EST)

Printed: Stanley F. Ferreira, Jr., PE

Its: President & CEO
Title

THE CITY OF LEESBURG, FLORIDA

By: _____
Alan Reisman, Mayor

ATTEST:

J. Andi Purvis, City Clerk

Approved as to form and content:

Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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City of Leesburg
RFQ 2502503
Professional Engineering Consulting Services

Labor Category	Hourly Rate
Project Officer	\$ 325
Chief Engineer/Chief Scientist	\$ 310
Senior Project Manager/Senoir Engineer	\$ 290
Project Engineer/Project Manager/Senior Scientist	\$ 235
Systems Analyst	\$ 235
Senior Construction Administrator	\$ 235
Senior Technical Editor	\$ 180
Engineer/Project Scientist	\$ 180
Senior CADD Designer/Senior GIS Analyst	\$ 180
Construction Administrator	\$ 180
Engineer Intern/Scientist	\$ 160
CADD Designer/GIS Analyst/Designer	\$ 160
Senior Field Representative Construction	\$ 160
Associate Scientist	\$ 145
Senior CADD Technician	\$ 145
Senior Field Technician Environmental	\$ 145
Field Representative Construction	\$ 145
CADD Technician/GIS Technician	\$ 130
Environmental Data Analyst	\$ 130
Field Technician Environmental	\$ 130
Construction Project Coordinator	\$ 130
Senior Administrative Assistant	\$ 130
Administrative Assistant	\$ 100

- Travel – Company Vehicle – \$0.70/mile
- Travel – Personal Vehicle – IRS Standard Mileage Rate
- Travel – Miscellaneous – Cost
- Deliverable Production - Cost
- Subconsultants – Per Task Order

CONTRACT
Contract No. AQ2502503B
PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the "CITY"), and **Half Associates, Inc.** whose address is 902 N. Sinclair Avenue, Tavares, Florida, 32778 (hereinafter referred to as "PROFESSIONAL").

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide professional engineering consulting services on a continuing basis accordance with Florida Statute 287.055 – Consultants Competitive Negotiation Act;

WHEREAS, the PROFESSIONAL was one of the top-ranked firms following the evaluation;

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

1. **Contract Documents.** The following documents and information are incorporated by reference and made part hereof; and shall comprise the Contract Documents.
 - a. This Agreement; and
 - b. Request for Qualification (RFQ) 2502503 in its entirety; and
 - c. PROFESSIONALS response to RFQ 2502503 included here as Attachment 'A'; and
 - d. Schedule of Hourly Rates included here as Attachment 'B'.

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment 'A'. Nothing herein shall limit the CITY'S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

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6. **Task Orders.** All future work will be authorized by use of a Task Order. The PROFESSIONAL will provide a proposal for each project in a format approved by the City. The proposal will include a detailed Scope of Service as agreed to by the CITY. The proposal will also include a total expected compensation for the Scope of Services. The compensation amount must be supported by a detailed breakdown by task/activity and position. Positions and billable rates must correlate to the Schedule of Hourly Rates included as ATTACHMENT 'B'.

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Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of the approval of the contract by the Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for up to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

8. **Compensation/Hourly Rates**

The schedule of hourly rates included in Attachment 'B' shall prevail for the duration of the initial Term of the Agreement. PROFESSIONAL may request in writing an increase to the Hourly Rates at least sixty (60) calendar days prior to the expiration of the Initial Term. Such request will be considered by the CITY and if approved incorporated into any amendment to extend the Agreement. PROFESSIONAL shall provide justification for any request to increase the fees listed in Attachment 'B'.

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- ii. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.
- iii. CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.
- iv. CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

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Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

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3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

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In the event of termination due to CITY breach, the PROFESSIONAL is entitled to invoice CITY and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the PROFESSIONAL through the effective date of termination action. Owner agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

10. **Insurance.** The PROFESSIONAL will maintain throughout this Agreement the following insurance:

- a. The original of each such policy of insurance, or a complete duplicate, shall be delivered to CITY by PROFESSIONAL prior to starting work, together with evidence that the premiums have been paid.
- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.

- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodwyn, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

11. **Individual Liability.**

**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

12. **Indemnification.** The PROFESSIONAL shall indemnify the CITY and hold it, its officers, and its employees harmless from liabilities, losses, and costs, including, but not limited to, reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful conduct of the PROFESSIONAL and persons employed or utilized by the PROFESSIONAL in the performance of this Agreement. The liability of the PROFESSIONAL shall, however, be limited to one million and 00/100 dollars (\$1,000,000.00) per occurrence, and the obligation of the PROFESSIONAL to indemnify the CITY shall be limited to intentional misconduct or negligent acts, omissions, or defaults of the PROFESSIONAL; any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services or materials in connection with the project; and the CITY, its officers, agents and employees, provided however that the PROFESSIONAL shall not be obligated to indemnify the CITY against losses arising from the negligence, or willful, wanton, or intentional misconduct of the CITY, its officers, agents and employees, or against statutory violations or punitive damages except to the extent caused by or resulting from the intentional misconduct or

negligent acts or omissions of the PROFESSIONAL, or any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services, or materials in connection with this Agreement.

13. **Codes, Laws, and Regulations.** PROFESSIONAL will comply with all applicable codes, laws, regulations, standards, and ordinances in force during the term of this Agreement.

14. **Permits, Licenses, and Fees.** PROFESSIONAL will obtain and pay for all permits and licenses required by law that are associated with the PROFESSIONAL'S performance of the Scope of Services.

15. **Access to Records.** PROFESSIONAL will maintain accounting records, in accordance with generally accepted accounting principles and practices, to substantiate all invoiced amounts. Said records will be available for examination by the CITY during PROFESSIONAL'S normal business hours.

Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

Public Records Retention. PROFESSIONAL shall keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the services being provided by PROFESSIONAL herein. PROFESSIONAL shall provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes. PROFESSIONAL shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law. PROFESSIONAL shall meet all requirements for retaining public records and transfer, at no cost, to the CITY all public records in possession of the PROFESSIONAL upon termination of this Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY by PROFESSIONAL in a format that is compatible with the information technology systems of the CITY.

IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

16. **Contingent Fees Prohibited.** The PROFESSIONAL warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the PROFESSIONAL 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 CITY 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.

17. **Ownership of Documents.** All data, specifications, calculations, estimates, plans, drawings, construction documents, photographs, summaries, reports, memoranda, and other documents, instruments, information and material prepared or accumulated by the PROFESSIONAL (or by such sub-consultants and specialty consultants) in rendering services hereunder shall be the sole property of the CITY who may have access to the reproducible copies at no additional cost other than printing. Provided, that the PROFESSIONAL shall in no way be liable or legally responsible to anyone for the CITY's use of any such materials for another PROJECT, or following termination. All original documents shall be permanently kept on file at the office of the PROFESSIONAL.

18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

20. **No Third Party Beneficiaries.** This Agreement gives no rights or benefits to anyone other than the PROFESSIONAL and the CITY.

21. **Jurisdiction.** The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Lake County, Florida.

22. **Notices.** The primary contact person under this Agreement for each part is listed. Contact person and information may be updated as needed by written, electronic mail is acceptable, communication to the other party. Notifying party shall receive confirmation the other party has received the change to the Contact Person.

23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Rob Ern, Vice President
Halff Associates, Inc.
902 N. Sinclair Avenue
Tavares, FL 32778
Phone: 352-557-9220
Email: ren@halff.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352-728-9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or

persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

25. **Employment Eligibility.** The PROFESSIONAL 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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create a potential conflict of interest between the PROFESSIONAL and his duties under this Agreement.

28. **Counterparts.** Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. The CITY shall determine legibility and acceptability for public record purposes. This Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

HALFF ASSOCIATES, INC.

By: 

Printed: ROBERT ERN

Its: VICE-PRESIDENT
Title

THE CITY OF LEESBURG, FLORIDA

By: _____
Alan Reisman, Mayor

ATTEST:

J. Andi Purvis, City Clerk

Approved as to form and content:

Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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**Halff Associates, Inc.
2026 Engineering Labor Rates (FL)**

Labor Categories	Hourly Base Rate for 2026	Hourly Base Rate + 4% for 2027	Hourly Base Rate + 4% for 2028
<u>Engineers</u>			
Principal/Officer	\$375	\$390	\$405
Engineer V	\$305	\$317	\$330
Engineer IV	\$240	\$250	\$260
Engineer III	\$200	\$208	\$216
Engineer II	\$165	\$172	\$179
Engineer I	\$135	\$140	\$145
Tech V	\$195	\$203	\$211
Tech IV	\$160	\$166	\$173
Tech III	\$135	\$140	\$145
Tech II	\$105	\$109	\$113
Project Coordinator	\$105	\$109	\$113
CEI Inspector	\$100	\$104	\$108
<u>Surveyors</u>			
Principal/Officer	\$280	\$291	\$303
Sr. RPLS/PSM	\$245	\$255	\$265
RPLS/PSM	\$190	\$198	\$206
Survey/Geospatial Manager	\$190	\$198	\$206
Sr. Survey Tech/Sr. GSP Tech/SIT	\$135	\$140	\$145
Survey Tech/GSP Tech	\$120	\$125	\$130
3-Man Survey Crew	\$290	\$302	\$314
2-Man Survey Crew	\$220	\$229	\$238
1-Man Survey Crew	\$140	\$145	\$151
Clerical	\$95	\$99	\$103
<u>Environmental Scientists</u>			
Scientist V	\$360	\$374	\$389
Scientist IV	\$270	\$281	\$292
Scientist III	\$200	\$208	\$216
Scientist II	\$150	\$156	\$162
Scientist I	\$120	\$125	\$130
<u>Landscape Architects</u>			
Landscape/Planner V	\$360	\$374	\$389
Landscape/Planner IV	\$240	\$250	\$260
Landscape/Planner III	\$180	\$187	\$194
Landscape/Planner II	\$155	\$161	\$167
Landscape/Planner I	\$135	\$140	\$145

Notes:

- 1 – These rates will increase 4% annually for the duration of the contract.
- 2 – Per Diem (Meals): \$68/day
- 3 – All other direct costs (ODC), such as materials, subcontractors, deed research, or hotels will be billed at cost plus 10%.
- 4 – Current IRS Mileage is \$0.70 per mile
- (*) Includes Mobilization Fee

CONTRACT

Contract No. AQ2502503C

PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the “CITY”), and **GAI Consultants Inc.**, whose address is 618 E. South Street, Suite 700, Orlando, Florida 32801 (hereinafter referred to as “PROFESSIONAL”).

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide professional engineering consulting services on a continuing basis in accordance with Florida Statute 287.055 – Consultant Competitive Negotiation Act;

WHEREAS, the PROFESSIONAL was one of the top-ranked firms following the evaluations;

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

1. **Contract Documents.** The following documents and information are incorporated by reference and made part hereof; and shall comprise the Contract Documents.
 - a. This Agreement; and
 - b. Request for Qualification (RFQ) 2502503 in its entirety; and
 - c. PROFESSIONAL’S response to RFQ 2502503 included here as Attachment ‘A’; and
 - d. Schedule of Hourly Rates included here as Attachment ‘B’.

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment ‘A’. Nothing herein shall limit the CITY’S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

4. **Authorized Expense.** The CITY will not be liable for any expenses incurred by the PROFESSIONAL prior to the issuance of a Notice to Proceed except as authorized by the CITY in writing.

5. **Authorized Work.** When work is ordered by the City, the PROFESSIONAL shall prepare a Scope of Services for the requested task. CITY shall prepare a Task Order to be executed by both parties.

6. **Task Orders.** All future work will be authorized by use of a Task Order. The PROFESSIONAL will provide a proposal for each project in a format approved by the City. The proposal will include a detailed Scope of Service as agreed to by the CITY. The proposal will also include a total expected compensation for the Scope of Services. The compensation amount must be supported by a detailed breakdown by task/activity and position. Positions and billable rates must correlate to the Schedule of Hourly Rates included as ATTACHMENT 'B'.

The Term and Conditions of this Agreement are incorporated into all Task Orders. All Task Orders must be executed by the proper authority. Depending on dollar value of the Task Order it will be either the Mayor, with approval of the Commission, or City Manager.

Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of approval of the contract by the Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for up to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

8. **Compensation/Hourly Rates**

The schedule of hourly rates included in Attachment 'B' shall prevail for the full duration of the initial Term of the Agreement. PROFESSIONAL may request in writing an increase to the Hourly Rates at least sixty (60) calendar days prior to the expiration of the Initial Term. Such request will be considered by the CITY and if approved incorporated into any amendment to extend the Agreement. PROFESSIONAL shall provide justification for any request to increase fees listed in Attachment 'B'.

9. **Termination.** All or part of this Agreement may be terminated under the following conditions;

a. **For Convenience**

- i. The CITY may, by written notice to the PROFESSIONAL, terminate this Agreement for its convenience and without cause or default on the part of PROFESSIONAL. Upon receipt of the notice of termination, except as explicitly directed by the CITY, the PROFESSIONAL must immediately discontinue all services affected.
- ii. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.
- iii. CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.
- iv. CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

b. **Termination for Default**

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) calendar days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- i. **Termination by Owner:** The CITY may terminate this Agreement in whole or in part, for the failure of the PROFESSIONAL to:
 1. Perform the services within the time specified in this contract or by CITY approved extension;
 2. Make adequate progress so as to endanger satisfactory performance of the Project;

3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the PROFESSIONAL must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.

CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.

CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the CITY determines the PROFESSIONAL was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the CITY issued the termination for the convenience of the CITY.

- ii. **Termination by Professional:** The PROFESSIONAL may terminate this Agreement in whole or in part, if the CITY:
 1. Defaults on its obligations under this Agreement;
 2. Fails to make payment to the PROFESSIONAL in accordance with the terms of this Agreement;
 3. Suspends the Project for more than one-hundred eighty (180) days due to reasons beyond the control of the PROFESSIONAL.

Upon receipt of a notice of termination from the PROFESSIONAL, CITY agrees to cooperate with PROFESSIONAL for the purpose of terminating the agreement or portion thereof, by mutual consent. If CITY and PROFESSIONAL cannot reach mutual agreement on the termination settlement, the PROFESSIONAL may, without prejudice to any rights and remedies it may have, proceed with terminating all

or parts of this Agreement based upon the CITY's breach of the contract.

In the event of termination due to CITY breach, the PROFESSIONAL is entitled to invoice CITY and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the PROFESSIONAL through the effective date of termination action. Owner agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

10. **Insurance.** The PROFESSIONAL will maintain throughout this Agreement the following insurance:

- a. The original of each such policy of insurance, or a complete duplicate, shall be delivered to CITY by PROFESSIONAL prior to starting work, together with evidence that the premiums have been paid.
- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.
- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodway, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

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**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

12. **Indemnification.** The PROFESSIONAL shall indemnify the CITY and hold it, its officers, and its employees harmless from liabilities, losses, and costs, including, but not limited to, reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful conduct of the PROFESSIONAL and persons employed or utilized by the PROFESSIONAL in the performance of this Agreement. The liability of the PROFESSIONAL shall, however, be limited to one million and 00/100 dollars (\$1,000,000.00) per occurrence, and the obligation of the PROFESSIONAL to indemnify the CITY shall be limited to intentional misconduct or negligent acts, omissions, or defaults of the PROFESSIONAL; any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services or materials in connection with the project; and the CITY, its officers, agents and employees, provided however that the PROFESSIONAL shall not be obligated to indemnify the CITY against losses arising from the negligence, or willful, wanton, or intentional misconduct of the CITY, its officers, agents and employees, or against statutory violations or punitive damages except to the extent caused by or resulting from the intentional misconduct or negligent acts or omissions of the PROFESSIONAL, or any contractors, subcontractors, sub-

subcontractors, materialmen, or agents or employees of any of them, providing labor, services, or materials in connection with this Agreement.

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Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

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IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE

PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

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17. **Ownership of Documents.** All data, specifications, calculations, estimates, plans, drawings, construction documents, photographs, summaries, reports, memoranda, and other documents, instruments, information and material prepared or accumulated by the PROFESSIONAL (or by such sub-consultants and specialty consultants) in rendering services hereunder shall be the sole property of the CITY who may have access to the reproducible copies at no additional cost other than printing. Provided, that the PROFESSIONAL shall in no way be liable or legally responsible to anyone for the CITY's use of any such materials for another PROJECT, or following termination. All original documents shall be permanently kept on file at the office of the PROFESSIONAL.

18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or

otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

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21. **Jurisdiction.** The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Lake County, Florida.

22. **Notices.** The primary contact person under this Agreement for each part is listed. Contact person and information may be updated as needed by written, electronic mail is acceptable, communication to the other party. Notifying party shall receive confirmation the other party has received the change to the Contact Person.

23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Kathy Leo, Vice President
GAI Consultants, Inc.
618 E. South Street, Suite 700
Orlando, FL 32801
Phone: 407-843-1070
Email: k.leo@gaiconsultants.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352-728-9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or

persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

25. **Employment Eligibility.** The PROFESSIONAL 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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create a potential conflict of interest between the PROFESSIONAL and his duties under this Agreement.

28. **Counterparts.** Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. The CITY shall determine legibility and acceptability for public record purposes. This Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

GAI CONSULTANTS, INC.

By: _____

Printed: Kathleen Leo

Its: Vice President

Title

THE CITY OF LEESBURG, FLORIDA

By: _____
Alan Reisman, Mayor

ATTEST:

J. Andi Purvis, City Clerk

Approved as to form and content:

Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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2025 Community Development Rate Schedule

Professionals include educated and/or trained Engineers, Economists, Planners, Designers, Landscape Architects, Surveyors, Environmental Specialists, Archaeologists, Scientists, and others.

Changes in hourly rates to reflect increases in cost of living, taxes, benefits, etc. will take effect on January 1, 2026. Rates in the below table are "loaded" hourly rates and include all overhead, costs, and benefits per hourly unit rate.

Labor Classification	Labor Rate
Expert Witness	\$375.00
CSG Director 3	\$360.00
CSG Senior Director 2	\$325.00
CSG Senior Director 1	\$305.00
CSG Director 2	\$275.00
CSG Director 1	\$240.00
CSG Senior Manager 2	\$215.00
CSG Senior Manager 1	\$195.00
CSG Manager	\$180.00
CSG Assistant Manager	\$170.00
CSG Senior Professional 2	\$160.00
CSG Senior Professional 1	\$150.00
CSG Professional 1	\$130.00
CSG Senior Project Technician	\$120.00
CSG Project Technician 2	\$115.00
CSG Project Technician 1	\$105.00
CSG Technician 1	\$85.00
Principal	\$375.00
Technical/Professional 31	\$365.00
Technical/Professional 30	\$350.00
Technical/Professional 29	\$345.00
Technical/Professional 28	\$335.00
Technical/Professional 27	\$320.00
Technical/Professional 26	\$300.00
Technical/Professional 25	\$290.00
Technical/Professional 24	\$275.00
Technical/Professional 23	\$265.00
Technical/Professional 22	\$255.00
Technical/Professional 21	\$245.00
Technical/Professional 20	\$235.00
Technical/Professional 19	\$225.00
Technical/Professional 18	\$215.00
Technical/Professional 17	\$210.00
Technical/Professional 16	\$200.00
Technical/Professional 15	\$190.00
Technical/Professional 14	\$180.00
Technical/Professional 13	\$170.00
Technical/Professional 12	\$160.00
Technical/Professional 11	\$150.00
Technical/Professional 10	\$145.00
Technical/Professional 09	\$135.00
Technical/Professional 08	\$130.00
Technical/Professional 07	\$120.00
Technical/Professional 06	\$115.00
Technical/Professional 05	\$110.00
Technical/Professional 04	\$105.00
Technical/Professional 03	\$100.00
Technical/Professional 02	\$95.00
Technical/Professional 01	\$90.00
Technical/Support 2	\$85.00
Technical/Support 1	\$80.00

CONTRACT

Contract No. AQ2502503F

PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the “CITY”), and **Dewberry Engineers Inc.**, whose address is 800 North Magnolia Avenue, Suite 1000, Orlando, Florida 32803 (hereinafter referred to as “PROFESSIONAL”).

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide professional engineering consulting services on a continuing basis in accordance with Florida Statute 287.055 – Consultants’ Competitive Negotiation Act; and

WHEREAS, the PROFESSIONAL was one of the top-ranked firms following the evaluations.

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

1. **Contract Documents.** The following documents and information are incorporated by reference and made part hereof; and shall comprise the Contract Documents.
 - a. This Agreement; and
 - b. Request for Qualification (RFQ) 2502503 in its entirety; and
 - c. PROFESSIONAL’S response to RFQ 2502503 included here as Attachment ‘A’; and
 - d. Schedule of Hourly rates included here as Attachment ‘B’.

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment ‘A’. Nothing herein shall limit the CITY’S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

4. **Authorized Expense.** The CITY will not be liable for any expenses incurred by the PROFESSIONAL prior to the issuance of a Notice to Proceed except as authorized by the CITY in writing.

5. **Authorized Work.** When work is ordered by the City, the PROFESSIONAL shall prepare a Scope of Services for the requested task. CITY shall prepare a Task Order to be executed by both parties.

6. **Task Orders.** All future work will be authorized by use of a Task Order. The PROFESSIONAL will provide a proposal for each project in a format approved by the City. The proposal will include a detailed Scope of Service as agreed to by the CITY. The proposal will also include a total expected compensation for the Scope of Services. The compensation amount must be supported by a detailed breakdown by task/activity and position. Positions and billable rates must correlate to the Schedule of Hourly Rates included as ATTACHMENT 'B'.

The Term and Conditions of this Agreement are incorporated into all Task Orders. All Task Orders must be executed by the proper authority. Depending on dollar value of the Task Order it will be either the Mayor, with approval of the Commission, or City Manager.

Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of approval of the contract by Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

8. **Compensation/Hourly Rates**
The schedule of hourly rates included in Attachment 'B' shall prevail for the full duration of the initial Term of the Agreement. PROFESSIONAL may request in writing an increase to the Hourly Rates at least (60) calendar days prior to the expiration of the Initial Term. Such request will be considered by the CITY and if approved incorporated into an amendment to extend the Agreement. PROFESSIONAL shall provide justification for any request to increase the fees listed in Attachment 'B'.

9. **Termination.** All or part of this Agreement may be terminated under the following conditions;

a. **For Convenience**

- i. The CITY may, by written notice to the PROFESSIONAL, terminate this Agreement for its convenience and without cause or default on the part of PROFESSIONAL. Upon receipt of the notice of termination, except as explicitly directed by the CITY, the PROFESSIONAL must immediately discontinue all services affected.
- ii. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.
- iii. CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.
- iv. CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

b. **Termination for Default**

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) calendar days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- i. **Termination by Owner:** The CITY may terminate this Agreement in whole or in part, for the failure of the PROFESSIONAL to:
 1. Perform the services within the time specified in this contract or by CITY approved extension;
 2. Make adequate progress so as to endanger satisfactory performance of the Project;

3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the PROFESSIONAL must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.

CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.

CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the CITY determines the PROFESSIONAL was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the CITY issued the termination for the convenience of the CITY.

- ii. **Termination by Professional:** The PROFESSIONAL may terminate this Agreement in whole or in part, if the CITY:
 1. Defaults on its obligations under this Agreement;
 2. Fails to make payment to the PROFESSIONAL in accordance with the terms of this Agreement;
 3. Suspends the Project for more than one-hundred eighty (180) days due to reasons beyond the control of the PROFESSIONAL.

Upon receipt of a notice of termination from the PROFESSIONAL, CITY agrees to cooperate with PROFESSIONAL for the purpose of terminating the agreement or portion thereof, by mutual consent. If CITY and PROFESSIONAL cannot reach mutual agreement on the termination settlement, the PROFESSIONAL may, without prejudice to any rights and remedies it may have, proceed with terminating all

or parts of this Agreement based upon the CITY's breach of the contract.

In the event of termination due to CITY breach, the PROFESSIONAL is entitled to invoice CITY and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the PROFESSIONAL through the effective date of termination action. Owner agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

10. **Insurance.** The PROFESSIONAL will maintain throughout this Agreement the following insurance:

- a. The original of each such policy of insurance, or a complete duplicate, shall be delivered to CITY by PROFESSIONAL prior to starting work, together with evidence that the premiums have been paid.
- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.
- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodwyn, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

11. **Individual Liability.**

**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

12. **Indemnification.** The PROFESSIONAL shall indemnify the CITY and hold it, its officers, and its employees harmless from liabilities, losses, and costs, including, but not limited to, reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful conduct of the PROFESSIONAL and persons employed or utilized by the PROFESSIONAL in the performance of this Agreement. The liability of the PROFESSIONAL shall, however, be limited to one million and 00/100 dollars (\$1,000,000.00) per occurrence, and the obligation of the PROFESSIONAL to indemnify the CITY shall be limited to intentional misconduct or negligent acts, omissions, or defaults of the PROFESSIONAL; any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services or materials in connection with the project; and the CITY, its officers, agents and employees, provided however that the PROFESSIONAL shall not be obligated to indemnify the CITY against losses arising from the negligence, or willful, wanton, or intentional misconduct of the CITY, its officers, agents and employees, or against statutory violations or punitive damages except to the extent caused by or resulting from the intentional misconduct or negligent acts or omissions of the PROFESSIONAL, or any contractors, subcontractors, sub-

subcontractors, materialmen, or agents or employees of any of them, providing labor, services, or materials in connection with this Agreement.

13. **Codes, Laws, and Regulations.** PROFESSIONAL will comply with all applicable codes, laws, regulations, standards, and ordinances in force during the term of this Agreement.

14. **Permits, Licenses, and Fees.** PROFESSIONAL will obtain and pay for all permits and licenses required by law that are associated with the PROFESSIONAL'S performance of the Scope of Services.

15. **Access to Records.** PROFESSIONAL will maintain accounting records, in accordance with generally accepted accounting principles and practices, to substantiate all invoiced amounts. Said records will be available for examination by the CITY during PROFESSIONAL'S normal business hours.

Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

Public Records Retention. PROFESSIONAL shall keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the services being provided by PROFESSIONAL herein. PROFESSIONAL shall provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes. PROFESSIONAL shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law. PROFESSIONAL shall meet all requirements for retaining public records and transfer, at no cost, to the CITY all public records in possession of the PROFESSIONAL upon termination of this Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY by PROFESSIONAL in a format that is compatible with the information technology systems of the CITY.

IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE

PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

16. **Contingent Fees Prohibited.** The PROFESSIONAL warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the PROFESSIONAL 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 CITY 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.

17. **Ownership of Documents.** All data, specifications, calculations, estimates, plans, drawings, construction documents, photographs, summaries, reports, memoranda, and other documents, instruments, information and material prepared or accumulated by the PROFESSIONAL (or by such sub-consultants and specialty consultants) in rendering services hereunder shall be the sole property of the CITY who may have access to the reproducible copies at no additional cost other than printing. Provided, that the PROFESSIONAL shall in no way be liable or legally responsible to anyone for the CITY's use of any such materials for another PROJECT, or following termination. All original documents shall be permanently kept on file at the office of the PROFESSIONAL.

18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or

otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

20. **No Third Party Beneficiaries.** This Agreement gives no rights or benefits to anyone other than the PROFESSIONAL and the CITY.

21. **Jurisdiction.** The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Lake County, Florida.

22. **Notices.** The primary contact person under this Agreement for each part is listed. Contact person and information may be updated as needed by written, electronic mail is acceptable, communication to the other party. Notifying party shall receive confirmation the other party has received the change to the Contact Person.

23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Robert Beltran, Vice President
Dewberry Engineers Inc.
800 North Magnolia Avenue, Suite 1000
Orlando, FL 32803
Phone: 407-843-5120
Email: rbeltran@dewberry.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352-728-9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or

persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

25. **Employment Eligibility.** The PROFESSIONAL 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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create a potential conflict of interest between the PROFESSIONAL and his duties under this Agreement.

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29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

DEWBERRY ENGINEERS, INC.

By:  VP

Printed: Robert R. Beltran

Its: Vice President
Title

THE CITY OF LEESBURG, FLORIDA

By: _____
Alan Reisman, Mayor

ATTEST:

J. Andi Purvis, City Clerk

Approved as to form and content:

Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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Dewberry Rates
Professional Engineering Consulting Services (RFQ 2502503)
City of Leesburg
12-17-2025

Labor Categories	1	2	3
	10-1-2025 to 9-30-2026	10-1-2026 to 9-30-2027	10-1-2027 to 9-30-2028
Admin I	\$60.03	\$62.44	\$64.93
Admin II	\$103.52	\$107.66	\$111.97
CADD Tech I	\$75.89	\$78.93	\$82.09
CADD Tech II	\$96.61	\$100.48	\$104.50
CADD Tech Mgr	\$142.50	\$148.20	\$154.13
Eng I	\$115.97	\$120.61	\$125.44
Eng II	\$126.61	\$131.68	\$136.95
Eng III	\$152.55	\$158.66	\$165.00
Eng IV	\$155.76	\$161.99	\$168.47
Eng V	\$186.42	\$193.88	\$201.64
Eng VI	\$208.25	\$216.58	\$225.24
Eng VII	\$260.80	\$271.23	\$282.08
Eng VIII	\$284.85	\$296.24	\$308.09
Eng IX	\$306.96	\$319.24	\$332.01
GIS II	\$97.54	\$101.44	\$105.50
GIS III	\$102.12	\$106.20	\$110.45
GIS IV	\$105.47	\$109.69	\$114.07
GIS V	\$144.28	\$150.05	\$156.05
GIS VI	\$166.19	\$172.83	\$179.75
GIS VII	\$276.78	\$287.86	\$299.37
Prof I	\$93.85	\$97.60	\$101.51
Prof II	\$109.73	\$114.12	\$118.68
Prof III	\$135.43	\$140.85	\$146.49
Prof IV	\$156.34	\$162.60	\$169.10
Prof V	\$170.46	\$177.28	\$184.37
Prof VI	\$185.91	\$193.34	\$201.08
Prof VII	\$226.11	\$235.15	\$244.56
Prof VIII	\$255.03	\$265.23	\$275.84
Principal	\$335.77	\$349.20	\$363.17
Chief Surveyor	\$225.83	\$234.86	\$244.25
Senior Surveyor	\$184.62	\$192.00	\$199.68
Surveyor	\$123.58	\$128.52	\$133.66
Senior Survey/SUE Tech	\$102.72	\$106.83	\$111.10
Survey/SUE Tech 1 man	\$102.72	\$106.83	\$111.10
Survey/SUE 2 man	\$167.87	\$174.58	\$181.56
Survey/SUE 3 man	\$270.59	\$281.41	\$292.67

CONTRACT
Contract No. AQ2502503H
PROFESSIONAL ENGINEERING CONSULTING SERVICES

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the “CITY”), and **CPH Consulting, LLC**, whose address is 500 West Fulton Street, Sanford, Florida 32771 (hereinafter referred to as “PROFESSIONAL”).

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide professional engineering consulting services on a continuing basis in accordance with Florida Statute 287.055 – Consultants’ Competitive Negotiation Act; and

WHEREAS, the PROFESSIONAL was one of the top-ranked firms following the evaluation.

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

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- b. Request for Qualification (RFQ) 2502503 in its entirety; and
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- d. Schedule of Hourly Rates included here as Attachment ‘B’

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment ‘A’. Nothing herein shall limit the CITY’S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

4. **Authorized Expense.** The CITY will not be liable for any expenses incurred by the PROFESSIONAL prior to the issuance of a Notice to Proceed except as authorized by the CITY in writing.

5. **Authorized Work.** When work is ordered by the City, the PROFESSIONAL shall prepare a Scope of Services for the requested task. CITY shall prepare a Task Order to be executed by both parties.

6. **Task Orders.** All future work will be authorized by use of a Task Order. The PROFESSIONAL will provide a proposal for each project in a format approved by the City. The proposal will include a detailed Scope of Service as agreed to by the CITY. The proposal will also include a total expected compensation for the Scope of Services. The compensation amount must be supported by a detailed breakdown by task/activity and position. Positions and billable rates must correlate to the Schedule of Hourly Rates included as ATTACHMENT 'B'.

The Term and Conditions of this Agreement are incorporated into all Task Orders. All Task Orders must be executed by the proper authority. Depending on dollar value of the Task Order it will be either the Mayor, with approval of the Commission, or City Manager.

Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of approval of the contract by the Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for up to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

8. **Compensation/Hourly Rates**

The schedule of hourly rates included in Attachment 'B' shall prevail for the full duration of the initial Term of the Agreement. PROFESSIONAL may request in writing an increase to the Hourly Rates at least sixty (60) calendar days prior to the expiration of the Initial Term. Such request will be considered by the CITY and if approved incorporated into an amendment to extend the Agreement. PROFESSIONAL shall provide justification for any request to increase the fees listed in Attachment 'B'.

9. **Termination.** All or part of this Agreement may be terminated under the following conditions;

a. **For Convenience**

- i. The CITY may, by written notice to the PROFESSIONAL, terminate this Agreement for its convenience and without cause or default on the part of PROFESSIONAL. Upon receipt of the notice of termination, except as explicitly directed by the CITY, the PROFESSIONAL must immediately discontinue all services affected.
- ii. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.
- iii. CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.
- iv. CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

b. **Termination for Default**

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) calendar days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- i. **Termination by Owner:** The CITY may terminate this Agreement in whole or in part, for the failure of the PROFESSIONAL to:
 1. Perform the services within the time specified in this contract or by CITY approved extension;
 2. Make adequate progress so as to endanger satisfactory performance of the Project;

3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

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If, after finalization of the termination action, the CITY determines the PROFESSIONAL was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the CITY issued the termination for the convenience of the CITY.

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 1. Defaults on its obligations under this Agreement;
 2. Fails to make payment to the PROFESSIONAL in accordance with the terms of this Agreement;
 3. Suspends the Project for more than one-hundred eighty (180) days due to reasons beyond the control of the PROFESSIONAL.

Upon receipt of a notice of termination from the PROFESSIONAL, CITY agrees to cooperate with PROFESSIONAL for the purpose of terminating the agreement or portion thereof, by mutual consent. If CITY and PROFESSIONAL cannot reach mutual agreement on the termination settlement, the PROFESSIONAL may, without prejudice to any rights and remedies it may have, proceed with terminating all

or parts of this Agreement based upon the CITY's breach of the contract.

In the event of termination due to CITY breach, the PROFESSIONAL is entitled to invoice CITY and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the PROFESSIONAL through the effective date of termination action. Owner agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

10. **Insurance.** The PROFESSIONAL will maintain throughout this Agreement the following insurance:

- a. The original of each such policy of insurance, or a complete duplicate, shall be delivered to CITY by PROFESSIONAL prior to starting work, together with evidence that the premiums have been paid.
- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.
- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodwyn, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

11. **Individual Liability.**

**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

12. **Indemnification.** The PROFESSIONAL shall indemnify the CITY and hold it, its officers, and its employees harmless from liabilities, losses, and costs, including, but not limited to, reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful conduct of the PROFESSIONAL and persons employed or utilized by the PROFESSIONAL in the performance of this Agreement. The liability of the PROFESSIONAL shall, however, be limited to one million and 00/100 dollars (\$1,000,000.00) per occurrence, and the obligation of the PROFESSIONAL to indemnify the CITY shall be limited to intentional misconduct or negligent acts, omissions, or defaults of the PROFESSIONAL; any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services or materials in connection with the project; and the CITY, its officers, agents and employees, provided however that the PROFESSIONAL shall not be obligated to indemnify the CITY against losses arising from the negligence, or willful, wanton, or intentional misconduct of the CITY, its officers, agents and employees, or against statutory violations or punitive damages except to the extent caused by or resulting from the intentional misconduct or negligent acts or omissions of the PROFESSIONAL, or any contractors, subcontractors, sub-

subcontractors, materialmen, or agents or employees of any of them, providing labor, services, or materials in connection with this Agreement.

13. **Codes, Laws, and Regulations.** PROFESSIONAL will comply with all applicable codes, laws, regulations, standards, and ordinances in force during the term of this Agreement.

14. **Permits, Licenses, and Fees.** PROFESSIONAL will obtain and pay for all permits and licenses required by law that are associated with the PROFESSIONAL'S performance of the Scope of Services.

15. **Access to Records.** PROFESSIONAL will maintain accounting records, in accordance with generally accepted accounting principles and practices, to substantiate all invoiced amounts. Said records will be available for examination by the CITY during PROFESSIONAL'S normal business hours.

Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

Public Records Retention. PROFESSIONAL shall keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the services being provided by PROFESSIONAL herein. PROFESSIONAL shall provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes. PROFESSIONAL shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law. PROFESSIONAL shall meet all requirements for retaining public records and transfer, at no cost, to the CITY all public records in possession of the PROFESSIONAL upon termination of this Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY by PROFESSIONAL in a format that is compatible with the information technology systems of the CITY.

IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE

PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

16. **Contingent Fees Prohibited.** The PROFESSIONAL warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the PROFESSIONAL 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 CITY 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.

17. **Ownership of Documents.** All data, specifications, calculations, estimates, plans, drawings, construction documents, photographs, summaries, reports, memoranda, and other documents, instruments, information and material prepared or accumulated by the PROFESSIONAL (or by such sub-consultants and specialty consultants) in rendering services hereunder shall be the sole property of the CITY who may have access to the reproducible copies at no additional cost other than printing. Provided, that the PROFESSIONAL shall in no way be liable or legally responsible to anyone for the CITY's use of any such materials for another PROJECT, or following termination. All original documents shall be permanently kept on file at the office of the PROFESSIONAL.

18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or

otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

20. **No Third Party Beneficiaries.** This Agreement gives no rights or benefits to anyone other than the PROFESSIONAL and the CITY.

21. **Jurisdiction.** The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Lake County, Florida.

22. **Notices.** The primary contact person under this Agreement for each part is listed. Contract person and information may be updated as needed by written, electronic mail is acceptable, communication to the other party. Notifying party shall receive confirmation the other party has received the change to the Contact Person.

23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Nikhel Jindal, Chief Strategy and Success Officer
CPH Consulting, LLC
500 West Fulton Street
Sandford, FL 32771
Phone: 407-322-6841
Email: info@cphcorp.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352-728-9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or

persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

25. **Employment Eligibility.** The PROFESSIONAL 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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create a potential conflict of interest between the PROFESSIONAL and his duties under this Agreement.

28. **Counterparts.** Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. The CITY shall determine legibility and acceptability for public record purposes. This Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

CPH CONSULTING, LLC

By:  _____

Printed: Nikhel Jindal

Its: Sr. Vice President
 Title

THE CITY OF LEESBURG, FLORIDA

By: _____
 Alan Reisman, Mayor

ATTEST:

 J. Andi Purvis, City Clerk

Approved as to form and content:

 Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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Category	Base Rate	Billable Rate
Principal I	\$ 114.75	\$ 367.20
Project Manager V	\$ 96.01	\$ 307.23
Project Manager IV	\$ 78.11	\$ 249.96
Project Manager III	\$ 62.10	\$ 198.71
Project Manager II	\$ 49.78	\$ 159.30
Project Manager I	\$ 41.27	\$ 132.05
Manager II	\$ 83.90	\$ 268.48
Manager I	\$ 54.12	\$ 173.17
Engineer V	\$ 103.41	\$ 330.91
Engineer IV	\$ 55.97	\$ 179.10
Engineer III	\$ 48.41	\$ 154.91
Engineer II	\$ 42.44	\$ 135.80
Engineer I	\$ 37.01	\$ 118.42
Architect V	\$ 90.26	\$ 288.82
Architect IV	\$ 68.04	\$ 217.73
Architect III	\$ 62.04	\$ 198.53
Architect II	\$ 48.00	\$ 153.60
Architect I	\$ 46.39	\$ 148.45
Landscape Architect III	\$ 53.68	\$ 171.76
Landscape Architect II	\$ 52.15	\$ 166.87
Landscape Architect I	\$ 45.99	\$ 147.18
Designer V	\$ 50.38	\$ 161.21
Designer IV	\$ 43.65	\$ 139.69
Designer III	\$ 38.45	\$ 123.04
Designer II	\$ 31.88	\$ 102.03
Designer I	\$ 29.95	\$ 95.85
Scientist III	\$ 53.59	\$ 171.49
Scientist II	\$ 34.71	\$ 111.08
Scientist I	\$ 30.86	\$ 98.74
Coordinator III	\$ 39.60	\$ 126.72
Coordinator II	\$ 32.81	\$ 105.00
Coordinator I	\$ 27.59	\$ 88.28
Planner III	\$ 96.27	\$ 308.06
Planner II	\$ 40.83	\$ 130.65
Planner I	\$ 34.00	\$ 108.80

GIS Analyst III	\$ 38.25	\$ 122.40
GIS Analyst II	\$ 34.33	\$ 109.84
GIS Analyst I	\$ 32.42	\$ 103.75
CADD III	\$ 33.51	\$ 107.24
CADD II	\$ 24.78	\$ 79.31
CADD I	\$ 22.36	\$ 71.55
Administrative V	\$ 47.27	\$ 151.26
Administrative IV	\$ 41.29	\$ 132.12
Administrative III	\$ 29.28	\$ 93.71
Administrative II	\$ 25.81	\$ 82.60
Administrative I/Clerical	\$ 22.34	\$ 71.49
Intern II	\$ 26.74	\$ 85.57
Intern I	\$ 20.68	\$ 66.19
Graphic Designer III	\$ 44.83	\$ 143.44
Graphic Designer II	\$ 33.53	\$ 107.30
Graphic Designer I	\$ 29.34	\$ 93.90
Construction Manager	\$ 62.56	\$ 200.20
Construction Manager I	\$ 47.05	\$ 150.57
Construction Rep III	\$ 51.79	\$ 165.74
Construction Rep II	\$ 44.44	\$ 142.20
Construction Rep I	\$ 36.00	\$ 115.20
Surveyor III	\$ 74.19	\$ 237.39
Surveyor II	\$ 54.00	\$ 172.80
Surveyor I	\$ 26.74	\$ 85.57
Crew Chief	\$ 32.50	\$ 104.02
Instrument Operator	\$ 20.86	\$ 66.75
Survey Crew - 3 Man		\$ 380.00
Survey Crew - 2 Man		\$ 355.00
Survey Crew - 1 Man		\$ 275.00
GPS Crew II		\$ 275.00
GPS Crew I		\$ 195.00

CONTRACT

Contract No. AQ2502503E

PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the "CITY"), and **CHA Consulting, Inc.**, whose address is 1016 Spring Villas Point, Winter Springs, Florida 32708 (hereinafter referred to as "PROFESSIONAL").

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide engineering consulting services on a continuing basis in accordance with Florida Statute 287.055 – Consultants' Competitive Negotiation Act; and

WHEREAS, the PROFESSIONAL was one of the top-ranked firms following the evaluations;

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

1. **Contract Documents.** The following documents and information are incorporated by reference and made part hereof; and shall comprise the Contract Documents.

- a. This Agreement; and
- b. Request for Qualification (RFQ) 2502503 in its entirety; and
- c. PROFESSIONAL'S response to RFQ 2502503 included here as Attachment 'A'; and
- d. Schedule of Hourly Rates included here as Attachment 'B'.

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment 'A'. Nothing herein shall limit the CITY'S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

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Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of approval of the contract by the Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for up to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

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The terminating party must provide the breaching party seven (7) calendar days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

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- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.
- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodwyn, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

11. Individual Liability.

**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

12. Indemnification. The PROFESSIONAL shall indemnify the CITY and hold it, its officers, and its employees harmless from liabilities, losses, and costs, including, but not limited to, reasonable attorney's fees to the extent caused by the negligence, recklessness, or intentional wrongful conduct of the PROFESSIONAL and persons employed or utilized by the PROFESSIONAL in the performance of this Agreement. The liability of the PROFESSIONAL shall, however, be limited to one million and 00/100 dollars (\$1,000,000.00) per occurrence, and the obligation of the PROFESSIONAL to indemnify the CITY shall be limited to intentional misconduct or negligent acts, omissions, or defaults of the PROFESSIONAL; any contractors, subcontractors, sub-subcontractors, materialmen, or agents or employees of any of them, providing labor, services or materials in connection with the project; and the CITY, its officers, agents and employees, provided however that the PROFESSIONAL shall not be obligated to indemnify the CITY against losses arising from the negligence, or willful, wanton, or intentional misconduct of the CITY, its officers, agents and employees, or against statutory violations or punitive damages except to the extent caused by or resulting from the intentional misconduct or negligent acts or omissions of the PROFESSIONAL, or any contractors, subcontractors, sub-

subcontractors, materialmen, or agents or employees of any of them, providing labor, services, or materials in connection with this Agreement.

13. **Codes, Laws, and Regulations.** PROFESSIONAL will comply with all applicable codes, laws, regulations, standards, and ordinances in force during the term of this Agreement.

14. **Permits, Licenses, and Fees.** PROFESSIONAL will obtain and pay for all permits and licenses required by law that are associated with the PROFESSIONAL'S performance of the Scope of Services.

15. **Access to Records.** PROFESSIONAL will maintain accounting records, in accordance with generally accepted accounting principles and practices, to substantiate all invoiced amounts. Said records will be available for examination by the CITY during PROFESSIONAL'S normal business hours.

Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

Public Records Retention. PROFESSIONAL shall keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the services being provided by PROFESSIONAL herein. PROFESSIONAL shall provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes. PROFESSIONAL shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law. PROFESSIONAL shall meet all requirements for retaining public records and transfer, at no cost, to the CITY all public records in possession of the PROFESSIONAL upon termination of this Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY by PROFESSIONAL in a format that is compatible with the information technology systems of the CITY.

IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE

PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

16. **Contingent Fees Prohibited.** The PROFESSIONAL warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the PROFESSIONAL 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 CITY 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.

17. **Ownership of Documents.** All data, specifications, calculations, estimates, plans, drawings, construction documents, photographs, summaries, reports, memoranda, and other documents, instruments, information and material prepared or accumulated by the PROFESSIONAL (or by such sub-consultants and specialty consultants) in rendering services hereunder shall be the sole property of the CITY who may have access to the reproducible copies at no additional cost other than printing. Provided, that the PROFESSIONAL shall in no way be liable or legally responsible to anyone for the CITY's use of any such materials for another PROJECT, or following termination. All original documents shall be permanently kept on file at the office of the PROFESSIONAL.

18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or

otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

20. **No Third Party Beneficiaries.** This Agreement gives no rights or benefits to anyone other than the PROFESSIONAL and the CITY.

21. **Jurisdiction.** The laws of the State of Florida shall govern the validity of this Agreement, its interpretation and performance, and any other claims related to it. In the event of any litigation arising under or construing this Agreement, venue shall lie only in Lake County, Florida.

22. **Notices.** The primary contact person under this Agreement for each part is listed. Contact person and information may be updated as needed by written, electronic mail is acceptable, communication to the other party. Notifying party shall receive confirmation the other party has received the change to the Contact Person.

23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Thomas D. Titsworth
CHA Consulting, Inc.
1016 Spring Villas Point
Winter Springs, FL 32708
Phone: 407-679-5358
Email: TTitsworth@chasolutions.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352.728.9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or

persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

25. **Employment Eligibility.** The PROFESSIONAL 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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create a potential conflict of interest between the PROFESSIONAL and his duties under this Agreement.

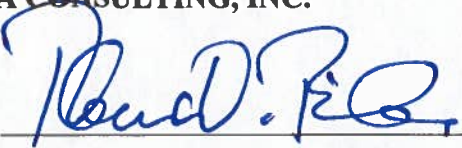
28. **Counterparts.** Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. The CITY shall determine legibility and acceptability for public record purposes. This Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

CHA CONSULTING, INC.

By: 

Printed: Thomas D. Titsworth

Its: Assistant Secretary
Title

THE CITY OF LEESBURG, FLORIDA

By: _____
Alan Reisman, Mayor

ATTEST:

J. Andi Purvis, City Clerk

Approved as to form and content:

Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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CONFIDENTIAL
CHA CONSULTING, INC.
2026 LEESBURG RATE SHEET

Personnel Classification	Billing Rates
Project Executive	\$375.00
Sr. Technical Services Lead	\$375.00
Senior Project Manager	\$350.43
Project Manager	\$213.26
Assistant Project Manager	\$155.39
Quality Control Manager	\$347.21
Senior Project Engineer	\$242.19
Project Engineer	\$197.18
Senior Designer	\$189.68
Designer	\$138.24
Senior GIS Analyst	\$142.53
GIS Analyst	\$128.60
Senior GIS Technician	\$125.38
GIS Technician	\$84.66
Senior Database Administrator	\$192.90
Database Administrator	\$167.18
Senior Environmental Scientist	\$311.85
Environmental Scientist	\$259.34
Senior Field Representative	\$231.48
Field Representative	\$155.39
Senior Administrative Assistant	\$129.67
Administrative Assistant	\$83.59
Senior Cost Estimator	\$241.12
Senior Asset Management Consultant	\$357.93
Asset Management Consultant	\$235.76
Construction Manager	\$160.76
Landscape Architect	\$218.41
Architect	\$358.63
Intern	\$105.00

CONTRACT

Contract No. AQ2502503D

PROFESSIONAL ENGINEERING CONSULTING SERVICES ON A CONTINUING BASIS

THIS AGREEMENT is made as of the 12th day of January in the year 2026, between **THE CITY OF LEESBURG**, a Florida Municipal Corporation, whose address is 501 West Meadow Street, Post Office Box 490630, Leesburg, Florida 34749-0630 (hereinafter referred to as the “CITY”), and **Kimley- Horn and Associates Inc.**, whose address is 421 Fayetteville Street, Suite 600, Raleigh, North Carolina, 27601 (hereinafter referred to as “PROFESSIONAL”)

WHEREAS, the CITY issued Request for Qualifications (RFQ) 2502503 to contract with a qualified professional or firm to provide professional engineering consulting services on a continuing basis in accordance with Florida Statute 287.055 – Consultants’ Competitive Negotiation Act; and

WHEREAS, the PROFESSIONAL was one of the top-ranked firm following the evaluations.

NOW, THEREFORE, in consideration of the mutual benefits accruing to the parties to this Agreement, and for other good and valuable considerations, the receipt of which is hereby acknowledged, the parties agree as follows:

1. **Contract Documents.** The following documents and information are incorporated by reference and made part hereof; and shall comprise the Contract Documents.
 - a. This Agreement; and
 - b. Request for Qualification (RFQ) 2502503 in its entirety; and
 - c. PROFESSIONAL’S response to RFQ 2502503 included here as Attachment ‘A’; and
 - d. Schedule of Hourly Rates included here as Attachment ‘B’.

2. **Scope of Services.** The PROFESSIONAL shall furnish the services described in Attachment ‘A’. Nothing herein shall limit the CITY’S right to obtain proposals or services from other professionals for similar projects.

3. **Payment.** The PROFESSIONAL shall be paid not more than once monthly for work performed on existing Task Orders. All invoices submitted by the PROFESSIONAL shall be clearly reference the purchase order issued for the Task Order, the project name and the services performed. Work invoiced must be done in a manner that multiple Task Orders are not listed on the same invoice.

All invoices will be processed and paid in accordance with the State of Florida Local Government Prompt Payment Act, Florida Statute Part VII, Chapter 218.

4. **Authorized Expense.** The CITY will not be liable for any expenses incurred by the PROFESSIONAL prior to the issuance of a Notice to Proceed except as authorized by the CITY in writing.

5. **Authorized Work.** When work is ordered by the City, the PROFESSIONAL shall prepare a Scope of Services for the requested task. CITY shall prepare a Task Order to be executed by both parties.

6. **Task Orders.** All future work will be authorized by use of a Task Order. The PROFESSIONAL will provide a proposal for each project in a format approved by the City. The proposal will include a detailed Scope of Service as agreed to by the CITY. The proposal will also include a total expected compensation for the Scope of Services. The compensation amount must be supported by a detailed breakdown by task/activity and position. Positions and billable rates must correlate to the Schedule of Hourly Rates included as ATTACHMENT 'B'.

The Term and Conditions of this Agreement are incorporated into all Task Orders. All Task Orders must be executed by the proper authority. Depending on dollar value of the Task Order it will be either the Mayor, with approval of the Commission, or City Manager.

Task Order(s) executed under this agreement will survive the expiration of the original Agreement and all amendments and will be valid until all services associated with the Task Order(s) are completed.

7. **Term.** The initial Term of this Agreement shall be through September 30, 2029 and will commence on the date of approval of the contract by the Leesburg City Commission. If agreeable between both parties, the Agreement may be extended for up to an additional three (3) year term. Any modifications shall be made by written amendment properly executed by both parties.

8. **Compensation/Hourly Rates**
The schedule of hourly rates included in Attachment 'B' shall prevail for the full duration of the initial Term of the Agreement. PROFESSIONAL may request in writing an increase to the Hourly Rates at least sixty (60) calendar days prior to the expiration of the Initial Term. Such request will be considered by the CITY and if approved incorporated into any amendment to extend the Agreement. PROFESSIONAL shall provide justification for any request to increase the fees listed in Attachment 'B'.

9. **Termination.** All or part of this Agreement may be terminated under the following conditions;

a. **For Convenience**

- i. The CITY may, by written notice to the PROFESSIONAL, terminate this Agreement for its convenience and without cause or default on the part of PROFESSIONAL. Upon receipt of the notice of termination, except as explicitly directed by the CITY, the PROFESSIONAL must immediately discontinue all services affected.
- ii. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.
- iii. CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.
- iv. CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

b. **Termination for Default**

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party seven (7) calendar days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

- i. **Termination by Owner:** The CITY may terminate this Agreement in whole or in part, for the failure of the PROFESSIONAL to:
 1. Perform the services within the time specified in this contract or by CITY approved extension;
 2. Make adequate progress so as to endanger satisfactory performance of the Project;

3. Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the PROFESSIONAL must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the PROFESSIONAL must deliver to the CITY all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the PROFESSIONAL under this contract, whether complete or partially complete.

CITY agrees to make just and equitable compensation to the PROFESSIONAL for satisfactory work completed up through the date the PROFESSIONAL receives the termination notice. Compensation will not include anticipated profit on non-performed services.

CITY further agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the CITY determines the PROFESSIONAL was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the CITY issued the termination for the convenience of the CITY.

- ii. **Termination by Professional:** The PROFESSIONAL may terminate this Agreement in whole or in part, if the CITY:
 1. Defaults on its obligations under this Agreement;
 2. Fails to make payment to the PROFESSIONAL in accordance with the terms of this Agreement;
 3. Suspends the Project for more than one-hundred eighty (180) days due to reasons beyond the control of the PROFESSIONAL.

Upon receipt of a notice of termination from the PROFESSIONAL, CITY agrees to cooperate with PROFESSIONAL for the purpose of terminating the agreement or portion thereof, by mutual consent. If CITY and PROFESSIONAL cannot reach mutual agreement on the termination settlement, the PROFESSIONAL may, without prejudice to any rights and remedies it may have, proceed with terminating all

or parts of this Agreement based upon the CITY's breach of the contract.

In the event of termination due to CITY breach, the PROFESSIONAL is entitled to invoice CITY and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the PROFESSIONAL through the effective date of termination action. Owner agrees to hold PROFESSIONAL harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

10. **Insurance.** The PROFESSIONAL will maintain throughout this Agreement the following insurance:

- a. The original of each such policy of insurance, or a complete duplicate, shall be delivered to CITY by PROFESSIONAL prior to starting work, together with evidence that the premiums have been paid.
- b. All required insurance shall be provided by insurers acceptable to the CITY with an A.M. Best rating of at least "A."
- c. The PROFESSIONAL shall require, and shall be responsible for assuring that any and all of its subcontractors secure and maintain such insurance that are required by law to be provided on behalf of their employees and others until the completion of that subcontractors work.
- d. The required insurance shall be secured and maintained for not less than the limits required by the CITY, or as required by law, whichever is greater.
- e. The CITY does not represent these coverages or amounts to be adequate or sufficient to protect the PROFESSIONAL'S interests or liabilities, but are merely required minimums.
- f. All liability insurance, except professional liability, shall be written on an occurrence basis.
- g. The PROFESSIONAL waives its right of recovery against the CITY to the extent permitted by its insurance policies.
- h. Insurance required of the PROFESSIONAL, or any other insurance of the PROFESSIONAL shall be considered primary, and insurance of the CITY, if any, shall be considered excess as applicable to any claims, which arise out of the agreement, contract or lease.
- i. Except for workers' compensation and professional liability, the PROFESSIONAL'S insurance policies shall be endorsed to name the CITY OF LEESBURG as additional insured to the extent of the agreement, contract or lease.
- j. The Certificate(s) of Insurance shall designate the CITY as certificate holder as follows:

City of Leesburg
Attention: Hosea Goodwyn, Procurement Manager
P.O. Box 490630
Leesburg, Florida 34749-0630

- k. The Certificate(s) of Insurance shall include a reference to the project and/or purchase order number.
- l. The Certificate(s) of Insurance shall indicate that the CITY shall be notified at least thirty (30) days in advance of cancellation.
- m. The Certificate(s) of Insurance shall include all deductibles and/or self-insurance retentions for each line of insurance coverage.
- n. The PROFESSIONAL, at the discretion of the Risk Manager for the CITY, shall provide information regarding the amount of claims payments or reserves chargeable to the aggregate amount of the PROFESSIONAL' S liability coverage(s).

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**PURSUANT TO SECTION 558.0035, FLORIDA
STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT
OF PROFESSIONAL MAY NOT BE HELD
INDIVIDUALLY LIABLE FOR NEGLIGENCE.**

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13. **Codes, Laws, and Regulations.** PROFESSIONAL will comply with all applicable and published codes, laws, regulations, standards, and ordinances in force during the term of this Agreement.

14. **Permits, Licenses, and Fees.** PROFESSIONAL will obtain and pay for all permits and licenses required by law that are associated with the PROFESSIONAL'S performance of the Scope of Services.

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Additionally, PROFESSIONAL must maintain an acceptable cost accounting system. The PROFESSIONAL agrees to provide the CITY or any of their duly authorized representatives, access to any books, documents, papers, and records of the PROFESSIONAL which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The PROFESSIONAL agrees to maintain all books, records and reports required under this contract for a period of not less than five (5) years after final payment is made and all pending matters are closed.

Public Records Retention. PROFESSIONAL shall keep and maintain public records that ordinarily and necessarily would be required by the CITY in order to perform the services being provided by PROFESSIONAL herein. PROFESSIONAL shall provide the public with access to public records on the same terms and conditions that the CITY would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes. PROFESSIONAL shall ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law. PROFESSIONAL shall meet all requirements for retaining public records and transfer, at no cost, to the CITY all public records in possession of the PROFESSIONAL upon termination of this Agreement and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the CITY by PROFESSIONAL in a format that is compatible with the information technology systems of the CITY.

IF THE PROFESSIONAL HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES TO THE PROFESSIONAL'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 352-728-9731, 501 W. MEADOW STREET, LEESBURG, FLORIDA 34748.

16. **Contingent Fees Prohibited.** The PROFESSIONAL warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the PROFESSIONAL, to solicit or secure this Agreement and that it has not paid or agreed to pay any person, company, corporation, individual, or firm, other than a bona fide employee working solely for the PROFESSIONAL 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 CITY 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.

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18. **Independent Contractor.** The PROFESSIONAL agrees that it is an independent contractor and not an agent, joint venture, or employee of the CITY, and nothing in this Agreement shall be construed to be inconsistent with this relationship or status. None of the benefits provided by the CITY to its employees, including but not limited to, workers' compensation insurance, unemployment insurance, or retirement benefits, are available from the CITY to the PROFESSIONAL. PROFESSIONAL will be responsible for paying its own Federal income tax and self-employment tax, or any other taxes applicable to the compensation paid under this Agreement. The PROFESSIONAL shall be solely and entirely responsible for his or her acts during the performance of this Agreement.

19. **Assignment.** Neither party shall have the power to assign any of the duties or rights or any claim arising out of or related to the Agreement, whether arising in tort, contract, or otherwise, without the written consent of the other party. These conditions and the entire Agreement are binding on the heirs, successors, and assigns of the parties hereto.

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23. **Contact Person.** The primary contact person under this Agreement for the PROFESSIONAL shall be:

PROFESSIONAL: Richard Busche, Senior Vice President
Kimley-Horn and Associates, Inc.
421 Fayetteville Street, Suite 600
Releigh, NC, 27601
Phone: 352-438-3028
Email: richard.busche@kimley-horn.com

CITY: City of Leesburg
Attn: Hosea Goodwyn, Procurement Manager
204 N. 5th Street
Leesburg, FL 34748
Phone: 352-728-9880
Email: hosea.goodwyn@leesburgflorida.gov

24. **Approval of Personnel.** Key Personnel: The City reserves the right to discontinue (terminate) when key personnel identified in the PROFESSIONAL's response to the original Request for Qualifications are not available. The CITY reserves the right to approve the contact person and the persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement. If CITY, in its sole discretion, is dissatisfied with the contact person or the person or persons actually performing the services on behalf of PROFESSIONAL pursuant to this Agreement, CITY may require PROFESSIONAL assign a different person or persons be designated to be the contact person or to perform the PROFESSIONAL services hereunder.

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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 CONTRACTOR, the CONTRACTOR may not be awarded a public contract for a period of ONE (1) year after the date of termination.

26. **Subcontractors.** The CITY reserves the right to approve all subcontractors for tasks performed under this Agreement. Responsibility for the performance of the contract remains with the PROFESSIONAL exclusively. Subcontractors may be added to this contract during the contract period only with prior written permission from the CITY

27. **Disclosure of Conflict.** The PROFESSIONAL has an obligation to disclose to the CITY any situation that, while acting pursuant to this Agreement, would create an actual conflict of interest between the PROFESSIONAL and his duties under this Agreement.

28. **Counterparts.** Original signatures transmitted and received via facsimile or other electronic transmission of a scanned document, (e.g., PDF or similar format) are true and valid signatures for all purposes hereunder and shall bind the parties to the same extent as that of an original signature. Any such facsimile or electronic mail transmission shall constitute the final agreement of the parties and conclusive proof of such agreement. Any such electronic counterpart shall be of sufficient quality to be legible either electronically or when printed as hardcopy. The CITY shall determine legibility and acceptability for public record purposes. This Agreement may be executed in one or more counterparts, each of which shall for all purposes be deemed to be an original and all of which shall constitute the same instrument.

29. **Authority to Obligate.** Each person signing this agreement on behalf of either party individually warrants that he or she has full legal power to execute this Agreement on behalf of the party for whom he or she is signing, and bind and obligate such party with respect to all provisions contained in this agreement.

[Signature page follows.]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date indicated in the preamble to the Agreement.

KIMLEY-HORN AND ASSOCIATES, INC.

By: Brooke Arriaga

Printed: Brooke Arriaga

Its: Regional Contract Lead
Title

THE CITY OF LEESBURG, FLORIDA

By: _____
Alan Reisman, Mayor

ATTEST:

J. Andi Purvis, City Clerk

Approved as to form and content:

Grant Watson, City Attorney

ATTACHMENT 'A'

Professional's Response to RFQ 2502503

On File in Purchasing Office



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ATTACHMENT 'B'

Hourly Rates Schedule



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RFQ-250203 – HOURLY RATE SCHEDULE

KIMLEY-HORN AND ASSOCIATES, INC.

<u>Classification</u>	<u>Rate</u>
Analyst	\$200
Professional	\$265
Senior Professional I	\$335
Senior Professional II	\$385
Senior Technical Support	\$250
Support Staff	\$145
Technical Support	\$170

Effective for RFQ-250203; Subject to adjustment with approval from both parties.

Internal Reimbursable Expenses will be charged at 5% of Labor Billings

External Reimbursable Expenses will be charged at 15% mark-up, or per the Contract

Sub-Consultants will be billed per the Contract

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 5.B.2.

Meeting Date: January 12, 2026

From: Brad Chase, (Electric Director)

Subject: Purchase request by the Electric Department for the upgrade to its existing Quad Redundant System SCADA Master Stations by QEI, LLC in the amount of \$127,544.00 using an existing agreement between the City and QEI, LLC.

Staff Recommendation:

Staff recommends approval of the purchase of an upgrade to its existing SCADA Master Stations by QEI, LLC, in the amount of \$127,544.00. QEI is the sole source vendor for the City's Electric Utility SCADA system.

Analysis:

The Electric Utility relies on a Supervisory Control and Data Acquisition (SCADA) system to monitor and control the electric distribution network. The system delivers real-time updates through alarm and event notifications, enabling operators to maintain situational awareness and efficiently manage operations. It also allows remote command of field devices and equipment. The Electric Utility Department has used the same SCADA platform for 21 years, with the last major update completed 15 years ago. Due to its age, the system now requires an upgrade and ongoing vendor support to ensure reliable and secure operations.

To maintain full support for all components of the Electric SCADA system, the following costs are associated with the proposed agreements:

1. **SCADA System Upgrade (Hardware, Software, and Equipment):** \$86,594.00
2. Onsite Service Startup: \$27,300.00
3. Training: \$13,650.00

Procurement Analysis:

Competitive solicitation is not feasible as QEI, LLC is the sole provider of the proprietary software and required support services for the City's Electric Utility SCADA system.

Options:

1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

The current Electric Capital Projects budget includes funding for the SCADA Server Upgrade.

Account No.	041-1099-531-6410
Project No.	410008
WF No.	WF1676586/1
Requisition	58101
Budget	\$127,544.00
Available	\$127,544.00



Sole/Single Source Justification Form

REQUESTED BY

Date: 12/8/2025 Requisition No.: 58101
Dept./Div. Name: Electric - DOC Contact Name: Tony Utsler Email: Tony.Utsler@leesburgflorida.gov

PROPOSED VENDOR INFORMATION

Vendor Name: QEI Automation Solutions
Address: 45 Fadem Rd.
City: Springfield State: New Jersey Zip: 07081
Contact Person: Joseph Robinson
Phone: 908-721-6157 Email: jrobinson@qeinc.com

SOLE VS SINGLE SOURCE PURCHASE

Sole Source—Includes goods and/or services which are propriety, or available from only one source (vendor), and for which there are no competitive alternate. On occasion, equipment parts for replacement or repair services for equipment can be obtained only from the manufacturer or area sales and service outlet of the particular manufacturer.

Single Source—Single source occurs when there is more than one viable source among others in a competitive marketplace, but the City has determined that it is in our best interest to select a particular manufacturer/service provider based on one or more significant business reasons. Some legitimate reasons to single source a purchase may involve the vendor's special ability to provide unique spare parts, unique emergency repair service, or unique knowledge and qualifications, etc.

ORDERING FREQUENCY (Check One)

- One-Time: applies to a single requisition/purchase order for the current fiscal year
 On-Going: Applies to multiple requisitions/purchase orders issued during the fiscal year.
Est FY Expenditures: _____

DESCRIPTION OF ITEM/SERVICE

SCADA server replacement. Transitioning from a TDMS platform to Windows based platform.

SOLE/SINGLE SOURCE JUSTIFICATION (Check All Entries That Apply)

WARNING: Per Florida Statutes 838.22(2) – “It is unlawful for a public servant, with corrupt intent to obtain a benefit for any person or to cause unlawful harm to another, to circumvent a competitive bidding process required by law or rule by using a sole-source contract for commodities or services.

- Vendor is the original equipment manufacturer; there are no regional distributors. Verification from manufacturer is attached.

- Vendor is the sole distributor that is restricted by the manufacturer to our territory. Verification from manufacturer is attached.
- Compatibility: The parts/supplies/equipment are not interchangeable with similar parts/supplies/equipment of another manufacturer. Verification from manufacturer is attached.
- Unique Product/Service: This is the only product or service that meets the specialized needs of the department and performs the intended need. This product brand/make/model or service is necessary to maintain operational continuity or for the purpose of standardizing on a product/service. Detailed justification is attached.

GOODS/SERVICES MARKET RESEARCH

What are the specific necessary features/services that this vendor provides that are not available from to meet the required needs/objectives? _____

QEI is the owners of our current SCADA system and therefor are the only company that can provide the updated servers with the proper operating software.

Discuss how similar goods or services are unavailable other vendors? _____

No other vendor sales QEI equipment.

Describe your efforts to identify other potential vendors. _____

No other vendors exist, QEI is the only vendor capable of updating our SCADA system.

List any other facts supporting the use of a non-competitive process. _____

QEI is our current SCADA vendor. We have contracts for item support.

If other vendors offer like/similar goods/services, describe what research (i.e., previous PO's, catalogs, price lists, etc.) you did to determine the price is fair and reasonable compared to competitors. _____

Other vendors do not offer a system that would be compatible with our current database.

REQUESTING DEPARTMENT RECOMMENDATION

I recommend that the competitive solicitation (quote/bid/proposal) process be waived and that the goods/services be purchased as a sole/single source.

WARNING: Per Florida Statutes 838.22(2) – "It is unlawful for a public servant, with corrupt intent to obtain a benefit for any person or to cause unlawful harm to another, to circumvent a competitive bidding process required by law or rule by using a sole-source contract for commodities or services."

Dept. Dir. Signature (or authorized designee):  Date: 12/8/25



QEI
45 Fadem Road, Springfield, NJ 07081 USA
T: +1 973 379 7400 • F: +1 973 379 2138
WWW.qeiinc.com

December 05, 2025

Mr. Tony Utsler
Electric System Operations Supervisor
City of Leesburg Electric
2010 Griffin Rd.
Leesburg, FL 34748

Reference: Sole Source Statement

Dear: Mr. Utsler,

QEI is a leading SCADA system and substation automation equipment supplier with a long history of innovation and technical leadership in electric network monitoring and control applications since 1960.

This letter is being written to confirm that QEI is the sole designer, manufacturer and distributor of all QEI products. QEI uses no other means to distribute or sell products in the USA.

- QEI is the original manufacturer of their products, and there are no regional distributors. All the solutions we offer are supported directly by our company.
- QEI is the sole distributor in your territory. QEI is responsible for the system design, installation, database configuration, system documentation, and training.
- Since we offer the services, we are able to warranty the compatibility of the software and the proper configuration with the knowledge and experience which is not available by another manufacturer.

Please feel free to reach out to me directly if you require any further information.

Very truly yours,

A handwritten signature in blue ink that reads 'Normand N. Lavoie'.

Normand N. Lavoie
President / CEO
Tel: 973-346-5250
Cell: 201-738-5179
Email: nlavoie@qeiinc.com

Unique Product/Service Statement

The server upgrade provided by QEI fully meets the specialized operational needs of the City of Leesburg's SCADA system. The upgraded solution is designed to integrate seamlessly with the City's existing database structure and current network configuration, ensuring complete compatibility with established workflows. This approach preserves operational continuity, minimizes transition risk, minimizes transition timeframe, and supports the ongoing reliability and performance of the SCADA environment.

Tony Utsler - Electric Systems Operations Supervisor

A handwritten signature in black ink, appearing to read "Tony Utsler", written in a cursive style.



Quotation

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www.geiinc.com

Leesburg Electric Cooperative
 2010 Griffin Road
 Leesburg, FL 34748
 PO Box 490630
 Attn: Mike Abendschein

ITEM	QTY	DESCRIPTION	UNIT PRICE	TOTAL
1	1 Lot	<p>QSCADA-Plus Quad Redundant System SCADA Master Stations Upgrade.</p> <p><u>Master Station Hardware</u></p> <p>Two (2) Dell PowerEdge R360 rack mountable servers, or equivalent, equipped with:</p> <ul style="list-style-type: none"> • Intel® Xeon® E-2456 3.3G, 6C/12T, 18M Cache, Turbo, HT (80W) DDR5 • Two (2) x 16GB RDIMM, 3200MT/s, Dual Rank • Two (2) 800GB SSD SAS, Mixed Use, up to 24Gbps FIPS-140 512e 2.5in with 3.5in HYB CARR, AG Drive • RAID 1 for 2 HDDs or SSDs • Dual, Hot Plug, Redundant Power Supplies • One (1) Broadcom 5719 Quad Port 1GbE BASE-T Adapter <p><u>Master Station Software:</u></p> <p><u>QSCADA-Plus SCADA Server Software</u></p> <p>QUICS Client DNP3 Client QNET Client WorldView full graphic display map server Operator Passwords Up to 128 Zones of Responsibility Alarm Processing W/Master-Slave Suppression Historical Data Collection & Display Event Data Recording Disturbance Data Collection Programmable Calc & Control Algorithms (CMDSEQ) ODA Server (Open Database Access) e-Alarms Volt-Var Optimizer (Load Management) Load Forecasting Load Shedding Voltage Regulation Power Factor Control</p> <p><u>Software (Windows):</u></p> <p>Microsoft Windows Server 2022 with One (1) CAL</p> <p><u>QEI Windows Client Software</u></p> <p>WorldView HMI (Site License) PlusEditors: Windows format, import/export tools (Site License) Open Database Access Client (Single license) MultiSpeak Software License</p>		\$86,594

Continued on next page

"The Solutions Provider"



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ITEM	QTY	DESCRIPTION	UNIT PRICE	TOTAL
1	Cont'd	<p><u>Other Equipment:</u></p> <ul style="list-style-type: none"> • Two (2) 16-port Moxa Terminal Servers, Model # NPort 5610-16, or equivalent. • One (1) SonicWALL Ethernet Switches 14-24 (24 port switch), or equivalent. <p>QEI Provided Services:</p> <ol style="list-style-type: none"> 1. Configuration Services for a Quad Redundant Master Stations. 2. System documentation, including BOM, Layout and Details, and Program configuration update. 3. Porting and conversion of the existing TDMS-Plus database to the new QSCADA-Plus. TDMS-Plus Database backups will be required. 4. All client software will be loaded, configured, and tested with the SCADA Server. 5. Database creation and configuration of up to 100 points for Multispeak. <p>Notes:</p> <ol style="list-style-type: none"> 1. QEI assumes DECnet hosts/clients are not in use. QSCADA does not offer compatibility with DECnet hosts/clients. 2. Leesburg Electric Cooperative to provide existing Database. 3. Space, and racks, for this SCADA system to be provided by Leesburg Electric Cooperative. 4. QEI assumes all existing service contracts will be maintained, otherwise software licensing and upgrades may affect overall upgrade price. 5. Leesburg Electric Cooperative to provide information/location for ODA client installation. 6. Onsite Services not included with this Item. 7. Existing Terminal Servers must be replaced, QEI included two (2) in this offering to be installed by others. 8. QEI assumes all displays are in WorldView, and will be ported to QSCADA-as is. 9. SLDs Conversion to WorldView not included with this offering, but It can if desired, and Leesburg Electric Cooperative is still using them. 10. Any devices communicating directly via serial (i.e Serial Printers) will need to be upgraded to IP based communication. 11. No reporting services are included in this offering but can be if desired, and with more information from the customer. 12. The Multispeak interface point list to be supplied in electronic format. Such as CSV or Excel format, as well as Multispeak vendor and version. QEI supports versions 3.1, and 4.0 13. Leesburg to assist QEI in coordination with vendor providing the other side of the Multispeak connection so that testing of the connection can occur. 		

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"The Solutions Provider"



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ITEM	QTY	DESCRIPTION	UNIT PRICE	TOTAL
2	Option	Onsite Services - Startup Two (2) weeks of normal eight (8) hours a day, portal-to-portal, including expenses, excluding weekends and holidays, to set up the new system, and ensure that the system is up and running and fully functional as intended. Note: Leesburg Electric Cooperative assistance will be required.		\$27,300
3	Option	Training <ul style="list-style-type: none"> • Onsite QSCADA-Plus Administrator/Operator Training • Five (5) days of normal eight (8) hour days, portal-to-portal, including expenses excluding weekends and holidays, to train the Administrators and Operators 		\$13,650
4	Option	Additional Field Services The daily rate is for one (1) normal eight (8) hours a day, portal to portal, plus expenses, excluding weekends and holidays.		\$1,750/ day Plus Expenses

QEI, LLC 

See Attached Terms and Conditions

"The Solutions Provider"



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“The Solutions Provider”



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4	Option	Additional Field Services The daily rate is for one (1) normal eight (8) hours a day, portal to portal, plus expenses, excluding weekends and holidays.		\$1,750/ day Plus Expenses

QEI, LLC 

See Attached Terms and Conditions

"The Solutions Provider"

QEI
TERMS AND CONDITIONS OF SALE

QEI QUOTATION NO. 25027A

The following Terms and Conditions of Sale are hereby incorporated into Quotation No 25027A by reference.

1. **ACCEPTANCE OF ORDERS:** This quotation is valid for 60 days. CUSTOMER'S PURCHASE ORDER OR CONTRACT MUST STIPULATE THAT THE SYSTEM EQUIPMENT ORDERED IS IN ACCORDANCE WITH QEI QUOTATION / PROPOSAL PACKAGE OR THE BUYER'S SPECIFICATION AS MODIFIED BY THE QUOTATION/PROPOSAL PACKAGE. Subject to credit approval, the order will be accepted and acknowledged by QEI upon its receipt in Springfield, New Jersey.

The prices shown on the enclosed quotation are for the purchase of the system.

2. **SCHEDULING:** Approval / record drawings will be submitted approximately two (2) to four (4) weeks after the formal acceptance of the Customer's purchase order by QEI. The equipment offered consists mostly of standard QEI products. (Only that portion of the drawing package which is customer specific is subject to approval; the remainder is for record purposes only. If approval revisions requested are beyond the scope of the Contract, or they affect the standard product or arrangements, a quotation will be prepared for a price increase to the Purchase Order for the extra work.) Shipment will be made approximately six (6) to eight (8) weeks after the return of fully approved drawings / the sending of record drawings. However, these estimated shipping dates are approximate, and are not binding on QEI. Estimated shipping dates given at the time of order acceptance will be based on conditions existing at that time and upon the Customer's final specification received with the order. Further, QEI will not be liable for any delays or damages due to any cause beyond its control including, but not limited to, acts of God, labor slowdowns, floods, epidemics, quarantine restrictions, war, riot, delays in transportation, or shortages of necessary materials, labor or manufacturing facilities.

Where changes or additions are made to the Customer's specification after an order is accepted, shipments may be rescheduled based upon the date of acceptance by QEI of the Customer's change order and upon factory conditions existing at that time.

3. **PERFORMANCE BOND:** In the event a performance bond is part of this offer, QEI requires the release of the performance bond upon acceptance but no later than sixty (60) days from delivery of the equipment, unless delay in acceptance is due to QEI failure to meet contract specification

4. **WAIVER OF TERMS:** QEI failure to object to terms or conditions contained in the Customer's purchase order or other communications shall not be deemed a waiver of QEI terms and conditions or acceptance of such terms or conditions. Purchase orders, change orders, letters of intent, verbal or written instructions to proceed pertaining to written quotations are accepted by QEI subject to QEI Terms and Conditions of Sale as set forth herein which shall control and prevail over any such alternative terms. No agreements, representations or guarantees other than those contained herein shall be binding upon QEI unless they are in writing and signed by QEI.

5. **TERMS OF PAYMENT:** The terms of payment offered with this quotation are as follows with all payment due 30 days from the date of the invoices:

20% with the transmittal of approval drawings / record drawings

70% upon shipment of the equipment

10% upon acceptance of the system, not to exceed sixty (60) days from the shipment of the system unless the cause of delay in acceptance is due to QEI.

QEI reserves the right to charge 1% per month on all overdue invoices.

6. **COMPLIANCE WITH LAWS:** The Customer shall assume complete responsibility for compliance with local laws or ordinances and for obtaining and paying for all permits, licenses, authorizations or certificates required by governmental or regulatory bodies for the installation or use of the equipment to be provided.

7. **SHIPMENTS, RISK OF LOSS, AND TITLE:** This system is quoted F.O.B. Destination delivery to the Customer of the system or any portion thereof shall be made prepaid and insured at the Customer's specified delivery location(s). All risk of loss shall pass to the Customer upon delivery at the Customer's site. Delivery of this system will be by electronic van, and therefore, no crating is required or has been included in the quoted price.

Title to the equipment shall remain with QEI until the Customer remits full payment. Customer grants to QEI a security interest in all unpaid for equipment so delivered (and is deemed to re-affirm and re-grant such security interest upon a payment default) and covenants to execute such further security agreements as QEI requests to protect its interest in the system. QEI is authorized to file such UCC financing statements as necessary (including within 20 days of a payment default) to perfect its security interest, irrespective of any time limitations under the UCC.

8. **SYSTEM LIMITED WARRANTY:**

a) **System Performance:** Subject to the following subparagraphs, the performance of the system sold pursuant hereto (hardware and software) shall be warranted to be in compliance with the specification for a period of twelve (12) months from the date the equipment is accepted or fifteen (15) months from the date the equipment is shipped, whichever date shall first occur. Warranty service is available Monday through Friday, 8:00 AM – 5:00 P.M. E.S.T. excluding holidays. QEI obligation under this warranty shall be limited to making required changes to cause the system performance to be in compliance with the specification.

b) **Computer Equipment:** All computer equipment and peripherals are warranted for a period of twelve (12) months from the date of the initial operation.

c) **Materials and Workmanship:** All equipment manufactured by QEI or by third parties and incorporated by QEI in the system subject to this Purchase Order/Quotation (other than computer and peripheral equipment manufactured by third party administrators which is subject to subparagraph (b) above) shall be free from defects in material and workmanship for a period of twelve (12) months from the date the equipment is accepted or fifteen (15) months from the date the equipment is shipped, whichever shall first occur. The foregoing shall not apply with respect to fuses, lamps, printer ribbons and batteries which are considered consumables and warranted for only ninety (90) days from the date of shipment. Subject to Section 7 above, QEI further warrants that it will convey good title to the equipment and software supplied hereunder, free of all liens.

d) **Express Warranties; Exclusion of Implied Warranties:** QEI MAKES NO OTHER WARRANTY OF ANY KIND WHATSOEVER, EXPRESS OR IMPLIED, AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE WHICH EXCEED THE AFORESTATED OBLIGATION ARE HEREBY DISCLAIMED AND EXCLUDED FROM THIS AGREEMENT.

e) **Exclusive Remedy:** QEI sole liability and obligation with respect to the system under this warranty shall be LIMITED TO REPAIRING OR REPLACING, AT QEI OPTION, F.O.B. FACTORY, ANY PART OF THE EQUIPMENT WHICH IS DEFECTIVE IN MATERIAL OR WORKMANSHIP AND WHICH FAILS TO CONFORM TO THIS WARRANTY, PROVIDED THE EQUIPMENT IS PROPERLY INSTALLED, FULLY PROTECTED AND MAINTAINED BY COMPETENT PERSONNEL. QEI shall not be responsible for any cost incurred in the identification, removal, reinstallation, or shipping to the factory of equipment to be repaired or replaced under this warranty. Whenever requested, QEI will make available to the Customer a competent field service technician to identify the defective system subassembly. The charge for this service will be at QEI then current established rate. UNDER NO CIRCUMSTANCES SHALL QEI BE LIABLE FOR ANY INCIDENTAL, DIRECT, INDIRECT, SPECIAL, PUNITIVE OR CONSEQUENTIAL DAMAGES OF ANY TYPE WHATSOEVER, INCLUDING BUT NOT LIMITED TO, LOSS OF PROFITS, DOWN TIME, REMOVAL AND REINSTALLATION COSTS ARISING OUT OF OR RELATED IN ANY RESPECT TO ITS EQUIPMENT OR SOFTWARE OR ANY DEFECT OR FAILURE THEREIN OR FROM THE SERVICES TO BE PROVIDED HEREUNDER.

f) **Reservation:** QEI reserves the right to make product modifications or changes without incurring any obligation to make such modifications to systems previously sold.

9. **SYSTEM RESPONSIBILITY:** The extent of QEI system responsibility is described as follows:

a) QEI at request will supply certified factory test results in lieu of the observed acceptance test. The cost of the customer observed factory acceptance test can be quoted as a separate line item or included in the cost of the system. However, all systems are completely factory tested whether or not a customer observed test is performed.

**QEI
TERMS AND CONDITIONS OF SALE**

QEI QUOTATION NO. 25027A

b) System prices are based on QEI providing installed system software with all the operational and Data Base editing capabilities described in the Technical Proposal. The customer is solely responsible for completion of all system Point Assignment Charts and Data Base descriptor tables and entry of the system Data Base. Data Base instruction manuals will be supplied, and Data Base training courses are available. QEI will provide a quotation on request for entry of the system Data Base Point Assignment Charts and Descriptor Tables.

The export and subsequent import of intermediate DXF format graphical files into the Scada system may cause some distortions in the original display. This may cause some incompatibility in the SCADA system and require some modification of the source files being used.

(c) The prices are based on QEI providing equipment with installed *Server* and *Client* communication software licenses as described in QEI Quotation.

(d) The functional concept proposed is the best QEI system presently envisioned. However, QEI reserves the right to change the implementation of the system so long as it provides functional compliance with QEI proposal.

(e) QEI will not be responsible for system damage due to faulty installation or misuse by the Customer.

10. **LICENSING:** The Customer will be required to execute a license agreement for the use of the QEI software. The purpose of this license agreement is to limit the use of the licensed software to this contract and to protect QEI proprietary rights.

11. **CANCELLATION, DELAYS OR DELIVERY DEFERMENT BY CUSTOMER:** After the acceptance of a purchase order by QEI, time is of the essence. If delay in shipments is caused by or at the request of the Customer, payments shall become due from date when QEI is prepared to make shipment. If the completion of the system is terminated by the Customer, payment shall be based on the contract price and percentage of completion. QEI reserves the right to invoice the Customer an interest charge based on the full system price at a monthly rate of 1% for all delays caused by the Customer which are determined to be excessive and unreasonable. In particular, QEI will invoice as defined above if approval submittals are not return shipped, either "fully approved" or "approved as marked" within one (1) month of their receipt.

12. **TAXES:** QEI prices do not include sales, use, export duties, value added, excise, or similar taxes. All present or future such taxes applicable to the purchase or sale of equipment, covered by an order, are payable by the Customer. Where QEI is directed to collect such taxes, the amount will be added to the price of the system and paid by the Customer in the same manner and with the same effect as if originally added thereto.

13. **INSTRUCTION MANUALS:** All documentation is available on CD or from the QEI Website.

14. **SYSTEM DRAWINGS:** Two (2) sets of prints of system interconnection diagrams and equipment layout drawings will be provided for customer approval / record. At the time the equipment is shipped, two (2) sets of final prints of these drawings will be supplied.

15. **TRAINING COURSES:** Various training courses are optionally available from QEI for QEI equipment. The costs of such training courses, if not quoted, are available upon request. These courses are QEI proprietary properties, and no right is given for the Customer to tape or record them in any manner without specific arrangements made with QEI in advance of the course date.

16. **INDEPENDENCE OF PRECEDING CLAUSES:** If any provision or clause of this agreement is invalidated by a court of competent jurisdiction, the Customer agrees that such invalidity shall not affect any other provision or clause contained herein which is not thereby invalidated, and, to that end, such court shall revise such invalidated provision to the maximum extent permitted under the law to reflect the original intent of the parties.

17. **MISCELLANEOUS:** The construction, interpretation and performance of the terms and conditions set forth herein as well as any other agreement between Customer and QEI shall be governed by the laws of the State of New Jersey without regard to principles of conflicts of law. Each of the parties irrevocably waives all right to a jury trial in connection with any dispute relating to the matters herein. To the extent of any dispute or litigation regarding the terms hereof, the non-prevailing party shall owe the prevailing all of its legal fees and related costs and expenses as incurred in connection with enforcing the terms hereof. Customer represents, warrants and covenants that as of the time of delivery of any equipment hereunder, Customer shall be solvent and able to pay its debts and obligations when due.

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 5.B.3.

Meeting Date: January 12, 2026

From: Ann Kinsey, (Building Official)

Subject: Purchase request to approve the renewal of a one (1) year software maintenance in the amount of \$93,000.00 from **Bluewater Systems, Inc. dba Perconti.**

Staff Recommendation:

Staff recommends approving the renewal of this software service with Bluewater Systems, Inc dba Perconti.

Analysis:

This renewal covers the annual maintenance required for the software program that the City of Leesburg purchased and implemented in 2021. It is used for all Planning/Zoning submittals and permits, DRC site reviews and approvals, Building Permitting, including online applications and payments, plan reviews, inspections, certificate of occupancy, and electronic archive maintenance of all permit files, and Code Enforcement tracking of each case from start to finish. It covers everything in each of these departments, including photographs and AutoCAD files. Reviewers from multiple departments across the city, state, and county can access the plans for review and enter their comments and approvals. The program provides automatic administrative updates and emails, address tracking, and other essential features that reduce the number of employees required to complete these tasks. These departments could not function without this program. If they had a different program, more people would be needed to complete the tasks. This maintenance was required in the initial procurement agreement, and we have consistently benefited from their efforts.

Procurement Analysis:

The City has utilized this ERP software since 2021. Procurement recommends renewing the annual software maintenance agreement, essential to the City's ability to manage and track information in Planning, Zoning, Building Permits, and Code Enforcement.

Options:

1. Approve the annual renewal with Bluewater Systems, Inc dba Perconti, for the amount of \$93,000.00; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

Funds for this expense have been included in the current Building Permit Fund budget.

Account No.	151-6131-524-4633
Requisition	58162
Budget	\$93,000.00
Available	\$93,000.00

**Bluewater Systems Inc dba Perconti
Data Systems**

100 2nd Ave S Suite 205N #1056
Saint Petersburg, FL 33701
+17273789504
accounts@perdasys.com



INVOICE

BILL TO
Ann Kinsey
City of Leesburg
Ann Kinsey
City of Leesburg
ATTN: Accounts Payable
PO Box 49063
Leesburg, FL 34749-0630

INVOICE 1044
DATE 11/18/2025
TERMS Due on receipt
DUE DATE 11/18/2025

DATE	ACTIVITY	DESCRIPTION	QTY	AMOUNT
01/01/2026	Platinum Annual Maintenance	CD Plus Platinum Annual Maintenance Plan 2026 (1/1/2026 - 12/31/2026)	1	93,000.00

Thank you for your business and prompt payment.

BALANCE DUE

\$93,000.00

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 5.B.4.

Meeting Date: January 12, 2026

From: Brad Chase, (Electric Director)

Subject: Purchase request by the Electric Department for inspection and treatment services of electric utility wood poles for Fiscal Year 2026 by Osmose Utilities Services, Inc. in the amount of \$115,000.00.

Staff Recommendation:

Staff recommends approving the purchase of inspection and treatment services for electric utility wood poles for Fiscal Year 2026 in the amount of \$115,000.00. The City is piggybacking an existing agreement between Osmose Utilities Services, Inc. and the Florida Municipal Power Agency (FMPA), a Florida governmental entity under Florida Statute.

Analysis:

The Public Service Commission requires the City's Electric Utilities Department to conduct routine inspections of wooden utility poles. Based on these inspections, the City must repair, treat, or replace poles as needed to ensure system safety and reliability. These services are essential for the Electric Utility Department to fulfill its compliance obligations with the Public Service Commission.

Procurement Analysis:

The City is piggybacking an existing contract between Osmose Utilities Services, Inc. and the Florida Municipal Power Agency (FMPA), in accordance with the City's procurement policies. The City is expecting to test up to 2,776 utility poles during Fiscal Year 2026.

Options:

1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

Account No.	<u>TEXT</u>
Project No.	<u>TEXT</u>
WF No.	<u>TEXT</u>
Requisition	58166

Budget
Available

TEXT
TEXT



Sharon Samuels
Procurement Lead

MEMORANDUM

August 4, 2025

To: FMPA Members

cc: Awarded Bidders

From: Sharon Samuels

Re: FMPA Inspection & Treatment of Electric Utility Wood Poles
- RFP# 2020-200 - Award Extension

The current FMPA Inspection & Treatment of Electric Utility Wood Poles Bid Award expires this October 31st. According to the FMPA Terms & Conditions, the bid award may be extended for four (4) one-year extensions by mutual consent.

The awarded bidders, Intec Services Inc., Osmose Utilities Services, and Power Pole Maintenance have been contacted to determine their interest in extending the bid award.

- Intec has agreed to extend pricing and terms for an additional year.
- Power Pole Maintenance has agreed to extend pricing and terms for an additional year.
- Osmose Utilities Services has agreed to extend the award for an additional year and provided a price increase in accordance with Paragraph 2. It was accepted by the Participating Members.

All other aspects of the bid remain the same. This award extension expires on October 31, 2026.

July 11, 2025

Ms. Sharon Samuels
Member Services Programs & Procurement Administrator
Florida Municipal Power Agency
8553 Commodity Circle
Orlando, Florida 32819

RE: INSPECTION & TREATMENT OF ELECTRIC UTILITY WOOD POLES – FY2026

Dear Ms. Samuels:

At the request of our Director-Business Development, Mr. Blake Clanton, and in response to your extension request dated June 25, 2025, Osmose is submitting the following unit prices for your approval and acceptance. This pertains to the inspection & treatment of electric utility wood poles in your fiscal year 2026 (11/1/25 - 10/31/26) with two additional single year extensions. Please note, the current rates previously accepted by Florida Municipal Power Agency ("FMPA") are valid through October 31, 2025.

Osmose respectfully requests that FMPA consider amending the existing contract to include the new Osmose Tough Truss Core ("TTC"). The TTC is designed to eventually replace the current Osmose C2 Trusses. With increased strength and the flexibility to be installed slightly outside the line of lead, TTCs allow Osmose to restore a greater number of poles more effectively.

We look forward to working with you on this important project. If this proposal is acceptable, *please issue an extension to your Master Services Agreement dated September 9, 2020* so we can schedule crews to begin this project.

If you need further assistance or have any questions concerning this proposal, please do not hesitate to contact Blake Clanton at (229) 531-3599.

Sincerely,



Anthony Matt
VP-Commercial Operations

Attachment
AM/ad

C: File
1049271-90

3.0 PRICING:

Contractor Company Name: Osmose Utilities Services, Inc.

Authorized Signature:  **Date:** July 11, 2025

Please provide general pricing information for the following services. Awarded contractor(s) will be required to submit a specific Scope of Work and pricing for each project as requested by Participating Member(s). All project-specific cost estimates must be consistent with the pricing as quoted in the following sections.

Pricing is to Include All Equipment, Materials, Labor and Any Other items as specified; per pole.

If there are conditions or situations that may warrant additional pricing, please indicate the adder costs and conditions in the area provided at the end of Section E.

SECTION A

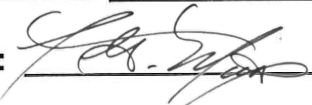
Total Estimated Number of Poles: 27,750 Distribution Poles - Zone 4

Participating Members maintains an 8 year cycle for pole inspection

Item #	Description	Price per pole	Total Price
1	Externally treated poles (includes reporting, sounding, and boring of poles) ground line treatment	\$ 69.42	\$
2	Rejected Pole (includes reporting, sounding, and boring of poles) excavated	\$ 65.99	\$
3	Reported Pole (includes visual reject and CCA poles)	\$ 8.95	\$
4	Private Property	\$ 6.31	\$
5	Internal Treatment	\$ 15.71	\$
6	Sound and Bore (includes reporting of poles)	\$ 9.73	\$
7	Re-enforceable Poles (includes ground line treatment)	\$ 61.55	\$
8	Poles with Risers	\$ 6.28	\$
9	MITC-FUME (Methylisothiocyanate) per vial (Estimates 3 vials per pole)	\$ 10.04	\$
10	Install asset numbers	\$ 1.34	\$
11	Guy Guard Installed	\$ 7.00	\$
12	Ground Wire Repaired	\$ 24.46	\$
13	Optional Ground Wire Repaired	\$ 24.46	\$
14	Digital Picture of Pole related Distribution Equipment	\$ 1.55	\$

3.0 PRICING:

Contractor Company Name: Osmoste Utilities Services, Inc.

Authorized Signature:  **Date:** July 11, 2025

Please provide general pricing information for the following services. Awarded contractor(s) will be required to submit a specific Scope of Work and pricing for each project as requested by Participating Member(s). All project-specific cost estimates must be consistent with the pricing as quoted in the following sections.

Pricing is to Include All Equipment, Materials, Labor and Any Other items as specified; per pole.

If there are conditions or situations that may warrant additional pricing, please indicate the adder costs and conditions in the area provided at the end of Section E.

SECTION A

Total Estimated Number of Poles: 27,750 Distribution Poles - Zone 1, 2, 3, 5

Participating Members maintains an 8 year cycle for pole inspection

Item #	Description	Price per pole	Total Price
1	Externally treated poles (includes reporting, sounding, and boring of poles) ground line treatment	\$ 39.14	\$
2	Rejected Pole (includes reporting, sounding, and boring of poles) excavated	\$ 36.91	\$
3	Reported Pole (includes visual reject and CCA poles)	\$ 6.90	\$
4	Private Property	\$ 6.44	\$
5	Internal Treatment	\$ 15.71	\$
6	Sound and Bore (includes reporting of poles)	\$ 9.42	\$
7	Re-enforceable Poles (includes ground line treatment)	\$ 39.29	\$
8	Poles with Risers	\$ 6.28	\$
9	MITC-FUME (Methylisothiocyanate) per vial (Estimates 3 vials per pole)	\$ 10.04	\$
10	Install asset numbers	\$ 1.34	\$
11	Guy Guard Installed	\$ 7.00	\$
12	Ground Wire Repaired	\$ 22.15	\$
13	Optional Ground Wire Repaired	\$ 22.15	\$
14	Digital Picture of Pole related Distribution Equipment	\$ 1.55	\$

SECTION B

Total Estimated Number of Poles: _____Transmission Poles

Participating Members maintains a 2-year cycle for pole inspection

Item #	Description	Price per pole	Total Price
14	Externally treated poles (includes reporting, sounding, and boring of poles) ground line treatment	\$ 66.18	\$
15	Rejected Pole (includes reporting, sounding, and boring of poles) excavated	\$ 62.21	\$
16	Reported Pole (includes visual reject and CCA poles)	\$ 8.95	\$
17	Private Property	\$ 6.69	\$
18	Internal Treatment	\$ 15.99	\$
19	Sound and Bore (includes reporting of poles)	\$ 9.90	\$
20	Re-enforceable Poles (includes ground line treatment)	\$ 67.83	\$
21	Poles with Risers	\$ 6.45	\$
22	MITC-FUME (Methylisothiocyanate) per vial (Estimates 3 vials per pole)	\$ 11.12	\$
23	Install asset numbers	\$ 1.40	\$
24	Guy Guard Installed	\$ 7.27	\$
25	Ground Wire Repaired	\$ 29.61	\$

SECTION C

The following portion applies to the pole reinforcement section:

Item #	Truss Strengths *	Contractor Truss Size	Contractor Truss Strength	Estimated # of Poles	Price per Pole	Total
25	35,000 ft/lbs.		ft/lbs.		\$ 726.47	\$
26	49,000 ft/lbs.		ft/lbs.		\$ 807.88	\$
27	56,000 ft/lbs.		ft/lbs.		\$ 822.28	\$
28	71,000 ft/lbs.		ft/lbs.		\$ 928.86	\$
29	90,000 ft/lbs.		ft/lbs.		\$ 997.34	\$
30	111,000 ft/lbs.		ft/lbs.		\$ 1,067.81	\$
31	128,000 ft/lbs.		ft/lbs.		\$ 1,109.92	\$
32	152,000 ft/lbs.		ft/lbs.		\$ 1,170.43	\$
33	169,000 ft/lbs.		ft/lbs.		\$ 1,274.79	\$
34	191,000 ft/lbs.		ft/lbs.		\$ 1,370.21	\$
35	210,000 ft/lbs.		ft/lbs.		\$ 1,402.02	\$

* Truss strengths are minimums and must be verified with literature or actual testing results

* Please refer to Truss Strength Requirement Table 3.

Section D

Sound and Bore Transmission Poles & GPS to be delivered in WSRI Personal Geodatabase Format

Item #	Description	Price per Pole	Total
36	Sound and Bore (includes reporting of poles & tagging)	\$ 35.20	\$
37	Sound Only (includes reporting of poles & tagging)	\$ 18.80	\$
38	Internal Treat using (Lentrek)	\$ 18.65	\$
39	GPS Coordinate delivered in Florida East Zone, NAD 83 State Plane Fleet coordinate format. Accuracy to be within 3 feet of the real world location of the structure (includes reporting of poles).	\$ 3.63	\$

Section E

GPS of Transmission Poles to be delivered in ESRI Personal Geodatabase Format

Item #	Description	Price per Pole	Total
40	GPS Coordinate delivered in NAD 83 State Plane Feet coordinate format. Accuracy to be within 3 feet of the real world location of the structure, (includes reporting of poles)	\$ 20.69	\$

****NOTES****

Pricing is to Include All Equipment, Materials, Labor and Any Other items as specified.

If there are conditions or situations that may warrant additional pricing, please specify the conditions and indicate the adder costs below.

In reference to Section 4, of the terms and conditions, please indicate if you are unable to provide service in a particular zone by printing the zone number (s) here. _____

If servicing a particular zone presents conditions that warrant additional pricing, please specify the zone and adder cost for that zone below.

Zone 1	Zone 2	Zone 3	Zone 4	Zone 5

Section F (Optional – Please see Section 6.7 on page 18 for explanation)

Bidders do not have to bid this portion and may choose to “No Bid” this service.

Item #	Description	Price per Pole	Total
41	Pole Attachment Inventory	\$	\$

4.0 HAS YOUR COMPANY HAD ANY STATE VIOLATIONS?

(IF SO, PLEASE DETAIL)

5.0 PROVIDE THE FOLLOWING SAFETY RATINGS:

EMR 2019 Rating: _____

EMR 2018 Rating: _____

EMR 2017 Rating: _____

Additional Pricing

Price Schedule 1

Distribution Pole Inspection and Treatment- Zones 1, 2, 3, 5

Line	Item		Price
1	PARTIAL EXCAVATE	\$	20.09
2	LOAD CALC	\$	8.81
3	ONLINE MAPPING & DELIVERY	\$	N/C
4	ID JU CATV ATTACH	\$	1.65
5	ID JU PHONE ATTACH	\$	1.65
6	ID JU OTHER ATTACH	\$	1.65
7	REATTACH GROUND WIRE MOLDING	\$	4.84
8	GPS COLLECT - ADD POLES	\$	1.55
9	FOREMAN & TRUCK - HOURLY	\$	129.78
10	CREW MEMBER - HOURLY	\$	72.10

Price Schedule 2

Distribution Pole Inspection and Treatment- Zone 4

Line	Item		Price
1	PARTIAL EXCAVATE	\$	26.11
2	LOAD CALC	\$	8.81
3	ONLINE MAPPING & DELIVERY	\$	N/C
4	ID JU CATV ATTACH	\$	1.65
5	ID JU PHONE ATTACH	\$	1.65
6	ID JU OTHER ATTACH	\$	1.65
7	REATTACH GROUND WIRE MOLDING	\$	4.84
8	GPS COLLECT - ADD POLES	\$	1.55
9	FOREMAN & TRUCK - HOURLY	\$	129.78
10	CREW MEMBER - HOURLY	\$	72.10

Price Schedule 3

Resiliency Survey and Design

Line	Item		Price
1	MOBILIZATION FEE (ONE-TIME)	\$	1,500.00
2	SURVEY	\$	44.00
3	RESILIENCY ANALYSIS & DESIGN	\$	45.00
4	FIELD /W TRUCK HOURLY RATE	\$	130.00

Price Schedule 4 Tough Truss Upgrade

Line	Item	Price
1	TTE 5315	\$ 1,391.25
2	TTE 7515	\$ 1,391.25
3	TTU 6 250 80X12	\$ 2,090.55
4	TTU 6 250 80X15	\$ 2,090.55
5	TTU 6 250 80X18	\$ 2,090.55
6	TTU 7 250 80X12	\$ 2,490.00
7	TTU 7 250 80X15	\$ 2,614.50
8	TTU 7 250 80X18	\$ 2,614.50
9	TTU 7 250 80X21	\$ 2,614.50
10	TTU 8 250 80X15	\$ 2,932.65
11	TTU 8 250 80X18	\$ 2,932.65
12	TTU 8 250 80X21	\$ 2,932.65
13	TTU 8 250 80X24	\$ 2,932.65
14	TTU 8 250 80X27	\$ 2,932.65
15	TTU 9 3125 80X15	\$ 3,140.55
16	TTU 9 3125 80X18	\$ 3,140.55
17	TTU 9 3125 80X21	\$ 3,140.55
18	TTU 9 3125 80X24	\$ 3,140.55
19	TTU 9 3125 80X27	\$ 3,140.55
20	TTU 9 3125 80X30	\$ 3,140.55
21	TTU 10 3125 80X15	\$ 3,561.60
22	TTU 10 3125 80X18	\$ 3,561.60
23	TTU 10 3125 80X21	\$ 3,561.60
24	TTU 10 3125 80X24	\$ 3,561.60
25	TTU 10 3125 80X27	\$ 3,561.60
26	TTU 10 3125 80X30	\$ 3,561.60
27	TTU 10 3125 80X33	\$ 3,561.60
28	TTU 11 3125 80X18	\$ 3,693.00
29	TTU 11 3125 80X21	\$ 3,693.00
30	TTU 11 3125 80X24	\$ 3,693.00
31	TTU 11 3125 80X27	\$ 3,693.00
32	TTU 11 3125 80X30	\$ 3,693.00
33	TTU 11 3125 80X33	\$ 3,693.00
34	TTU 12 3125 80X18	\$ 3,799.00
35	TTU 12 3125 80X21	\$ 3,799.00
36	TTU 12 3125 80X24	\$ 3,798.00
37	TTU 12 3125 80X27	\$ 3,798.00
38	TTU 12 3125 80X30	\$ 3,798.00
39	TTU 13 3125 80X24	\$ 3,999.00
40	TTU 13 3125 80X27	\$ 3,999.00
41	TTU 13 3125 80X30	\$ 3,999.00

42	TTU 13 3125 80X33	\$	3,999.00
43	TTU 14 375 80X24	\$	4,199.00
44	TTU 14 375 80X27	\$	4,199.00
45	TTU 14 375 80X30	\$	4,199.00
46	TTU 14 375 80X33	\$	4,199.00
47	INSTALL TRUSS COVER CAP	\$	20.78
48	PAINT BANDS	\$	21.69
49	DIFFICULT ACCESS	\$	349.13
50	NO RESTORATION - POLE REPLACED	\$	127.84
51	REMOVE & REPLACE CONCRETE	\$	80.73
52	EXCAVATE U/G CABLE	\$	69.42
53	NORES-REJECT (OR OBSTRUCTION)	\$	195.51
54	MITC FUME PER TUBE	\$	9.75
55	HOURLY RATE-FOREMAN & TRUCK	\$	384.04
56	HOURLY RATE-CREW MEMBER	\$	83.79
57	MISC PASS THROUGH +7%	\$	PASS THROUGH +7%

Pricing Notes

Pricing in this proposal is effective 11/01/2025 through 10/31/2026.

Digital Image

One attempt will be made to collect the Digital Image. Customer understands that weather, vegetation and physical obstructions may restrict the ability to capture the digital images. Osmose will not charge the Customer for any unattainable image collection. If requested however, Osmose field technicians can return to any structure location, for an hourly rate, to recollect data.

Private Property

The Private Property rate will be applied when a crew attempts to access a pole that cannot be reached due to homeowner/business access restrictions or limitations.

Groundwire Repair

Please note, the groundwire repair item listed on the price schedule will be made from the groundline to a distance as high as Osmose field technicians can reasonably reach from the ground (typically 7'-0" to 8'-0").

GPS Data

The GPS data (per structure) item includes a GPS point with an accuracy level of one to ten meters (1-10 meters). One attempt will be made to collect the GPS point. Osmose will not charge for any unattainable data collection. If requested however, Osmose field technicians can return to any pole location, for an hourly rate, to recollect data.

Mobilization

The mobilization billable included in the price schedule covers one mobilization only. If additional mobilizations are required, Osmose and Customer will mutually agree on potential additional costs.

Hourly Rates

Osmose is submitting prices for hourly rates for your convenience. These prices would apply for any work that Customer would request outside the scope of this proposal. These rates will not be utilized without prior approval from Customer. Submitting these prices in our proposal at this time will avoid future administrative delays and allow our crews to respond to your special requests in a more efficient and timely manner.

Pass-Through +7% Costs

Osmose will invoice Customer separately for any additional costs incurred. These costs will be treated as a pass-through for Osmose.



Resilient Grids. Strong Networks. Safe Energy.

ACCEPTANCE OF PROPOSAL

To accept the attached proposal as written and authorize the work to be performed, please issue an extension to your Master Services Agreement dated September 9, 2020 via email to OsmoseContracts@Osmose.com. This price proposal is valid for 90 calendar days from the date of the proposal.

OSMOSE CONTACT

If you have any questions or would like to discuss this proposal in more detail, please contact:

NAME	BLAKE CLANTON
TITLE	DIRECTOR-BUSINESS DEVELOPMENT
PHONE	(229) 531-3599
JOB #	1049271-90
PROJECT DESCRIPTION	INSPECTION & TREATMENT OF ELECTRIC UTILITY WOOD POLES – FY2026



Steve Davis
 To: Brad Chase; Marie Carter
 Cc: Chris Adkins

[↩ Reply](#) | [↩ Reply All](#) | [→ Forward](#) | [⋮](#)

Fri 10/31/2025 3:08 PM

Brad,

For the year, we are looking at testing 2,776 poles for an estimated costs of \$115,000. We expect around 107 poles to be rejects with approximately 524 that will need some kind of maintenance. See the breakdown below for the costs. We have 1406 poles that are over 25 years old in this inspection cycle. Roughly 1,000 are going to be penta or creosote, which is where you will see most issues. 1,756 poles are wood, 22 steel, 48 poly or fiberglass, 626 concrete, and 322 aluminum.

Estimated costs	Price	Qty	Total Price
Visual Inspection	\$6.90	2758	\$19,030.20
Digital Picture	\$1.55	2758	\$4,274.90
Treated poles	\$39.14	1406	\$55,030.84
Rejected pole	\$36.91	107	\$3,949.37
private property	\$6.44	15	\$96.60
Internal treatment	\$15.71	750	\$11,782.50
Sound and bore	\$9.42	500	\$4,710.00
Poles with risers	\$6.28	50	\$314.00
Mitch Fume	\$10.04	500	\$5,020.00
Guy Guard Install	\$7.00	35	\$245.00
Ground wire		25	
repaired	\$22.15		\$553.75
Joint use Cable	\$1.65	2500	\$4,125.00
Joint use phone	\$1.65	2500	\$4,125.00
Total Estimated costs			\$113,257.16

Steven C. Davis
 Electric Service Planner Supervisor
 City of Leesburg Electric Department
 352-728-9786 Extension 2021
 352-516-1919 Mobile

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 5.C.1.

Meeting Date: January 12, 2026

From: Brandy McDaniel, (Budget Director)

Subject: Resolution of the City Commission of the City of Leesburg, Florida, amending the Fiscal Year 2024-25 Budget for the General, Stormwater, Debt Service, Capital Projects, Electric, Gas, Water, Wastewater, Solid Waste, Airport, Health Insurance, Workers Compensation, Building Permits, and Fleet Services Funds for the Fourth Quarter; and providing an effective date.

Staff Recommendation:

Staff recommends adoption of the attached resolution amending the Fiscal Year 2024-25 Budget.

Analysis:

As established in the Budget Policy, adopted September 28, 1998, total appropriations within a fund cannot increase or decrease without formal action by the City Commission.

General Fund	Amount	Funding Source
Hurricane Milton Reimbursement	\$ 604,043	Federal & State Grants
Replace City Commission Chairs	8,014	Fund Balance
Traffic Enforcement Grant (Police)	5,000	Federal Grant
Fire Overhead Door Replacement (P.W.)	28,605	Insurance Funds & Fund Balance
Pedestrian Bridge Repairs at VG (P.W.)	13,050	Fund Balance
Holiday Lights at MLK Island (P.W.)	39,258	Fund Balance
YE Health Insurance Transfer	<u>1,269,146</u>	Fund Balance
Total General Fund	\$ 1,967,116	
Stormwater Fund	Amount	Funding Source
Hurricane Milton Reimbursement	\$ 8,767	Federal & State Grants
YE Health Insurance Transfer	<u>11,014</u>	Fund Balance
Total Stormwater Fund	\$ 19,781	
Debt Service Fund	Amount	Funding Source
Debt Service Fees	\$ <u>224</u>	Fund Balance
Total Debt Service Fund	\$ 224	

Capital Projects Fund	Amount	Funding Source
Venetian Cove Marina Dock Improvements	\$ 245,732	Fund Balance (Interest)
Replace Police Department Roof	<u>498,390</u>	Fund Balance (Interest)
Total Capital Projects Fund	\$ 744,122	
Electric Fund	Amount	Funding Source
Burland LH Sleepy Hollow	\$ 128,744	Developer Contributed
Replace MOC Gate	31,340	Insurance Funds & Fund Balance
FLISR System for Generator #4011	120,000	Fund Balance
Hurricane Milton Reimbursement	<u>708,223</u>	Federal & State Grants
Total Electric Fund	\$ 988,307	
Gas Fund	Amount	Funding Source
Blue Cedar Phase I Project	\$ 529,874	Developer Contributed
Main Ext. Silver Lake Commons	17,824	Developer Contributed
Sunnyside Reserve Project	39,727	Developer Contributed
Hills of Leesburg/Oakstone Farms Project	153,870	Developer Contributed
Hurricane Milton Reimbursement	2,123	Federal & State Grants
YE Health Insurance Transfer	<u>111,612</u>	Fund Balance
Total Gas Fund	\$ 855,030	
Water Fund	Amount	Funding Source
Hurricane Milton Reimbursement	\$ <u>82,194</u>	Federal & State Grants
Total Water Fund	\$ 82,194	
Wastewater Fund	Amount	Funding Source
Hurricane Milton Reimbursement	\$ 118,921	Federal & State Grants
YE Health Insurance Transfer	<u>65,884</u>	Fund Balance
Total Wastewater Fund	\$ 184,805	
Solid Waste Fund	Amount	Funding Source
Hurricane Milton Reimbursement	\$ 783,727	Federal & State Grants
YE Health Insurance Transfer	<u>88,100</u>	Fund Balance
Total Solid Waste Fund	\$ 871,827	
Airport Fund	Amount	Funding Source
Taxilane Rehabilitation Design Project	\$ 41,100	Federal Grant
East Taxilines Reconstruction Design Project	113,600	State Grant
Veteran's Rd. Infrastructure Project	845,395	State Grant & Fund Balance
Taxiway Reconstruction A1, A3 Delta & A2	713,860	Federal Grant
Air Traffic Control Tower Design	171,600	State Grant
Hurricane Milton Reimbursement	<u>3,597</u>	Federal & State Grants
Total Airport Fund	\$1,889,152	
Health Insurance Fund	Amount	Funding Source
YE Health Insurance Transfer	<u>\$3,256,572</u>	Transfer from Other Funds
Total Health Insurance Fund	\$3,256,572	
Workers Compensation Fund	Amount	Funding Source
YE Health Insurance Transfer	<u>\$ 494,630</u>	Fund Balance
Total Workers Compensation Fund	\$ 494,630	

Building Permits Fund	Amount	Funding Source
YE Health Insurance Transfer	<u>\$ 44,806</u>	Fund Balance
Total Building Permits Fund	\$ 44,806	

Fleet Services Fund	Amount	Funding Source
Replace Police Vehicle which was totaled	\$ 46,004	Recovery from Losses & Fund Balance
Hurricane Milton Reimbursement	3,042	Federal & State Grants
YE Health Insurance Transfer	<u>30,702</u>	Fund Balance
Total Fleet Services Fund	\$ 79,748	

Procurement Analysis:

N/A

Options:

1. Adopt the attached resolution amending the Fiscal Year 2024-25 budget for General, Stormwater, Debt Service, Capital Projects, Electric, Gas, Water, Wastewater, Solid Waste, Airport, Health Insurance, Workers Compensation, Building Permits and Fleet Services Funds for the Fourth Quarter; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

See attached

<u>FUND</u>	FY 2025	<u>CHANGE</u>	FY 2025
	<u>ADOPTED</u>		<u>AMENDED</u>
General	39,222,413	1,967,116	41,189,529
Stormwater	3,510,823	19,781	3,530,604
Housing Assistance	162,750	-	162,750
Greater Leesburg CRA	1,112,826	-	1,112,826
Carver Heights CRA	1,616,913	-	1,616,913
Hwy 441/27 CRA	7,261,062	-	7,261,062
Debt Service	1,858,295	224	1,858,519
Capital Projects	16,061,427	744,122	16,805,549
Electric	78,598,649	988,307	79,586,956
Gas	16,780,785	855,030	17,635,815
Water	18,835,650	82,194	18,917,844
Wastewater	39,744,576	184,805	39,929,381
Solid Waste	5,595,202	871,827	6,467,029
Airport	12,753,540	1,889,152	14,642,692
Police Pension	2,908,643	-	2,908,643
Fire Pension	2,076,988	-	2,076,988
General Employees Pension	3,350,000	-	3,350,000
Health Insurance	7,668,154	3,256,572	10,924,726
Workers' Compensation	1,375,902	494,630	1,870,532
Discretionary Sales Tax	4,084,186	-	4,084,186
Gas Tax	1,161,873	-	1,161,873
Building Permits	1,736,090	44,806	1,780,896
Police Forfeiture	96,979	-	96,979
Police Education Receipts	-	-	-
Police Impact Fees	1,284,500	-	1,284,500
Fire Impact Fees	-	-	-
Recreation Impact Fees	500,000	-	500,000
Fleet Services	6,176,209	79,748	6,255,957
Total	275,534,435	11,478,314	287,012,749

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA,
AMENDING THE FISCAL YEAR 2024-25 BUDGET FOR THE GENERAL, STORMWATER,
DEBT SERVICE, CAPITAL PROJECTS, ELECTRIC, GAS, WATER, WASTEWATER, SOLID
WASTE, AIRPORT, HEALTH INSURANCE, WORKERS COMPENSATION, BUILDING
PERMITS AND FLEET SERVICES FUNDS FOR THE FOURTH QUARTER; AND PROVIDING**

WHEREAS, the City of Commission of the City of Leesburg adopted a budget for the Fiscal Year 2024-25 on September 23, 2024, which they felt was in the best interest of the citizens of the City of Leesburg, and

WHEREAS, it is now necessary to amend the current budget for Fiscal Year 2024-25 to provide funds for various projects as adopted at City Commission meetings, and

WHEREAS, such action was not anticipated in the original 2024-25 annual budget;

NOW THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA:

SECTION I.

Pursuant to Section 200.065, Florida Statutes, and all other applicable laws, the following amounts for use by the various funds during Fiscal Year 2024-25 as reflected below, including all modifications or amendments made during this meetings, are hereby adopted as increases/decreases to the original budget for Fiscal Year 2024-25 for the City of Leesburg, Florida:

GENERAL FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	609,043
Miscellaneous Revenue	18,605
Other Financing Sources:	
Fund Balance Appropriated	1,339,468
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	1,967,116

PROPOSED APPROPRIATIONS

General Government	256,175
Public Safety	186,057
Transportation	61,582
Culture/Recreation	89
Non-Expenditures:	
Contingency	194,067
Transfer to Other Funds	1,269,146
TOTAL PROPOSED APPROPRIATIONS	1,967,116

STORMWATER FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	8,767
Other Financing Sources:	
Fund Balance Appropriated	11,014
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	19,781

PROPOSED APPROPRIATIONS

Economic Environment	
Non Expenditures:	
Transfer to Other Funds	19,781
TOTAL PROPOSED APPROPRIATIONS	19,781

DEBT SERVICE FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Other Financing Sources:	
Fund Balance Appropriated	224
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	224

PROPOSED APPROPRIATIONS

General Government	224
TOTAL PROPOSED APPROPRIATIONS	224

CAPITAL PROJECTS FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Other Financing Sources:	
Fund Balance Appropriated	744,122
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	744,122

PROPOSED APPROPRIATIONS

General Government	498,390
Culture/Recreation	245,732
TOTAL PROPOSED APPROPRIATIONS	744,122

ELECTRIC FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	708,223
Other Sources	35,115
Other Financing Sources:	
Fund Balance Appropriated	244,969
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	988,307

PROPOSED APPROPRIATIONS

Physical Environment	762,990
Non Expenditures:	
Transfer to Other Funds	111,612
Reserve for Future Use	113,705
TOTAL PROPOSED APPROPRIATIONS	988,307

GAS FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	2,123
Other Sources	741,295
Other Financing Sources:	
Fund Balance Appropriated	111,612
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	855,030

PROPOSED APPROPRIATIONS

Physical Environment	743,418
Non Expenditures:	
Transfer to Other Funds	111,612
TOTAL PROPOSED APPROPRIATIONS	855,030

WATER FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	82,194
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	82,194

PROPOSED APPROPRIATIONS

Physical Environment	82,194
TOTAL PROPOSED APPROPRIATIONS	82,194

WASTEWATER FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	118,921
Other Financing Sources:	
Fund Balance Appropriated	65,884
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	184,805

PROPOSED APPROPRIATIONS

Physical Environment	118,921
Non Expenditures:	
Transfer to Other Funds	65,884
TOTAL PROPOSED APPROPRIATIONS	184,805

SOLID WASTE FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	783,727
Other Financing Sources:	
Fund Balance Appropriated	88,100
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	871,827

PROPOSED APPROPRIATIONS

Physical Environment	783,727
Non Expenditures:	
Transfer to Other Funds	88,100
TOTAL PROPOSED APPROPRIATIONS	871,827

AIRPORT FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	1,720,073
Fund Balance Appropriated	169,079
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	1,889,152

PROPOSED APPROPRIATIONS

Physical Environment	1,889,152
TOTAL PROPOSED APPROPRIATIONS	1,889,152

HEALTH INSURANCE FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Miscellaneous Revenue	206,569
Other Financing Sources:	
Transfer from Other Funds	3,050,003
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	3,256,572

PROPOSED APPROPRIATIONS

General Government	3,256,572
TOTAL PROPOSED APPROPRIATIONS	3,256,572

WORKERS COMPENSATION FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Other Financing Sources:	
Fund Balance Appropriated	494,630
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	494,630

PROPOSED APPROPRIATIONS

Non Expenditures:	
Transfer to Other Funds	494,630
TOTAL PROPOSED APPROPRIATIONS	494,630

BUILDING PERMITS FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Other Financing Sources:	
Fund Balance Appropriated	44,806
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	44,806

PROPOSED APPROPRIATIONS

Non Expenditures:	
Transfer to Other Funds	44,806
TOTAL PROPOSED APPROPRIATIONS	44,806

FLEET SERVICES FUND

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	3,042
Miscellaneous Revenue	20,136
Other Financing Sources:	
Fund Balance Appropriated	56,570
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	79,748

PROPOSED APPROPRIATIONS

General Government	49,046
Non Expenditures:	
Transfer to Other Funds	30,702
TOTAL PROPOSED APPROPRIATIONS	79,748

ALL FUNDS

ESTIMATED REVENUES AND OTHER RECEIPTS

Intergovernmental Revenue	4,036,113
Miscellaneous Revenue	245,310
Other Sources	776,410
Total Estimated Revenues	5,057,833
Other Financing Sources:	
Transfer from Other Funds	3,050,003
Fund Balance Appropriated	3,370,478
TOTAL ESTIMATED REVENUES AND OTHER RECEIPTS	11,478,314

PROPOSED APPROPRIATIONS

General Government	4,060,407
Public Safety	186,057
Physical Environment	4,380,402
Transportation	61,582
Culture/Recreation	245,821
Non Expenditures:	
Transfer to Other Funds	2,236,273
Reserve for Future Use	113,705
Contingency	194,067
TOTAL PROPOSED APPROPRIATIONS	11,478,314

SECTION II.

This resolution shall become effective upon its passage and adoption by the Leesburg City Commission in the manner provided by law.

PASSED AND ADOPTED at a regular meeting of the City Commission of the City of Leesburg, Florida held the 12th day of January 2026.

Mayor

ATTEST:

City Clerk

4th Quarter Budget Adjustments Additional Information

<u>Fund:</u>	<u>Description</u>	<u>Amount</u>	<u>Reason</u>
General Fund			
Various	Hurricane Milton Reimbursement	604,043	State & FEMA reimbursement were allocated to the City
City Commission	Replace Commissioner Chairs	8,014	Add funds to budget to replace chairs
Police	Traffic Enforcement Grant	5,000	City Commission approved 8/11/25, City was awarded grant
Public Works	Fire Dept Overhead Door Replacement	28,605	Door were damaged, City received insurance funds + City funds to repair
Public Works	Repair Pedestrian bridge at Venetian Gardens	13,050	Repair bridge
Public Works	Holiday lights for MLK Island	39,258	Purchase new holiday lights for MLK Island
	Year End Health Insurance Transfer	1,269,146	Move additional Cash funds to offset claims, City Commission approved 11/24/25
	Total General Fund	1,967,116	
Stormwater Fund			
	Hurricane Milton Reimbursement	8,767	State & FEMA reimbursement were allocated to the City
	Year End Health Insurance Transfer	11,014	Move additional Cash funds to offset claims, City Commission approved 11/24/25
	Total Stormwater Fund	19,781	
Debt Service Fund			
	Correct Budget for additional Debt Service Fees	224	YE adjustment to correct Fund Budget
	Total Debt Service Fund	224	
Capital Projects Fund			
	Venetian Cove Marina Dock Improvements	245,732	City Commission approved 8/25/25, using available interest funds
	Replace Police Department Roof	498,390	City Commission approved 9/8/25, using available Interest Funds
	Total Capital Projects Fund	744,122	
Electric Fund			
	Burland LH Sleepy Hollow	128,744	City Commission approved 6/23/25, City received check for development 6/25/25
	Replace MOC Gate	31,340	Gate was damaged, City received insurance funds + City funds to replace
	FLISR System for Generator #4011	120,000	Generator was damaged, Fleet received reimbursement for Generator, Electric added this System
	Hurricane Milton Reimbursement	708,223	State & FEMA reimbursement were allocated to the City
	Total Electric Fund	988,307	
Gas Fund			
	Blue Cedar Phase I Project	529,874	City Commission approved 2/12/24, City received check for development 6/25/25
	Main Ext. Silver Lake Commons	17,824	City received check for this project 3/18/25
	Sunnyside Reserve Project	39,727	City Commission approved 4/8/24, City received check 7/23/25
	Hills of Leesburg/Oakstone Farms Project	153,870	City Commission approved 4/22/24, City received check 9/16/25
	Hurricane Milton Reimbursement	2,123	State & FEMA reimbursement were allocated to the City
	Year End Health Insurance Transfer	111,612	Move additional Cash funds to offset claims, City Commission approved 11/24/25
	Total Gas Fund	855,030	
Water Fund			
	Hurricane Milton Reimbursement	82,194	State & FEMA reimbursement were allocated to the City
	Total Water Fund	82,194	
Wastewater Fund			
	Hurricane Milton Reimbursement	118,921	State & FEMA reimbursement were allocated to the City
	Year End Health Insurance Transfer	65,884	Move additional Cash funds to offset claims, City Commission approved 11/24/25
	Total Wastewater Fund	184,805	

Solid Waste Fund

Hurricane Milton Reimbursement	783,727
Year End Health Insurance Transfer	88,100
Total Solid Waste Fund	871,827

State & FEMA reimbursement were allocated to the City
Move additional Cash funds to offset claims, City Commission approved 11/24/25

Airport Fund

Taxiline Rehabilitation Design Project	41,100
East Taxilines Reconstruction Design Project	113,600
Veteran's Rd. Infrastructure Project	845,395
Taxiway Reconstruction A1, A3, Delta & A2	713,860
Air Traffic Control Tower Design	171,600
Hurricane Milton Reimbursement	3,597
Total Airport Fund	1,889,152

Increase funding for project, City Commission approved 7/28/25
FDOT Grant Amendment for the project, City Commission approved 8/25/25
FDOT Grant Amendment for the project, City Commission approved 8/25/25
Increase funding for project, City Commission approved 9/8/25
Increase funding for project, City Commission approved 4/14/25
State & FEMA reimbursement were allocated to the City

Health Insurance Fund

Year End Health Insurance Transfer	3,256,572
Total Health Insurance Fund	3,256,572

Move additional Cash funds to offset claims, City Commission approved 11/24/25

Workers Compensation Fund

Year End Health Insurance Transfer	494,630
Total Workers Compensation Fund	494,630

Move additional Cash funds to offset claims, City Commission approved 11/24/25

Building Permits Fund

Year End Health Insurance Transfer	44,806
Total Building Permits Fund	44,806

Move additional Cash funds to offset claims, City Commission approved 11/24/25

Fleet Services Fund

Replace Police Vehicle which was totaled	46,004
Hurricane Milton Reimbursement	3,042
Year End Health Insurance Transfer	30,702
Total Fleet Services Fund	79,748

Vehicle #8189 was totaled, City Received Insurance payment
State & FEMA reimbursement were allocated to the City
Move additional Cash funds to offset claims, City Commission approved 11/24/25

Total 4th Qtr Budget Adjustments 11,478,314

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 5.C.2.

Meeting Date: January 12, 2026

From: Brad Chase, (Electric Director)

Subject: Resolution of the City Commission of the City of Leesburg, Florida, accepting a Utility Easement affecting the property described therein from Darrell Brenton Sellars and Ashley N. Sellars, joined by Citizens First Bank; and providing an effective date.

Staff Recommendation:

Staff recommends accepting and approving the Resolution accepting a Utility Easement from Darrell Brenton Sellars and Ashley N. Sellars, and Joinder and Consent to Utility Easement from Citizens First Bank.

Analysis:

Darrell Brenton Sellars and Ashley N. Sellars are granting a Utility Easement to the City of Leesburg, Florida on the property described in the document. The property owner's lender has signed a joinder and consent to the utility easement.

Procurement Analysis:

N/A

Options:

1. Approve as presented; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

None

RESOLUTION NO. _____

RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA, ACCEPTING A UTILITY EASEMENT AFFECTING THE PROPERTY DESCRIBED THEREIN FROM DARRELL BRENTON SELLARS AND ASHLEY N. SELLARS, JOINED BY CITIZENS FIRST BANK; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LEESBURG, FLORIDA:

THAT the Utility Easement granted to the City of Leesburg by Darrell Brenton Sellars and Ashley N. Sellars, joined by Citizens First Bank, is hereby accepted.

THAT this resolution shall become effective immediately.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held on the 12th day of January 2026.

Mayor

ATTEST:

City Clerk

Prepared by/return to:
Jennifer M. Cotch, Esq.
Stone & Gerken, P.A.
4850 N. Highway 19A
Mount Dora, Florida 32757

UTILITY EASEMENT

THIS PERMANENT UTILITY EASEMENT (“Easement”) on this 10 day of December 2025, is hereby granted by **DARRELL BRENTON SELLARS** and **ASHLEY N. SELLARS**, husband and wife, whose mailing address is 1600 Youngs Road, Leesburg, Florida 34748 (“**GRANTORS**,”) to **THE CITY OF LEESBURG, FLORIDA**, a municipal corporation, whose mailing address is P.O. Box 490630, Leesburg, Florida 34749-0630, and its successors and assigns (“**GRANTEE**”);

WITNESSETH:

THAT **GRANTORS**, for and in consideration of the sum of ONE DOLLAR (\$1.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, do hereby grant unto **GRANTEE**, its successors and assigns forever, a perpetual non-exclusive easement for the construction, installation, alteration, operation, repair, maintenance, and replacement of utility improvements, including but not limited to water, wastewater, reclaimed water lines, natural gas and electricity and related facilities (the “**Facilities**”), under, upon, across, through and within the following described lands in Lake County, Florida, and referred to hereinafter as the “**Easement Area**” to wit:

SEE THE SKETCH OF DESCRIPTION ATTACHED HERETO AS EXHIBIT “A”

The easement rights specifically include: (a) the right of perpetual ingress and egress to patrol, inspect, alter, improve, construct, repair, maintain, rebuild, relocate, remove and provide access and service to the Facilities; (b) the right to decrease or increase, or to change the quantity and type of, the Facilities; (c) the right to clear the Easement Area of trees, limbs, undergrowth, and other physical objects (regardless of the location of such trees, limbs, undergrowth and other objects) which, in the opinion of Grantee, endanger or interfere with the safe and efficient installation, operation, or maintenance of the Facilities; and (d) all other rights and privileges reasonably necessary or convenient for the safe and efficient installation, operation, and maintenance of the facilities and for the enjoyment and use of such Easement for the purposes described above. Such easement rights shall include any temporary construction easement over and across such property as is necessary to the proper use and enjoyment of any right granted herein.

GRANTORS shall not erect, construct, or create any buildings, structures, or obstacles within the Easement Area that interfere with **GRANTEE’S** rights as described herein or install any landscaping with root systems that may damage the Facilities; however, **GRANTORS** may use the surface of the Easement Area in any manner that does not interfere with the rights granted to **GRANTEE** herein, which shall specifically include usage as and for roadways, parking areas, sidewalks, curbs, and sodding. **GRANTEE** will repair and/or replace any roadways, parking areas, sidewalks, curbs, and sodding in the Easement Area that is damaged in connection with any maintenance or repairs made by **GRANTEE** to the Facilities. **GRANTORS** reserves the right to grant rights to others affecting said Easement Area provided that such rights do not create an unsafe

condition or conflict with the rights granted to **GRANTEE** herein. Failure to exercise the rights herein granted to **GRANTEE** shall not constitute a waiver or abandonment.

GRANTORS warrant and covenant that **GRANTORS** are lawfully seized and in possession of the real property underlying the Easement Area, and has the right to convey this Easement, and that **GRANTEE**, its successors, successors-in-title and assignees shall have quiet and peaceful possession, use, and enjoyment of this Easement. The rights, privileges, and burden of the Easement granted herein shall be a covenant running with the land and the rights and duties shall descend to the parties' successors and assigns. **GRANTEE** shall include **GRANTEE'S** agents, contractors, subcontractors, licensees, franchisees, employees, and other parties associated with Grantee in furtherance of the purposes herein set forth.

IN WITNESS WHEREOF, this Easement has been executed by **GRANTORS** on the day and year first above written.

WITNESSES:

GRANTORS:

Josi Brown
Signature
Josi Brown
Printed Name
301 Youngs Rd Leesburg FL 34748
Address

Darrell Brenton Sellars
Signature
DARRELL BRENTON SELLARS

Ceah Bernard
Signature
Ceah Bernard
Printed Name
301 Youngs Rd Leesburg FL 34748
Address

Ashley N. Sellars
Signature
ASHLEY N. SELLARS

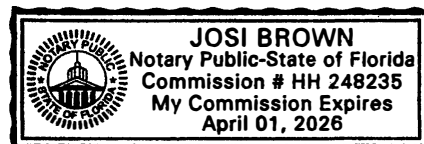
STATE OF FLORIDA
COUNTY OF Lake

The foregoing instrument was acknowledged before me by means of physical presence or online notarization this 10th day of December, 2025, by Darrell Brenton Sellars and Ashley N. Sellars, husband and wife, who are personally known to me or who produced the following identification:

Josi Brown
Notary Public Signature
Josi Brown
Notary Public Name

My Commission Number: HH 248235
My Expiration Date: April 1, 2026

(seal)




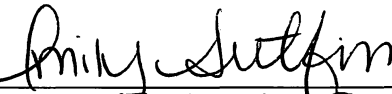
JOINER AND CONSENT TO UTILITY EASEMENT


CITIZENS FIRST BANK, whose mailing address is 1050 Lake Sumter Landing, The Villages, Florida 32162 ("Lender"), hereby certifies that it is the owner and holder of a mortgage, lien, or other encumbrance upon the property shown and described in the **Easement** attached hereto, located in Leesburg, Lake County, Florida, and hereby joins and consents to the Utility Easement between **DARRELL BRENTON SELLARS & ASHLEY N. SELLARS**, and the **CITY OF LEESBURG**; and agrees that its interest in the property by virtue of the Mortgage dated December 13, 2024, and recorded on December 30, 2024, in Official Records Book 6451, Page 8, Public Records of Lake County, Florida, shall be subordinated to said Utility Easement.

**Signed and sealed in the presence of:
WITNESSES**

CITIZENS FIRST BANK


Printed Name: Christine Madigan
Address: 6495 Powell Rd
The Villages FL 32163

By: 
Print Name: Emily Sutfin
Title: 6495 Powell Rd
The Villages FL 32163


Printed Name: Amanda DeZelle
Address: 6495 Powell Rd
The Villages FL 32163

STATE OF Florida
COUNTY OF Lake

The foregoing instrument was acknowledged before me, by means of physical presence or online notarization, this 10th day of December, 2025, by Emily Sutfin, as Persona Banker of **CITIZENS FIRST BANK**, who is ___ personally known or produced Drivers liscence as identification.

(Seal)




NOTARY PUBLIC

SECTION 32, TOWNSHIP 19 SOUTH, RANGE 24 EAST,
LAKE COUNTY, FLORIDA

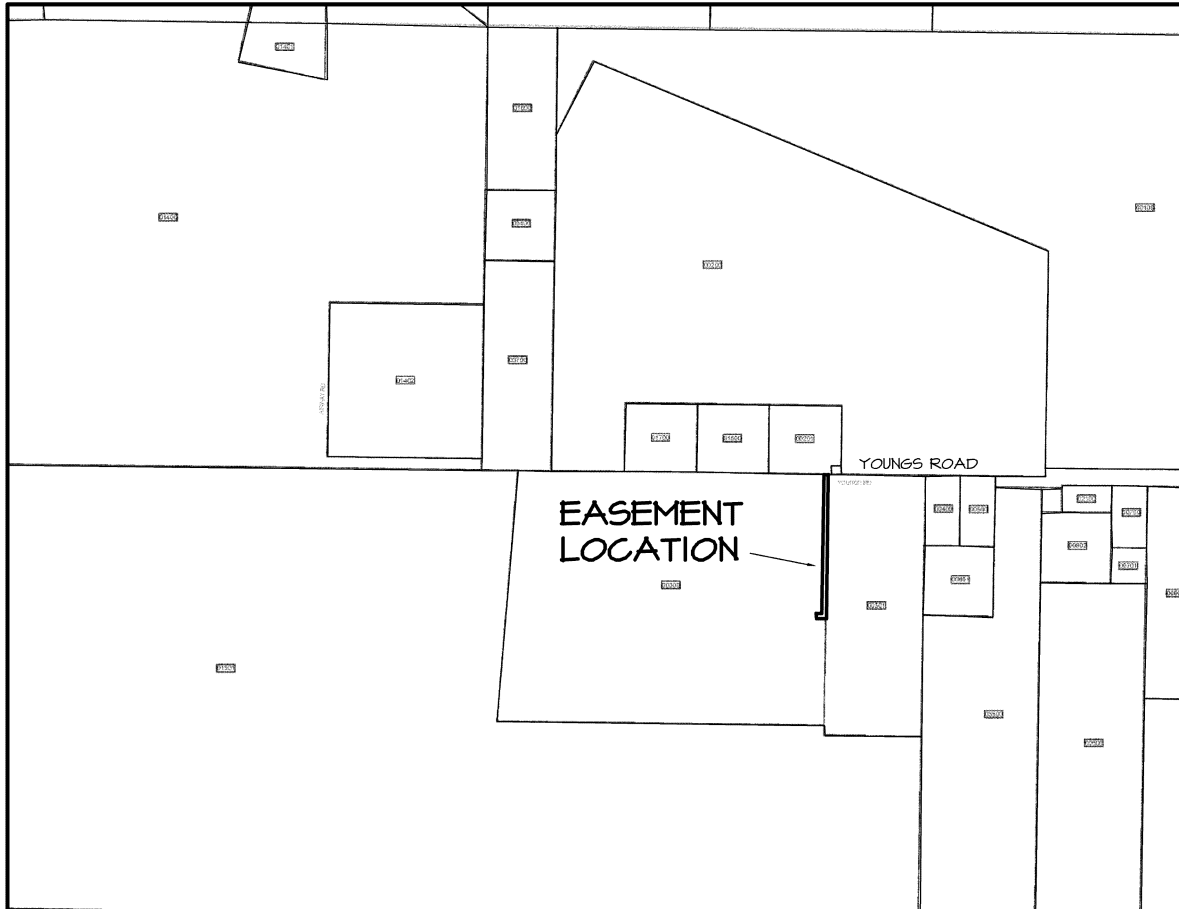
NOT A BOUNDARY SURVEY

DESCRIPTION:

A 10.00 FEET WIDE UTILITY EASEMENT BEING IN A PORTION OF THE S.W. 1/4 OF THE N.E. 1/4 OF SECTION 32, TOWNSHIP 19 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE S.W. 1/4 OF THE N.E. 1/4 OF SECTION 32, TOWNSHIP 19 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; THENCE N. 89°44'40" W., ALONG THE NORTH LINE OF THE S.W. 1/4 OF THE N.E. 1/4 OF SAID SECTION 32, A DISTANCE OF 290.00 FEET TO THE NORTHWEST CORNER OF THE EAST 290.00 FEET OF THE S.W. 1/4 OF THE N.E. 1/4 OF SAID SECTION 32; THENCE S. 00°10'19" W., ALONG THE WEST LINE OF THE EAST 290.00 FEET OF THE S.W. 1/4 OF THE N.E. 1/4 OF SAID SECTION 32, A DISTANCE OF 30.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF YOUNGS ROAD AND THE POINT OF BEGINNING OF THIS 10.00 FEET WIDE UTILITY EASEMENT; THENCE FROM SAID POINT OF BEGINNING, CONTINUE S. 00°10'19" W., ALONG SAID WEST LINE, A DISTANCE OF 332.50 FEET; THENCE N. 89°44'40" W., DEPARTING SAID WEST LINE, A DISTANCE OF 20.00 FEET; THENCE N. 00°10'19" E., A DISTANCE OF 10.00 FEET; THENCE S. 89°44'40" E., A DISTANCE OF 10.00 FEET; THENCE N. 00°10'19" E., A DISTANCE OF 322.50 FEET TO THE AFORESAID SOUTH RIGHT-OF-WAY LINE OF YOUNGS ROAD; THENCE S. 89°44'40" E., ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 10.00 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAIN 3425.01 SQUARE FEET.



NOTES:

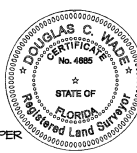
- 1) BEARINGS ARE BASED ON THE NORTH LINE OF THE N.W. 1/4 OF THE S.W. 1/4 OF SECTION 32, TOWNSHIP 19 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, ASSUMED MERIDIAN.
- 2) LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIP OR ANY OTHER INSTRUMENT OF RECORD BY THIS FIRM.
- 3) CERTIFICATION LIMITED TO PARTIES NAMED HEREON.
- 4) THE SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL OR ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY THE SIGNING SURVEYOR SHOWN HEREON.
- 5) THIS SKETCH WAS PREPARED TO ACCOMPANY THE DESCRIPTION SHOWN HEREON AS REQUIRED BY CHAPTER 5J-11, STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS, PURSUANT TO SECTION 412.021 FLORIDA STATUTES AND DOES NOT REPRESENT, IN ANY WAY, A SURVEY OF SAID LAND

VICINITY MAP
(NOT TO SCALE)

SKETCH OF DESCRIPTION
OF 10.00' WIDE UTILITY EASEMENT
certified to:
DARRELL B. & ASHLEY N. SELLARS
and
CITY OF LEESBURG

SHEET 1 OF 2 SHEETS
(SEE SHEET 2 OF 2 FOR SKETCH)

Digitally signed
by Douglas C. Wade
Date: 2025.11.19 15:59:33 -05'00'



DRAWN BY: D.C.W.	DATE: 11/19/25
CHECKED BY: R.W.H.	DRAWING NO.: B-20609
FILE: SURVEY25\25-1476	SHEET 1 of 2

DOUGLAS C. WADE
PROFESSIONAL SURVEYOR & MAPPER
FLORIDA CERTIFICATE NO. 4685

PHONE: (352)753-6511 FAX: (352)753-0374

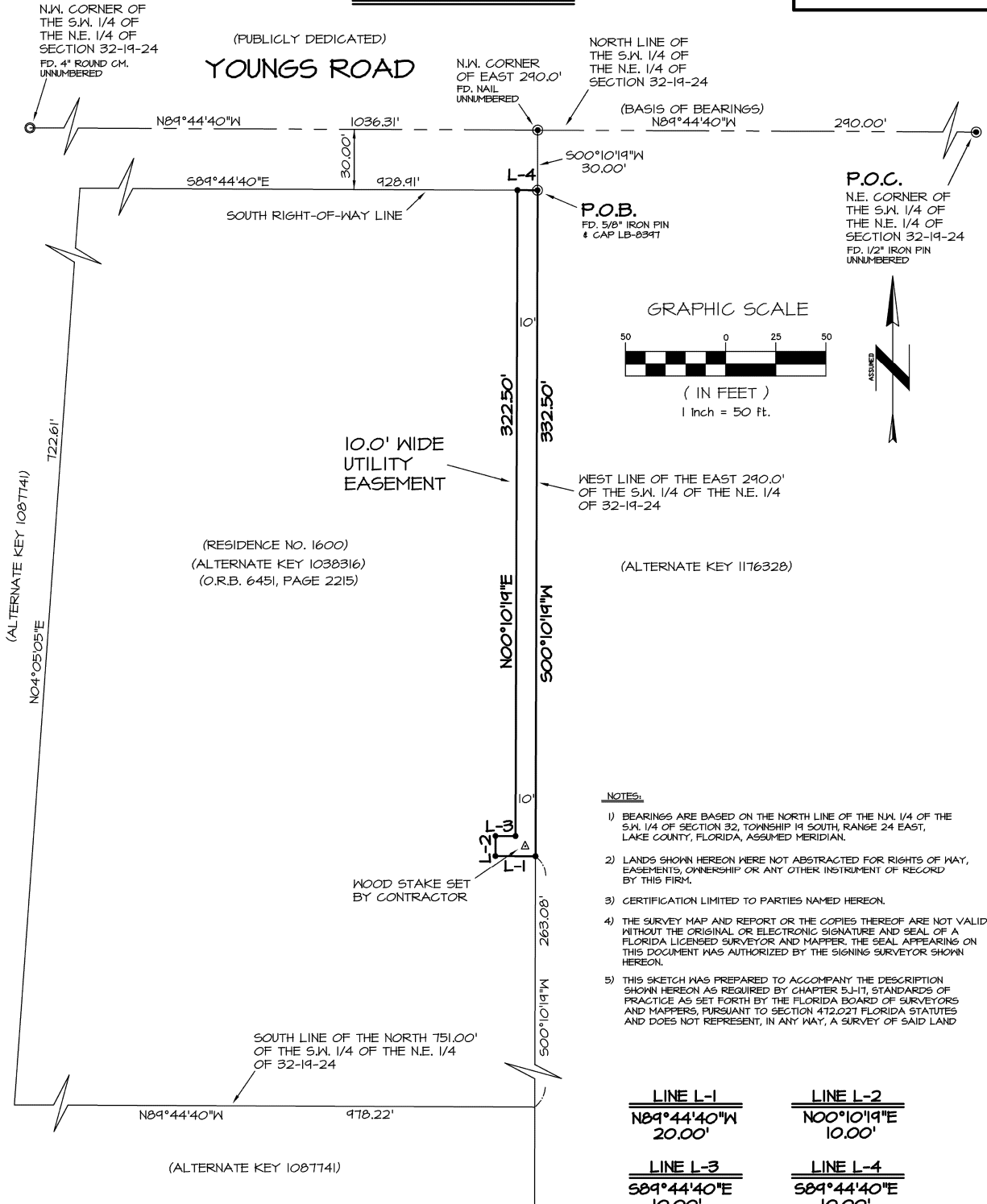
WSI PROFESSIONAL SURVEYING & MAPPING

WADE SURVEYING, INC.
LB-6514

1608 TRACY AVENUE LADY LAKE, FLORIDA 32159

SECTION 32, TOWNSHIP 19 SOUTH, RANGE 24 EAST,
LAKE COUNTY, FLORIDA

NOT A BOUNDARY SURVEY



- NOTES:
- 1) BEARINGS ARE BASED ON THE NORTH LINE OF THE N.W. 1/4 OF THE S.W. 1/4 OF SECTION 32, TOWNSHIP 19 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, ASSUMED MERIDIAN.
 - 2) LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIP OR ANY OTHER INSTRUMENT OF RECORD BY THIS FIRM.
 - 3) CERTIFICATION LIMITED TO PARTIES NAMED HEREON.
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 - 5) THIS SKETCH WAS PREPARED TO ACCOMPANY THE DESCRIPTION SHOWN HEREON AS REQUIRED BY CHAPTER 5-11, STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS, PURSUANT TO SECTION 472.021 FLORIDA STATUTES AND DOES NOT REPRESENT, IN ANY WAY, A SURVEY OF SAID LAND

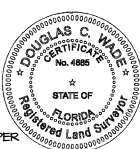
<u>LINE L-1</u>	<u>LINE L-2</u>
N89°44'40"W	N00°10'19"E
20.00'	10.00'
<u>LINE L-3</u>	<u>LINE L-4</u>
S89°44'40"E	S89°44'40"E
10.00'	10.00'

ABBREVIATIONS:
 N = NORTH
 S = SOUTH
 E = EAST
 W = WEST
 LB = LICENSED BUSINESS
 P.O.C. = POINT OF COMMENCEMENT
 P.O.B. = POINT OF BEGINNING
 O.R.B. = OFFICIAL RECORDS BOOK
 F.D. = FOUND
 C.M. = CONCRETE MONUMENT

SKETCH OF DESCRIPTION
OF 10.00' WIDE UTILITY EASEMENT
certified to:
DARRELL B. & ASHLEY N. SELLARS
and
CITY OF LEESBURG

SHEET 2 OF 2 SHEETS
(SEE SHEET 1 OF 2 FOR DESCRIPTION)

Digitally signed by Douglas C. Wade
Date: 2025.11.19 16:00:39 -05'00'



DRAWN BY: D.C.W.	DATE: 11/19/25
CHECKED BY: R.W.H.	DRAWING NO.: B-20609
FILE: SURVEY25\25-1476	SHEET 2 OF 2

DOUGLAS C. WADE
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LB-6514

1608 TRACY AVENUE LADY LAKE, FLORIDA 32159

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 6.A.1.

Meeting Date: January 12, 2026

From: Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)

Subject: An Ordinance amending the Future Land Use Map of the Comprehensive Plan of the City of Leesburg, changing the Future Land Use Map Designation of certain property containing 18.71 +/- acres from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial, for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments SSCP)

Staff Recommendation:

The Planning & Zoning Staff recommends approval of the proposed small-scale comp plan amendment of the City's Future Land Use Map on 18.71 +/- acres from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial. The Planning Commission recommended **denial, by a vote of 4-2** of request, citing concerns about traffic on County Road 25A and U.S. Highway 27, density, and the height of the proposed 3-story buildings.

Analysis:

The project site is approximately 18.71 acres. The property is generally located west of U.S. Highway 27 and north of Palm Drive. Currently, the property is developed with 14 residential buildings and several accessory structures. The proposed use is for 276 multi-family units, consisting of 10 three-story buildings. The surrounding Future Land Use Map designations of Lake County Urban Medium Density, Urban Low Density; City Neighborhood Mixed Use, General Commercial, Estate Residential, and Institutional are compatible, as conditioned in the PUD zoning, with the proposed future land use designation of City General Commercial. The proposed zoning designation of City PUD (Planned Unit Development) will provide for development that is consistent with the City's adopted Growth Management Plan and would allow an appropriate use for the property.

This property lies within the ISBA (Interlocal Service Boundary Area) agreement. This agreement, which was approved by City Commission on November 24, 2014, allows property within the ISBA area but outside the current city limits to be annexed and obtain City of Leesburg utility services.

The Planning Commission held a public hearing on the application on November 20, 2025 and recommended denial, by a vote of 4-2.

Procurement Analysis:

N/A

Options:

1. Approve the requested small-scale comprehensive plan amendment from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial; or
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:

Future development of the property will increase this anticipated impact from collection of impact fees, ad valorem taxes and utility charges.

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN OF THE CITY OF LEESBURG, CHANGING THE FUTURE LAND USE MAP DESIGNATION OF CERTAIN PROPERTY CONTAINING 18.71 +/- ACRES FROM CITY OF LEESBURG LOW DENSITY RESIDENTIAL AND GENERAL COMMERCIAL TO CITY OF LEESBURG GENERAL COMMERCIAL, FOR A PROPERTY GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF PALM DRIVE, LYING IN SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (DOMINIUM APARTMENTS SSCP)

WHEREAS, the City Commission has received written objections, recommendations, and comments from the City of Leesburg Planning Commission, acting as the Local Planning Agenda, regarding amendment of the Comprehensive Plan of the City of Leesburg, and has made recommendations to the City Commission; and

WHEREAS, the City Commission of the City of Leesburg has held public hearings on the proposed amendment to the plan, in light of written comments, proposals and objections from the general public;

NOW, THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that;

Section 1.

The Growth Management Plan of the City of Leesburg, adopted by the City of Leesburg on November 25, 2024, pursuant to the Community Planning Act of 2011, Chapter 163, Part II, Florida Statutes, after public hearings by the City of Leesburg Planning Commission, is hereby amended in the following manner;

The Future Land Use Map is amended by changing the designation of approximately 18.71 acres of land generally located west of US Hwy 27 and north of Palm Drive from City of Leesburg Low Density Residential and General Commercial to City of Leesburg General Commercial, as shown on the revised map of said area, lying Section 2, Township 20 South, Range 24 East, Lake County, Florida;

Section 2.

All ordinances or parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed;

Section 3.

This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held the 12th day of January 2026.

THE CITY OF LEESBURG, FLORIDA

Mayor

ATTEST:

City Clerk

Leesburg Community proposed by Dominium

City Commission

December 8, 2025

By: Logan J. Opsahl, Esq.

Attorney

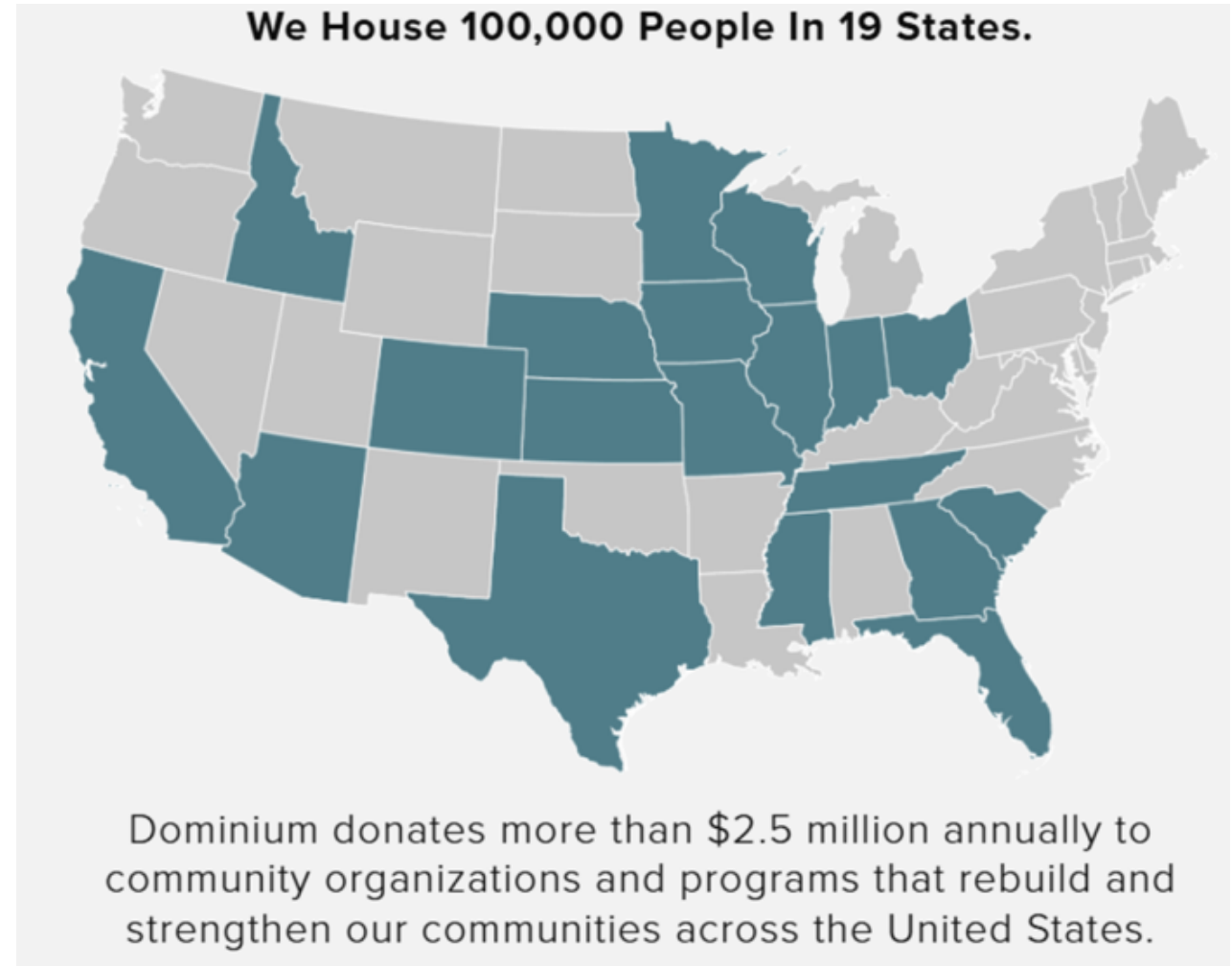
Lowndes, Drosdick, Doster, Kantor & Reed, P.A.

December 2, 2025



About Dominion

- Dominion is one of the nation's most innovative housing development and management companies.
- Dominion is focused on real results and long-term value.
- Dominion provides attainable homes to families and seniors across the country.



Property

- 18.52 +/- Acres
- Annexed into the City in 2011
- Access to US 27 via Connell Road



Request

- Amendment to PUD to allow for garden-style multifamily community
- Attainable housing for families and seniors
- Maximum of 3 stories
- Fully amenitized
 - Clubhouse
 - Pool
 - Fitness Center
 - Community Center



Conceptual Rendering of Community

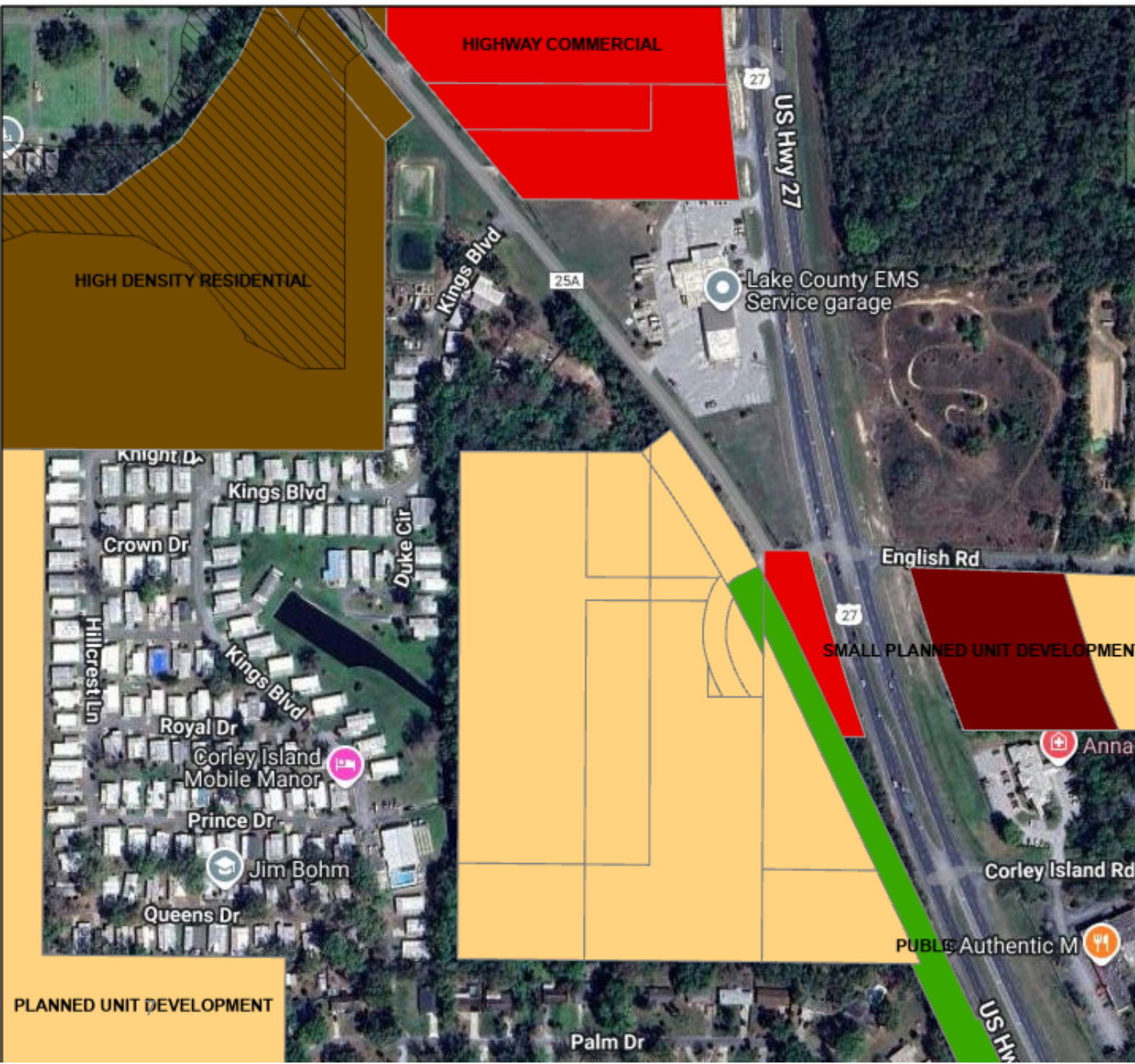


History of Property






- Previously approved for a Commercial and Office Park (2011)
- Previously approved for an Assisted Living Facility for 305 assisted living residents (RZ-12-141)



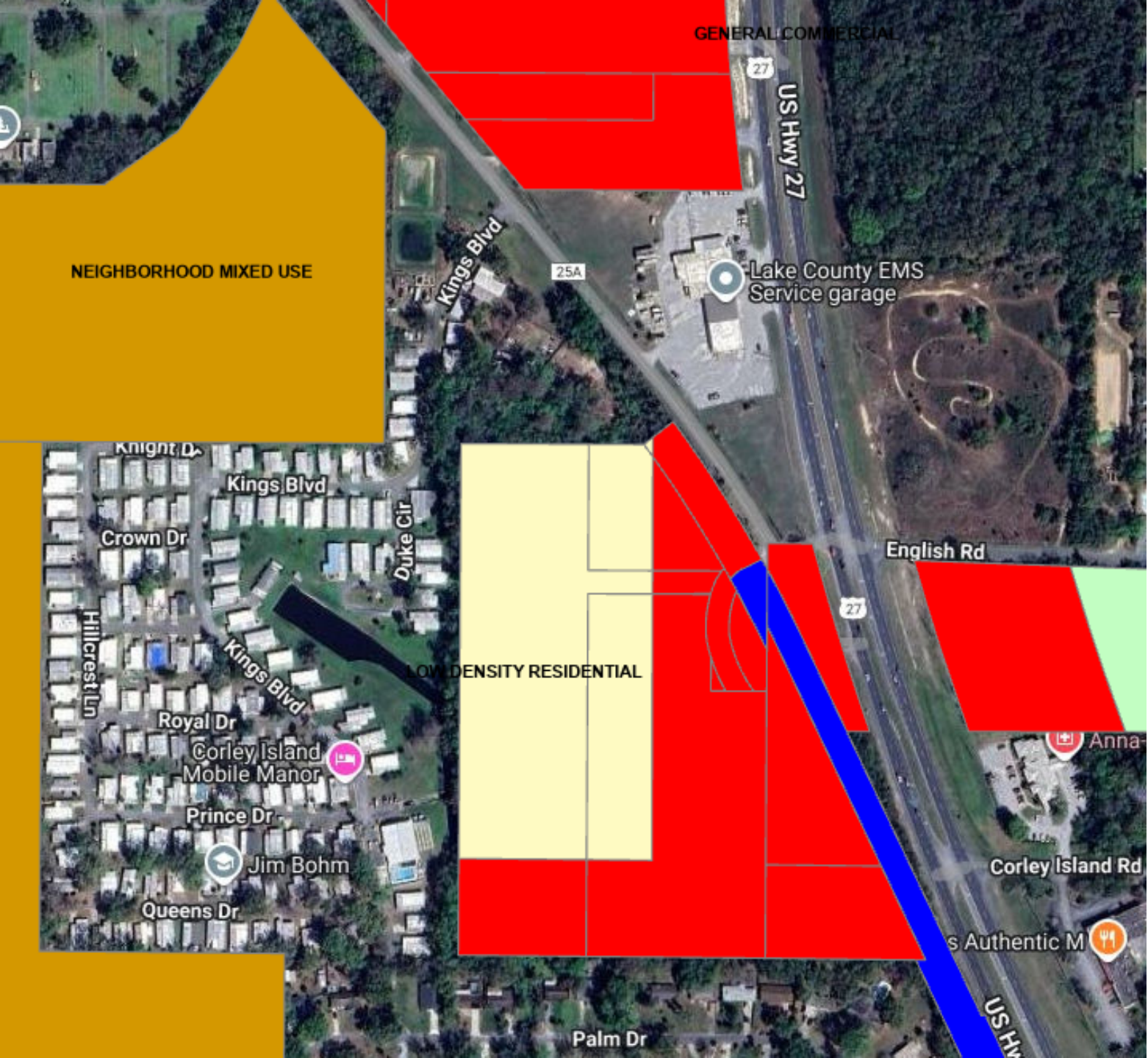
Zoning Map



Zoning

-  HIGH DENSITY RESIDENTIAL
-  HIGHWAY COMMERCIAL
-  SMALL PLANNED UNIT DEVELOPMENT
-  PLANNED UNIT DEVELOPMENT
-  PUBLIC

FLU Map



- Future Land Use
- ESTATE RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - NEIGHBORHOOD MIXED USE
 - GENERAL COMMERCIAL
 - INSTITUTIONAL

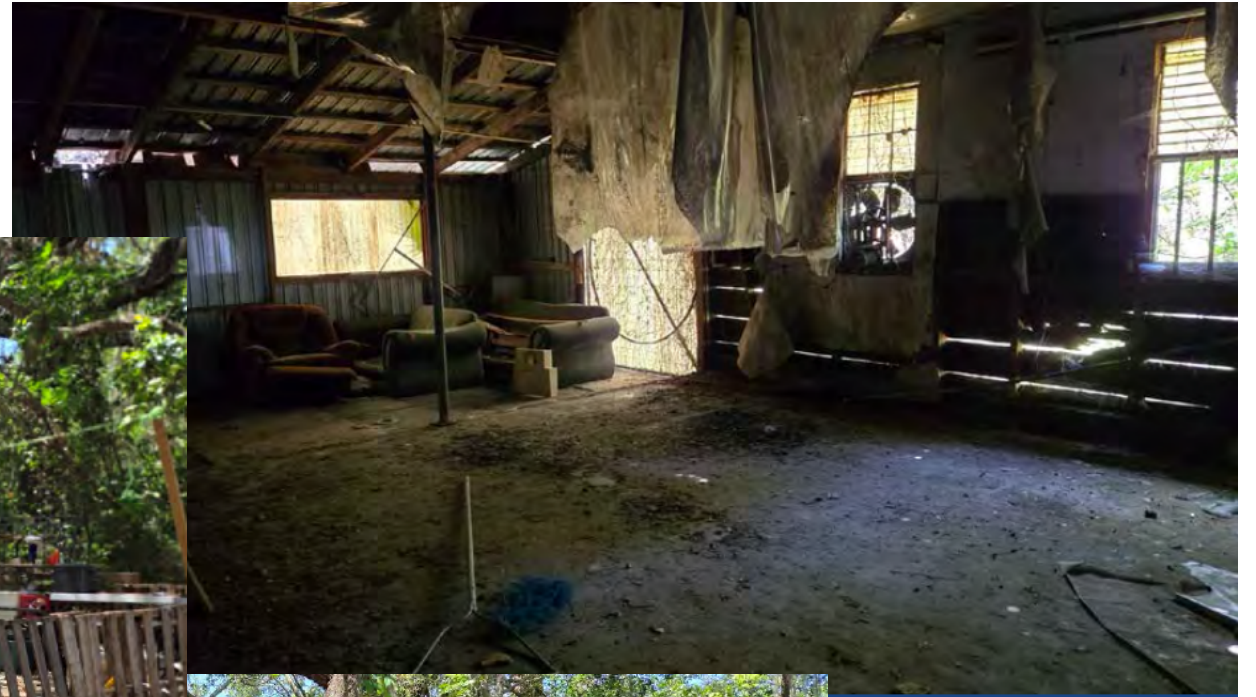
Highway Commercial (C-3)

- Multifamily
- Group Living
- Adult day care facility
- Elementary/Middle/High School
- Governmental Facilities
- Major Utilities facility
- Churches
- Animal Hospitals
- Hotel/Motel
- Vehicular Sales

Planned Unit Development (PUD)

- Provide for proper private development of infill areas
- Comprehensive development of large areas of vacant land that requires a flexible approach for development.
- Encourage innovative site plan design and
- Promote creative development compatible with adjacent land uses

Existing Conditions



Existing Conditions



Proposed Site Plan



Excess Parking Plan

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

Parking
555 Spaces (2.0 Ratio)

Changes to Setbacks:

East : 140' → 39'

South : 129' → 30'



Proposed Site Plan

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

Parking
442 Spaces (1.60 Ratio)

Setbacks:

East : 140'+
 South: 129'+
 North: 141'+



**THANK
YOU**

QUESTIONS?



Logan J. Opsahl, Esq.

Lowndes, Drosdick, Doster, Kantor & Reed, P.A.
Logan.Opsahl@Lowndes-law.com
407-418-6237

PROPERTY DESCRIPTION

BEING A 18.527 ACRE (807,035 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST AND THE SE 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 3 TOWNSHIP 20 SOUTH, RANGE 24 EAST LAKE COUNTY, FLORIDA, BEING ALL OF CALLED PARCELS 1-5 AND PARCEL 7, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND IN THE SOUTHWEST LINE OF CALLED PARCEL A DESCRIBED IN AN INSTRUMENT TO THE CITY OF LEESBURG, FLORIDA RECORDED IN BOOK 1708, PAGE 522 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA, FOR THE NORTHEAST CORNER OF LOT 20 OF RAVENSWOOD PARK, A PLAT OF RECORD IN BOOK 17, PAGE 42 PLAT RECORDS LAKE COUNTY, FLORIDA, AND THE SOUTHEAST CORNER OF SAID PARCEL 2 AND OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINE OF SAID RAVENSWOOD PARK AND SAID PARCEL 2, PARCEL 3, AND PARCEL 7, THE FOLLOWING TWO (2) COURSES:

1. **NORTH 88°55'51" WEST**, A DISTANCE OF **314.91 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND
2. **NORTH 89°18'24" WEST**, A DISTANCE OF **660.02 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTH LINE OF LOT 10 OF SAID RAVENSWOOD PARK, FOR THE SOUTHERLY SOUTHEAST CORNER OF A TRACT DESCRIBED IN AN INSTRUMENT TO CORLEY ISLAND, LLC RECORDED IN BOOK 5398, PAGE 2096 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF SAID PARCEL 7 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT, FOR THE SOUTHWEST CORNER OF SAID CORLEY ISLAND TRACT BEARS SOUTH 89°18'24" EAST, A DISTANCE OF 900.16 FEET;

THENCE ALONG AND WITH THE COMMON LINES OF SAID CORLEY ISLAND TRACT AND SAID PARCEL 7, PARCEL 3, AND PARCEL 4, THE FOLLOWING THREE (3) COURSES:

1. **NORTH 00°12'08" WEST**, A DISTANCE OF **1106.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT,
2. **NORTH 89°58'50" EAST**, A DISTANCE OF **377.42 FEET** TO A 1/2" IROD ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND
3. **NORTH 52°39'04" EAST**, A DISTANCE OF **80.00 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE SOUTHEAST CORNER OF SAID CORLEY ISLAND TRACT AND THE NORTHEAST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT

Dominium Apartments

WIDE RIGHT-OF-WAY, BEARS SOUTH 79°17'01" EAST, A DISTANCE OF 262.75 FEET;

THENCE WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2904.80 FEET**, A DELTA OF 07°20'32", AN ARC LENGTH OF 372.23 FEET AND A CHORD BEARS **SOUTH 33°40'40" EAST**, A DISTANCE OF **371.98 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707" , FOR THE NORTH CORNER OF SAID PARCEL A AND THE WEST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 60°33'32" WEST, ALONG AND WITH THE SOUTHEAST LINE OF SAID PARCEL 4 AND THE NORTHWEST LINE OF SAID PARCEL A, A DISTANCE OF **80.02 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707", IN THE NORTHEAST LINE OF SAID PARCEL 7, FOR THE NORTHWEST CORNER OF SAID PARCEL A AND THE SOUTHWEST CORNER OF SAID PARCEL 4 AND A POINT OF NON-TANGENT CURVATURE OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PARCEL 7, PARCEL 3, PARCEL 5, PARCEL 1 AND PARCEL 2 AND SAID PARCEL A, THE FOLLOWING TWO (2) COURSES:

1. WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2824.80 FEET**, A DELTA OF 04°22'06", AN ARC LENGTH OF 215.36 FEET AND A CHORD BEARS **SOUTH 27°15'05" EAST**, A DISTANCE OF **215.31 FEET** TO A 1/2" IROD FOUND, FOR A POINT OF TANGENCY OF THE HEREIN DESCRIBED TRACT, AND
2. **SOUTH 25°06'49" EAST**, A DISTANCE OF **694.44 FEET** TO THE **POINT OF BEGINNING**, CONTAINING 807,035 SQUARE FEET OR 18.527 ACRES.

TOGETHER WITH

A **0.124 ACRE** (5.394 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, BEING A PORTION OF CALLED PARCEL 6, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD STAMPED "LB 707" FOUND IN THE NORTHEAST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE NORTHWEST CORNER OF SAID PORTION OF PARCEL 6 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT RIGHT-OF-WAY, BEARS NORTH 01°05'14" EAST, A DISTANCE OF 210.29 FEET;

THENCE SOUTH 86°47'39" EAST, ALONG AND WITH THE COMMON LINE OF SAID PORTION OF PARCEL 6, A DISTANCE OF **55.19 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST LINE OF US HIGHWAY 27, FOR A POINT OF NON-TANGENT CURVATURE TO THE LEFT AND THE NORTHEAST CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE WITH SAID NON-TANGENT CURVE TO THE **LEFT**, HAVING A RADIUS OF

Dominium Apartments

5809.60 FEET, A DELTA OF **02°00'32"**, AN ARC LENGTH OF **203.70 FEET** AND A CHORD BEARING AND DISTANCE OF **SOUTH 12°59'15" EAST, 203.69 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTHEAST LINE OF SAID C.R. 25A, FOR A POINT OF NON-TANGENT CURVATURE TO THE RIGHT THE SOUTH CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PORTION OF PARCEL 6 AND SAID C.R. 25A, THE FOLLOWING TWO (2) COURSES:

1. WITH SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF **34.00 FEET**, A DELTA OF **28°11'24"**, AN ARC LENGTH OF **16.73 FEET**, AND A CHORD BEARING AND DISTANCE OF **NORTH 37°47'04" WEST, 16.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR A POINT OF REVERSE CURVATURE.
2. WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2970.80 FEET, A DELTA OF 04°02'07", AN ARC LENGTH OF 209.22 FEET, AND A CHOR BEARING AND DISTANCE OF NORTH 25°42'24" WEST, 209.18 FEET TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET TO THE **POINT OF BEGINNING**, CONTAINING 5,394 SQUARE FEET OR 0.124 ACRES.

**CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
STAFF SUMMARY**

DATE: October 23, 2025

OWNER: Norhen Properties, Inc.

PETITIONER: Dominion, Inc

PROJECT: Dominion Apartments

REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.

CASE NO.: SSCP-25-1269; PUD-25-1270

GENERAL LOCATION: West of US Hwy 27 and North of Palm Drive.

FUTURE LAND USE DESIGNATION: City of Leesburg General Commercial and Low Density Residential

SURROUNDING FUTURE LAND USE DESIGNATION:

North – Lake County Urban Medium Density; Lake County Urban Low Density; City General Commercial

South – Lake County Urban Medium Density; City Neighborhood Mixed Use; City General Commercial

East – Lake County Urban Low Density; City General Commercial; City Estate Residential; City Institutional

West – Lake County Urban Medium Density; City Neighborhood Mixed Use

PROPOSED FUTURE LAND USE DESIGNATION: City General Commercial

EXISTING ZONING DESIGNATION: City of Leesburg PUD (Planned Unit Development)

SURROUNDING ZONING DESIGNATIONS:

North – Lake County RMRP (Mobile Home Rental Park District); Lake County C-2 (Community Commercial District); City C-3 (Highway Commercial)

South – Lake County R-6 (Urban Residential District); City PUD (Planned Unit Development)

East – Lake County C-1 (Neighborhood Commercial); Lake County C-2 (Community Commercial District); Lake County CP (Planned Commercial District); City SPUD (Small Planned Unit Development); City PUD (Planned Unit Development); City P (Public); City C-3 (Highway Commercial)

PROPOSED ZONING DESIGNATION: City PUD (Planned Unit Development)

EXISTING LAND USE: 14 residential buildings, 2 pole barns, 2 animal pens, 1 partially enclosed structure, 1 well house and 1 green house.

SURROUNDING LAND USE:

North – Vacant Government; Office

South – Single Family; Vacant Government

East – Vacant Commercial; Vacant Institutional; Commercial

West – Manufactured Home Park

PROPOSED LAND USE: 276 multi-family units.

**CITY OF LEESBURG PLANNING & ZONING DIVISION
DEPARTMENTAL REVIEW SUMMARY**

DATE: October 23, 2025
OWNER: Norhen Properties, Inc.
PETITIONER: Dominion, Inc
PROJECT: Dominion Apartments
REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: SSCP-25-1269; PUD-25-1270

THE FOLLOWING COMMENTS RECEIVED FROM EACH DEPARTMENT:

POLICE

No comments received as of 9/18/2025.

FIRE

NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition. The subject property referenced in Case Number SSCP-25-1269; PUD-25-1270 is outside the recommended four-minute response time for initial responding fire apparatus.

4.1 Fire Department Organizational Statement.

4.1.2.1

The fire department shall establish the following performance objectives for the first-due response zones that are identified by the AHJ:

- (1) Alarm handling time completion in accordance with 4.1.2.3
- (2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response
- (3)* 240 seconds or less travel time for the arrival of the first engine company at a fire suppression incident
- (4) 360 seconds or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident
- (5) For other than high-rise, 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- (6) For high-rise, 610 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- (7) 240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher-level capability at an emergency medical incident
- (8) 480 seconds or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with an AED or basic life support (BLS) unit arrived in 240 seconds or less travel time

- Captain Amanda Stevenson, 9/5/2025

ELECTRIC

Leesburg Electric has no objections. The project will require a line extension and easements will be required.

The developer can reach out to us prior to submitting a site plan to locate easements, transformer locations and primary locations.

– Steve Davis, 8/26/2025

GAS

No Comment. – Wayne Williams, 9/11/2025

GIS/ADDRESSING:

GIS has no comments. – Nicholas Tota, 8/26/2025

BUILDING

No comments received as of 9/18/2025.

PUBLIC WORKS

No comments received as of 9/18/2025.

HOUSING & REDEVELOPMENT

No comments received as of 9/18/2025.

LAKE COUNTY PUBLIC WORKS

No comments received as of 9/18/2025.

LAKE COUNTY SCHOOLS

The Dominion Apartments project was issued an Adequate Public Facilities (APF) letter, but **please be advised that this is not a school concurrency reservation.** This project is subject to school concurrency review. The applicant should contact the school district to work through this process. –Heather Crony, 8/26/2025

PUBLIC RESPONSES

Approval

Disapproval

2

No comment

Notice of Appearance filed:

PUBLIC COMMENTS (APPROVAL)

PUBLIC COMMENTS (APPROVAL WITH REQUESTED CONDITIONS)

PUBLIC COMMENTS (DISAPPROVAL)

1. Dear Members of Leesburg Planning and Zoning:

I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I represent the owners of Corley Island Mobile Home Park, a 55+ community just west of the proposed development.

The area adjacent to the proposed development is currently a quiet, age-restricted mobile home park. The introduction of a higher-density, multi-family residential complex would significantly alter the character of the neighborhood. Not only can we expect significant increases in traffic as this might add 400+ automobiles to the area, but we can also expect increased noise and light pollution that would be associated with a multi-family community. Our residents deserve a quiet and restful quality of life

The residents of Corley Island currently enjoy a safe and quiet environment. It is likely that a development of this size will also see an increase in crime in the area. Our elderly population is vulnerable and deserves to feel safe in their neighborhood.

When Lake Denham Estates was developed, there were significant consequences for some of our residents. Many homes were damaged by the drainage and runoff created by the development. I'm sure that this development will also generate difficulties for our elderly residents that they should not need to address at this point in their lives.

I urge you to preserve the integrity and intent of our community and reject this proposed land use change. Thank you for your attention to our concerns.

Sincerely,

Carol W. Kropp, Managing Member

2. Dear Members of Leesburg Planning and Zoning:

I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I live in Corley Island mobile home community next to where this proposed development is to be built.

This is a 55+ community where we enjoy quiet, peaceful living. I am concerned that a new development of mixed age group will upset our peaceful living here.

It also would bring way more traffic on the road in front of our community. This would invite more crime in the area and cause many more accidents near us.

When the Lake Denham Estates were built behind our community it caused more noise and children came walking around. It also caused damage to property and houses here with water runoff.

We value our peaceful, safe and private community with no extra noise, no loose pets or children coming around.

Please help us preserve our simple lives and quiet community by not allowing this proposed zoning change.

Thank you for listening to my thoughts and concerns!!

Carol Gall

215 Royal Drive

Corley Island Resident

Leesburg, Florida 34748



Superintendent:
Diane S. Kornegay, M.Ed.

School Board Members:
District 1
Bill Mathias
District 2
Tyler Brandeburg
District 3
Marc Dodd
District 4
Mollie Cunningham
District 5
Stephanie Luke

201 West Burleigh Boulevard • Tavares • FL 32778-2496
(352) 253-6500 • Fax: (352) 253-6503 • www.lake.k12.fl.us

July 31, 2025

Mr. Logan Opsahl
Lowndes Law Firm
215 N. Eola Drive
Orlando, Florida 32801

RE: Dominion Apartments – City of Leesburg (Revised)
Adequate Public Facilities Determination (APF07-2025)
Alt Keys: 1293472, 1293464, 1293952, 2872675, 1293944, 3275209, approximately 19 acres

Dear Mr. Opsahl:

The School District has reviewed the above referenced development project information proposing 276 multi-family dwelling units on approximately 19 acres. The subject property is located north of Palm Drive, south of Kings Blvd., west of CR 25 and U.S. Hwy 27 in the Leesburg area.

The proposed development has the potential to generate approximately 74 students for the Lake County School system. Based on current school attendance zones, the schools impacted by the proposed residential project and their projected capacities are as follows:

- **Leesburg Elementary** **119% Capacity**
- **Oak Park Middle** **93% Capacity**
- **Leesburg High** **89% Capacity**

Currently, the district's Five-Year Capital Plan does include the conversion of Leesburg Elementary and Oak Park Middle schools into a new K8 school. The new K8 school is currently scheduled to be completed in 2030 and will provide capacity relief at the elementary level. The District is aware of the residential growth in this area and will continue to monitor the residential development to determine the need and timing of capacity relief projects in the future.

Please be advised that the information contained in this letter **does not** constitute school concurrency review. The capacities referenced above do not include current valid capacity reservations. Proportionate share mitigation may be required at time of school concurrency review.

Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Encl: Adequate Public Facilities Analysis Determination

"Equal Opportunity in Education and Employment"



Lake County Schools
Adequate Public Facilities Determination

REVIEWING AUTHORITY	Lake County Schools					
PROJECT NAME/CASE#	Dominium Apts / LCS APF07-2025					
ITEM DESCRIPTION	276 Multi-family units on +/- 19 acres					
LOCATION	North of Palm Drive, south of Kings Blvd., and west of CR25/US Hwy 27					
Alt Key Numbers	1293472, 1293464, 1293952, 2872675, 1293944, 3275209					
	SF-DU	MF-DU	MH-DU	SF Impacts	MF Impacts	MH Impacts
NEW DU IMPACT (units)					276	0
STUDENT GENERATION						
Elementary School	0.312	0.268	0.170	0	74	0
Middle School	0.140	0.145	0.087	0	40	0
High School	0.072	0.059	0.041	0	16	0
	0.100	0.064	0.042	0	18	0
*Students generated may differ from distribution percentages due to rounding						
CSA # 11						
	Enrollment 2024-2025	Permanent Capacity	Projected Capacity %	Student Enrollment w/ Impact	% of Perm. Capacity w/ Impact	Planned Capacity Project
Assigned Schools:						
Leesburg Elementary	844	741	114%	884	119%	Yes
Oak Park Middle	559	618	90%	575	93%	Yes
Leesburg High	1,728	1,963	88%	1,746	89%	No
Comments:	<p style="text-align: center;">Lake County School District Five-Year Plan, Fiscal Year 2024/2029</p> Sidewalks and pedestrian access were not reviewed. Already reserved capacity is not included in the % of permanent capacities.					
Please note that this is NOT a School Concurrency capacity reservation.						
*Permanent capacity does not include relocatables/portables.						
This review does not include already reserved capacities.						
Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept.				Issue Date:		7/31/2025R



**CITY OF LEESBURG PLANNING & ZONING DIVISION
RECOMMENDATIONS**

DATE: November 20, 2025
OWNER: Norhen Properties, Inc.
PETITIONER: Dominion, Inc
PROJECT: Dominion Apartments
REQUEST: Small-Scale Comprehensive Plan Amendment to General Commercial
CASE NO.: SSCP-25-1269

THE PLANNING & ZONING DEPARTMENT RECOMMENDS:

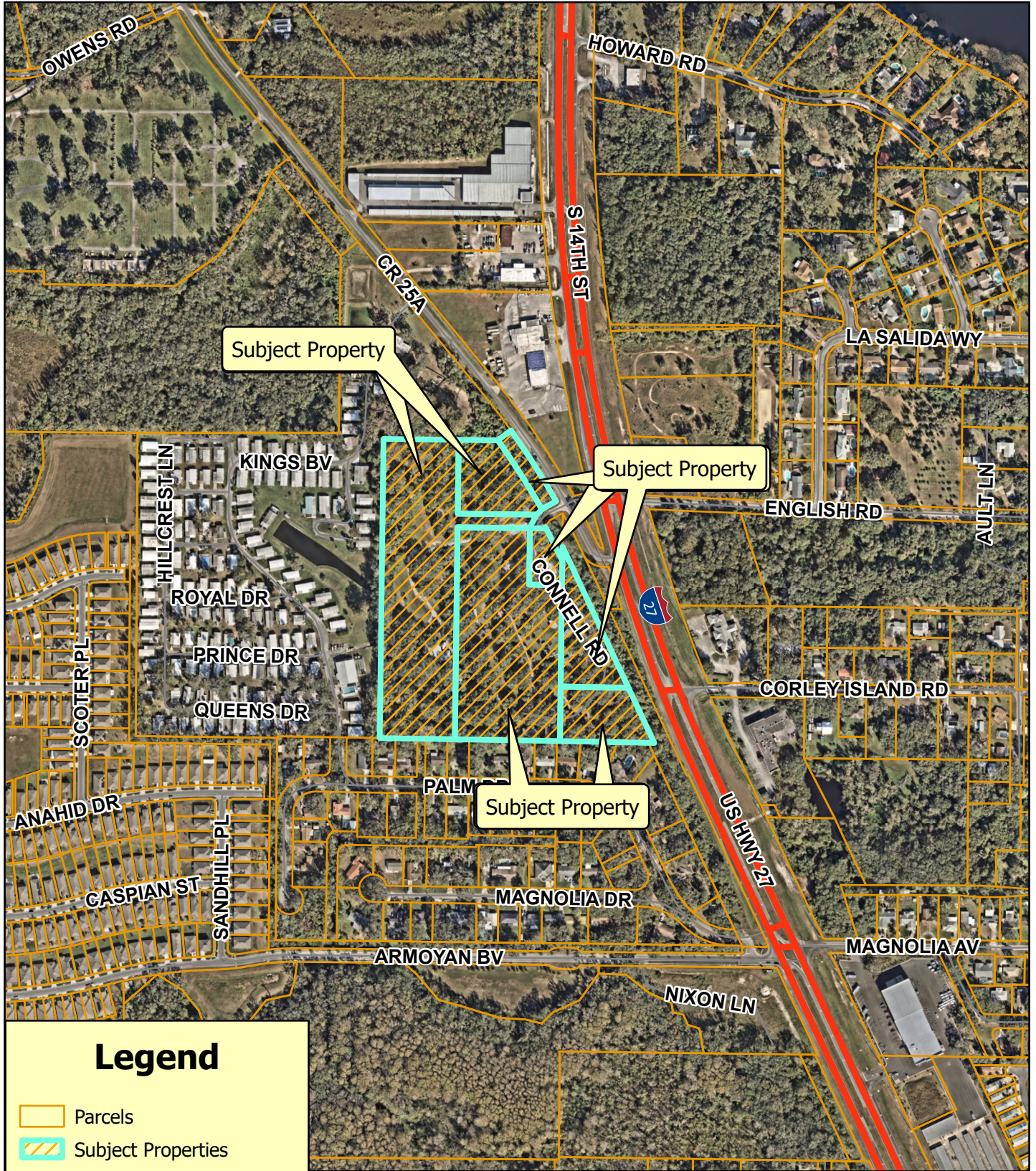
APPROVAL of the request for the following reason(s):

1. This project meets the requirements of Chapter 163.3187 Florida Statutes, for Small Scale Comprehensive Plan Amendments.
2. The proposed request is compatible with the adjacent Future Land Use designations of Lake County Urban Medium Density, Urban Low Density, City General Commercial, Neighborhood Mixed Use, Estate Residential, and Institutional.
3. The proposed request, as conditioned, is compatible with the proposed zoning of PUD (Planned Unit Development).
4. The proposed future land use designation for the site is consistent with the City's Growth Management Plan, Future Land Use Element, Goal I, Objective 1.4 and 1.6.

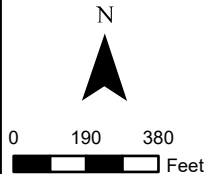
Action Requested:

1. Vote to **approve** the Small Scale Comprehensive Plan amendment from City General Commercial and Low Density Residential to City General Commercial, and forward the recommendation to the City Commission for consideration.

Extended Aerial



**Planning
& Zoning
Division**

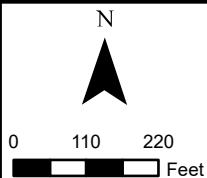


Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Aerial

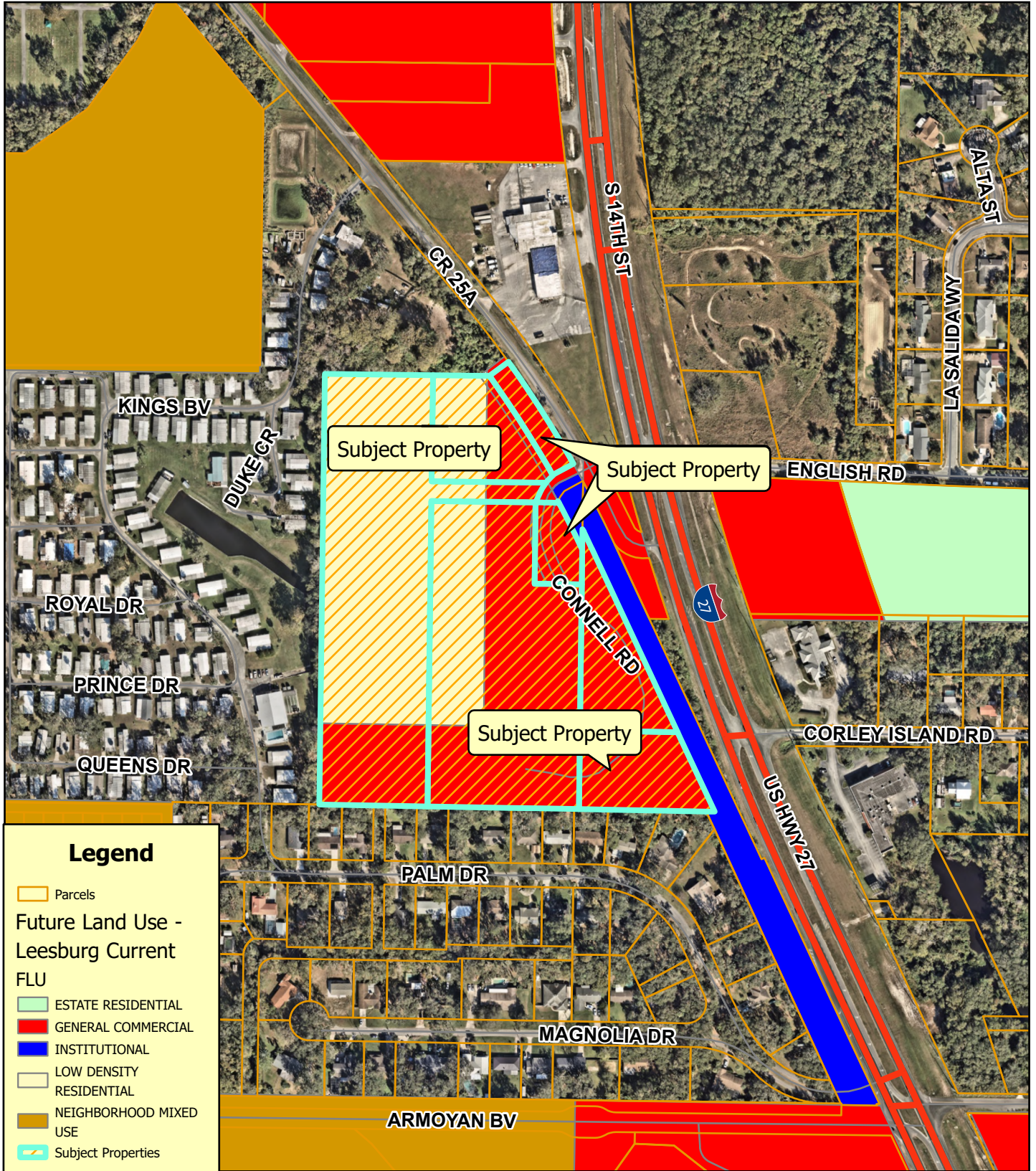


**Planning
& Zoning
Division**










Dominium Apartments
SSCP-25-1269; PUD-25-1270
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Section 2 Township 20 South, Range 24 East
August 15, 2025

Future Land Use

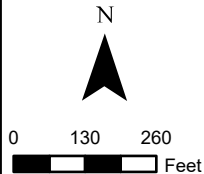


Legend

-  Parcels
- Future Land Use - Leesburg Current FLU
-  ESTATE RESIDENTIAL
-  GENERAL COMMERCIAL
-  INSTITUTIONAL
-  LOW DENSITY RESIDENTIAL
-  NEIGHBORHOOD MIXED USE
-  Subject Properties

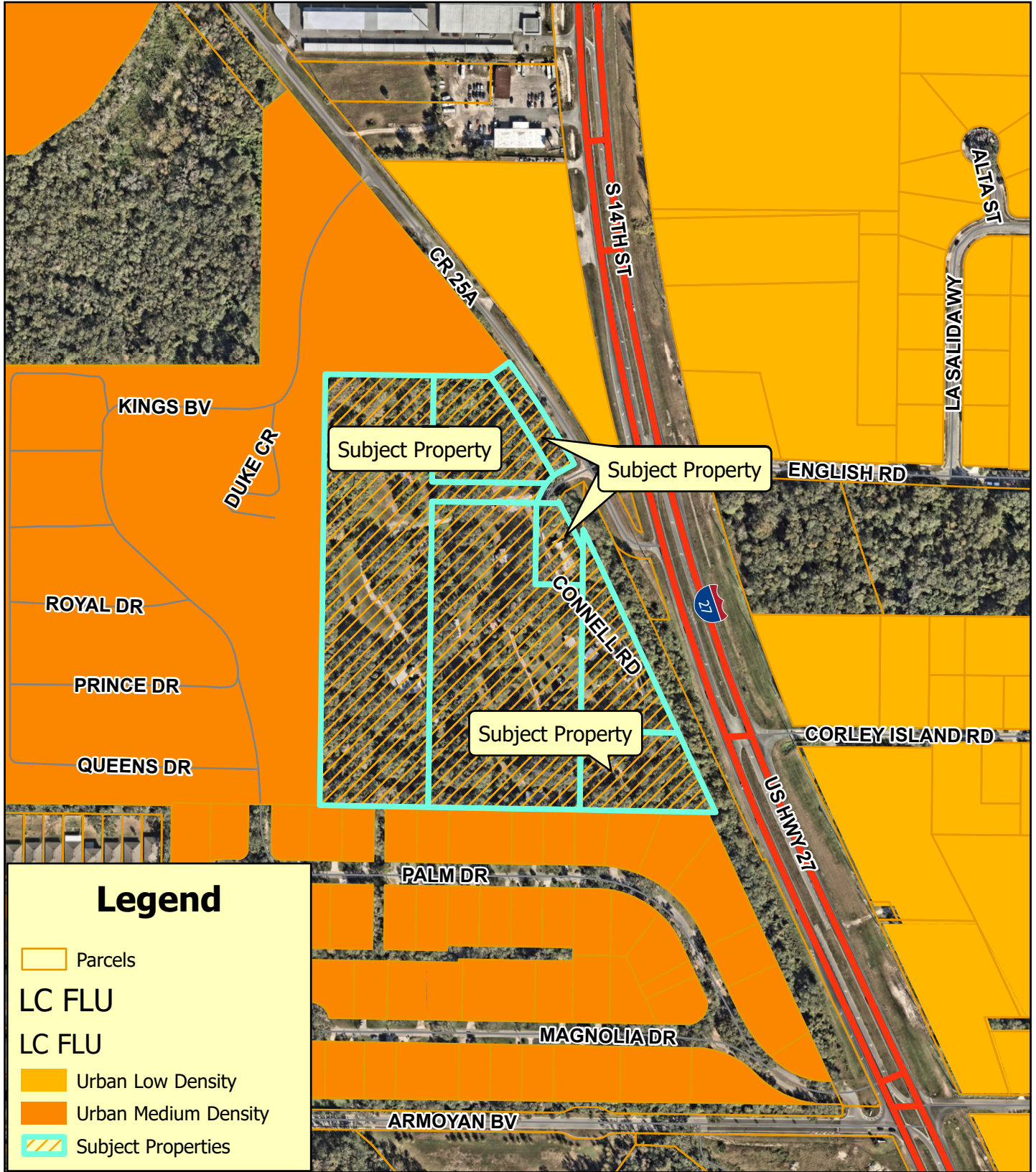


Planning & Zoning Division

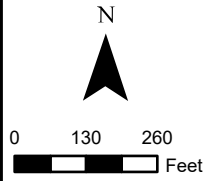


Dominium Apartments
 SSCP-25-1269; PUD-25-1270
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 August 15, 2025

Lake County Future Land Use



Planning & Zoning Division

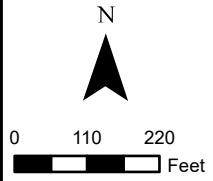


Dominium Apartments
 SSCP-25-1269; PUD-25-1270
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 Section 2 Township 20 South, Range 24 East
 August 15, 2025

Proposed Future Land Use

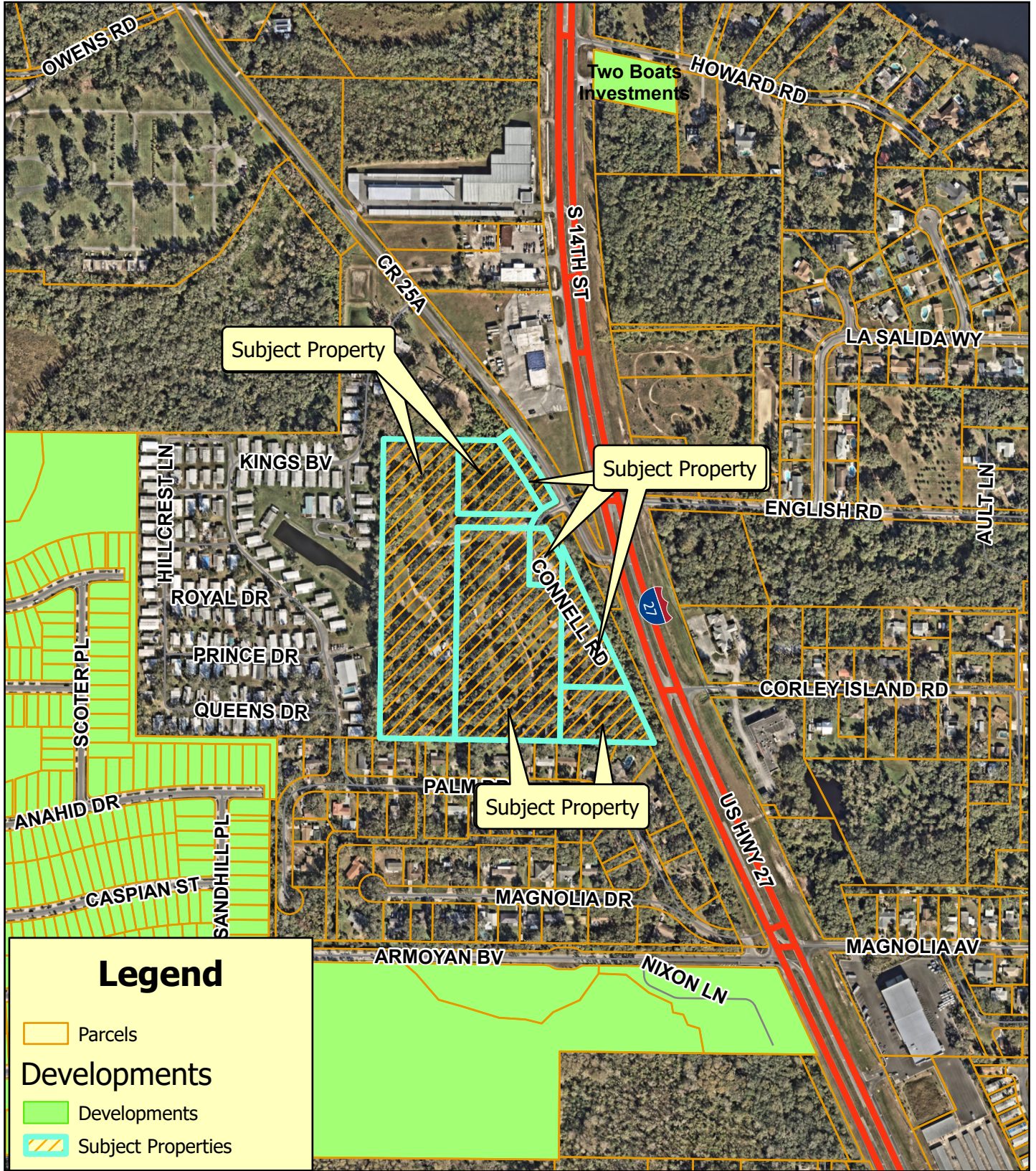


Planning & Zoning Division

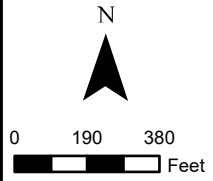


Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Developments

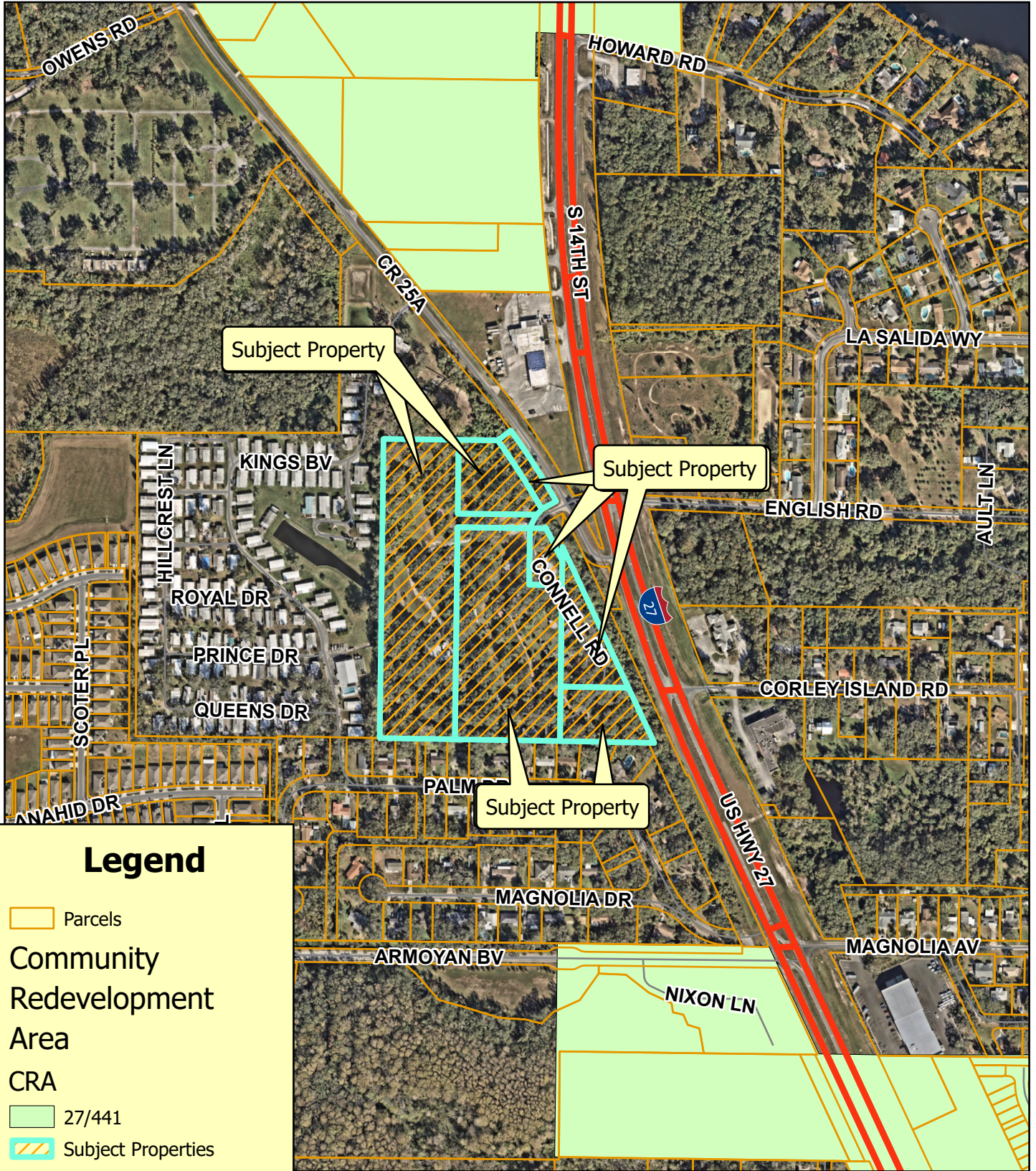


Planning & Zoning Division






Dominium Apartments
 SSCP-25-1269; PUD-25-1270
 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
 August 15, 2025

Community Redevelopment Area

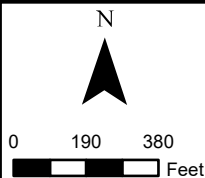


Legend

-  Parcels
- Community Redevelopment Area**
- CRA**
-  27/441
-  Subject Properties

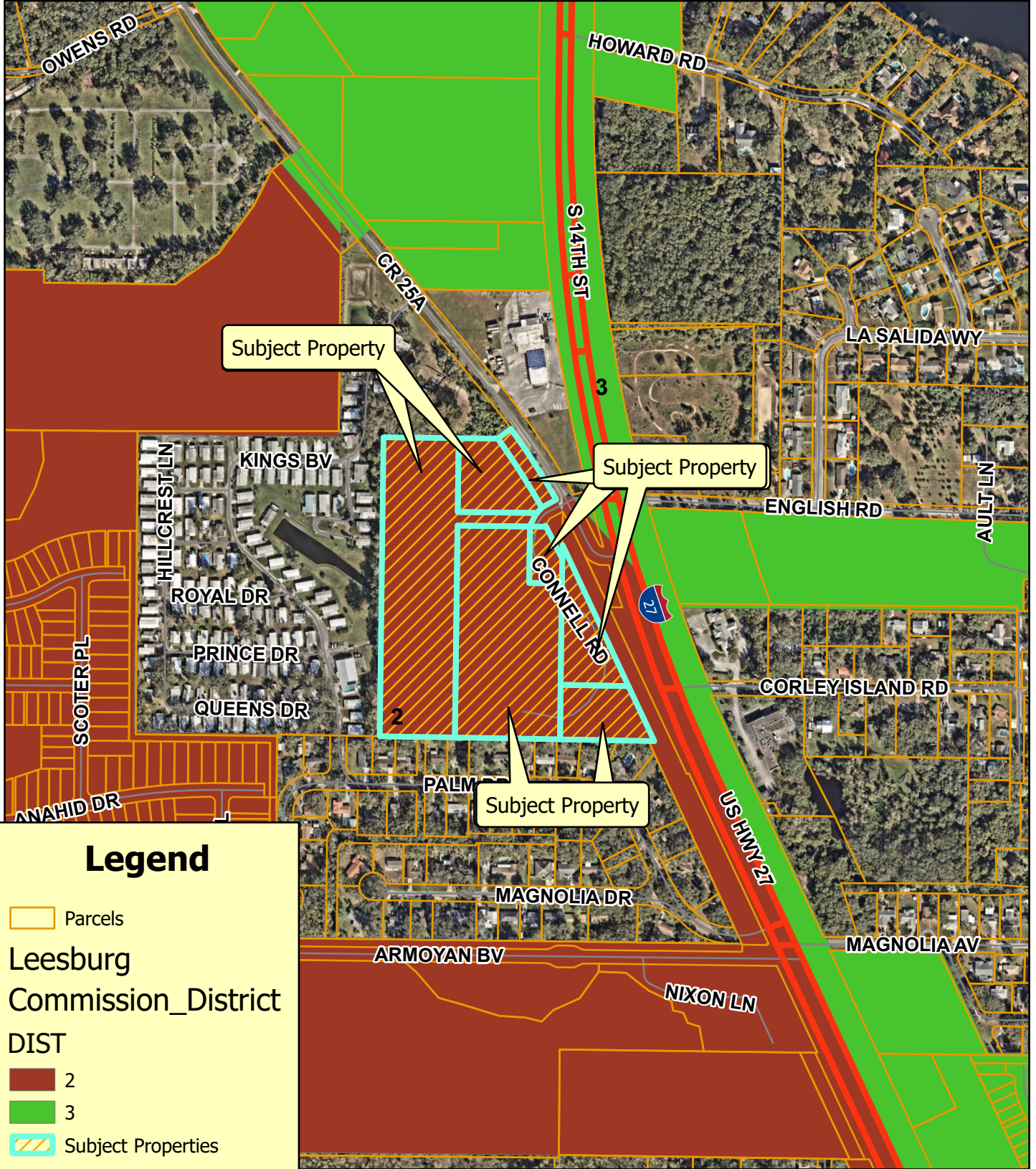


Planning & Zoning Division



Dominium Apartments
 SSCP-25-1269; PUD-25-1270
 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
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Commission District

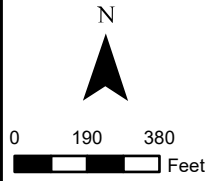


Legend

- Parcels
- Leesburg Commission_District
- DIST
- 2
- 3
- Subject Properties



Planning & Zoning Division



Dominium Apartments
 SSCP-25-1269; PUD-25-1270
 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
 August 15, 2025



**AGENDA OF A REGULAR MEETING
LEESBURG PLANNING COMMISSION
THIRD FLOOR, CITY HALL, 501 WEST MEADOW STREET
THURSDAY, NOVEMBER 20, 2025 – 4:30 P.M.**

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

**APPROVAL OF THE OCTOBER 23, 2025 SUMMARY MINUTES OF THE
PLANNING COMMISSION**

OLD BUSINESS

NEW BUSINESS

**1) PUBLIC HEARING CASE # SSCP-25-1269 – DOMINIUM APARTMENTS –
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE FUTURE LAND USE DESIGNATION OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG GENERAL COMMERCIAL AND LOW DENSITY RESIDENTIAL TO CITY OF LEESBURG GENERAL COMMERCIAL FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments SSCP) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

**2) PUBLIC HEARING CASE # PUD-25-1270 – DOMINIUM APARTMENTS –
PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG

PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments PUD) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

3) **PUBLIC HEARING CASE # SPUD-25-704 – LEESBURG FLEX – SMALL PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 7.80 +/- ACRES FROM CITY OF LEESBURG C-3 (HIGHWAY COMMERCIAL) AND PUD (PLANNED UNIT DEVELOPMENT) TO A SPUD (SMALL PLANNED UNIT DEVELOPMENT), FOR A PROPERTY GENERALLY LOCATED NORTH OF COMMANDER ROAD AND EAST OF US HIGHWAY 27, AS LEGALLY DESCRIBED IN SECTION 11, TOWNSHIP 201 SOUTH, AND 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 15, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 26, 2026).**
(Leesburg Flex SPUD)

ANNOUNCEMENTS

DISCUSSION ITEMS

ADJOURNMENT

NOTICE: "F.S.S. 286.01 PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 352.728.9740, 48 HOURS IN ADVANCE OF THE MEETING.

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

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 6.A.2.

Meeting Date: January 12, 2026

From: Dan Miller, (Planning and Zoning Director), Max Vanallen, (Senior Planner)

Subject: An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 18.71 +/- acres from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow for 276 multifamily units for a property generally located west of U.S. Highway 27 and north of Palm Drive, lying in Section 2, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Dominium Apartments PUD)

Staff Recommendation:

Planning and Zoning Staff recommend approval of the request to rezone the subject property from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development) to allow multifamily uses. The Planning Commission recommended **denial**, by a vote of 4-2, of the proposed rezoning, citing concerns about traffic on County Road 25A and U.S. Highway 27, density, and the proposed 3-story buildings.

Analysis:

The project site is approximately 18.71 +/- acres, and is generally located west of U.S. Highway 27 and north of Palm Drive as shown on the attached maps. Currently, the property is developed with 14 residential buildings and several accessory structures. The proposed use is for 276 multi-family units, consisting of 10 three-story buildings. The existing land uses surrounding the property Office, Single Family, Vacant Government, Vacant Commercial, Vacant Institutional, Commercial, and Manufactured Home Park. City of Leesburg utilities are available nearby.

The Planning Commission held a public hearing on the application on November 20, 2025, and recommended denial, 4-2.

Procurement Analysis:

N/A

Options:

1. Approve the proposed rezoning to PUD (Planned Unit Development); or
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:

Future development on this site will create a positive fiscal impact on the City of Leesburg, in the form of impact and utility fees, plus ad valorem taxes.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING ON APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO ALLOW FOR 276 MULTIFAMILY UNITS FOR A PROPERTY GENERALLY LOCATED WEST OF U.S. HIGHWAY 27 AND NORTH OF PALM DRIVE, LYING IN SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (DOMINIUM APARTMENTS PUD)

BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that:

Section 1.

Based upon the petition of Logan Opsahl (Lowndes Law, o/b/o Dominion Inc., Petitioner) of the property hereinafter described, which petition has heretofore been approved by the City Commission of the City of Leesburg Florida, pursuant to the provisions of the Laws of Florida, the said property located in Lake County, Florida, is hereby rezoned from City of Leesburg PUD (Planned Unit Development) to City of Leesburg PUD (Planned Unit Development), to-wit:

**(Legal Description)
(See Exhibit A)**

Section 2.

This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED at the regular meeting of the City Commission of the City of Leesburg, Florida, held the 12th day of January 2026.

THE CITY OF LEESBURG, FLORIDA

Mayor

ATTEST:

City Clerk

PROPERTY DESCRIPTION

BEING A 18.527 ACRE (807,035 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST AND THE SE 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 3 TOWNSHIP 20 SOUTH, RANGE 24 EAST LAKE COUNTY, FLORIDA, BEING ALL OF CALLED PARCELS 1-5 AND PARCEL 7, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND IN THE SOUTHWEST LINE OF CALLED PARCEL A DESCRIBED IN AN INSTRUMENT TO THE CITY OF LEESBURG, FLORIDA RECORDED IN BOOK 1708, PAGE 522 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA, FOR THE NORTHEAST CORNER OF LOT 20 OF RAVENSWOOD PARK, A PLAT OF RECORD IN BOOK 17, PAGE 42 PLAT RECORDS LAKE COUNTY, FLORIDA, AND THE SOUTHEAST CORNER OF SAID PARCEL 2 AND OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINE OF SAID RAVENSWOOD PARK AND SAID PARCEL 2, PARCEL 3, AND PARCEL 7, THE FOLLOWING TWO (2) COURSES:

1. **NORTH 88°55'51" WEST**, A DISTANCE OF **314.91 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND
2. **NORTH 89°18'24" WEST**, A DISTANCE OF **660.02 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTH LINE OF LOT 10 OF SAID RAVENSWOOD PARK, FOR THE SOUTHERLY SOUTHEAST CORNER OF A TRACT DESCRIBED IN AN INSTRUMENT TO CORLEY ISLAND, LLC RECORDED IN BOOK 5398, PAGE 2096 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF SAID PARCEL 7 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT, FOR THE SOUTHWEST CORNER OF SAID CORLEY ISLAND TRACT BEARS SOUTH 89°18'24" EAST, A DISTANCE OF 900.16 FEET;

THENCE ALONG AND WITH THE COMMON LINES OF SAID CORLEY ISLAND TRACT AND SAID PARCEL 7, PARCEL 3, AND PARCEL 4, THE FOLLOWING THREE (3) COURSES:

1. **NORTH 00°12'08" WEST**, A DISTANCE OF **1106.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT,
2. **NORTH 89°58'50" EAST**, A DISTANCE OF **377.42 FEET** TO A 1/2" IROD ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND
3. **NORTH 52°39'04" EAST**, A DISTANCE OF **80.00 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE SOUTHEAST CORNER OF SAID CORLEY ISLAND TRACT AND THE NORTHEAST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT

Dominium Apartments

WIDE RIGHT-OF-WAY, BEARS SOUTH 79°17'01" EAST, A DISTANCE OF 262.75 FEET;

THENCE WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2904.80 FEET**, A DELTA OF 07°20'32", AN ARC LENGTH OF 372.23 FEET AND A CHORD BEARS **SOUTH 33°40'40" EAST**, A DISTANCE OF **371.98 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707" , FOR THE NORTH CORNER OF SAID PARCEL A AND THE WEST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 60°33'32" WEST, ALONG AND WITH THE SOUTHEAST LINE OF SAID PARCEL 4 AND THE NORTHWEST LINE OF SAID PARCEL A, A DISTANCE OF **80.02 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707", IN THE NORTHEAST LINE OF SAID PARCEL 7, FOR THE NORTHWEST CORNER OF SAID PARCEL A AND THE SOUTHWEST CORNER OF SAID PARCEL 4 AND A POINT OF NON-TANGENT CURVATURE OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PARCEL 7, PARCEL 3, PARCEL 5, PARCEL 1 AND PARCEL 2 AND SAID PARCEL A, THE FOLLOWING TWO (2) COURSES:

1. WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2824.80 FEET**, A DELTA OF 04°22'06", AN ARC LENGTH OF 215.36 FEET AND A CHORD BEARS **SOUTH 27°15'05" EAST**, A DISTANCE OF **215.31 FEET** TO A 1/2" IROD FOUND, FOR A POINT OF TANGENCY OF THE HEREIN DESCRIBED TRACT, AND
2. **SOUTH 25°06'49" EAST**, A DISTANCE OF **694.44 FEET** TO THE **POINT OF BEGINNING**, CONTAINING 807,035 SQUARE FEET OR 18.527 ACRES.

TOGETHER WITH

A **0.124 ACRE** (5.394 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, BEING A PORTION OF CALLED PARCEL 6, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD STAMPED "LB 707" FOUND IN THE NORTHEAST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE NORTHWEST CORNER OF SAID PORTION OF PARCEL 6 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT RIGHT-OF-WAY, BEARS NORTH 01°05'14" EAST, A DISTANCE OF 210.29 FEET;

THENCE SOUTH 86°47'39" EAST, ALONG AND WITH THE COMMON LINE OF SAID PORTION OF PARCEL 6, A DISTANCE OF **55.19 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST LINE OF US HIGHWAY 27, FOR A POINT OF NON-TANGENT CURVATURE TO THE LEFT AND THE NORTHEAST CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE WITH SAID NON-TANGENT CURVE TO THE **LEFT**, HAVING A RADIUS OF

Dominium Apartments

5809.60 FEET, A DELTA OF **02°00'32"**, AN ARC LENGTH OF **203.70 FEET** AND A CHORD BEARING AND DISTANCE OF **SOUTH 12°59'15" EAST, 203.69 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTHEAST LINE OF SAID C.R. 25A, FOR A POINT OF NON-TANGENT CURVATURE TO THE RIGHT THE SOUTH CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PORTION OF PARCEL 6 AND SAID C.R. 25A, THE FOLLOWING TWO (2) COURSES:

1. WITH SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF **34.00 FEET**, A DELTA OF **28°11'24"**, AN ARC LENGTH OF **16.73 FEET**, AND A CHORD BEARING AND DISTANCE OF **NORTH 37°47'04" WEST, 16.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR A POINT OF REVERSE CURVATURE.
2. WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2970.80 FEET, A DELTA OF 04°02'07", AN ARC LENGTH OF 209.22 FEET, AND A CHOR BEARING AND DISTANCE OF NORTH 25°42'24" WEST, 209.18 FEET TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET TO THE **POINT OF BEGINNING**, CONTAINING 5,394 SQUARE FEET OR 0.124 ACRES.

**DOMINIUM APARTMENTS PLANNED DEVELOPMENT
PUD (PLANNED UNIT DEVELOPMENT AGREEMENT)**

November 24, 2025

These Planned Unit Development Conditions for a PUD (Planned Unit Development) zoning district are granted by the City of Leesburg, Lake County, Florida to **Dominium, Inc., 401 E. Jackson St., Ste. 3300, Tampa, FL 33602 (Logan J. Opsahl, Esq., Lowndes Law, 215 N Eola Dr, Orlando, FL 32801 - Agent)** for the purposes described herein, and subject to the terms and conditions as set forth in this document, pursuant to authority contained in Chapter 25 “Zoning”, Section 25-278 “Planned Unit Development” of the City of Leesburg Code of Ordinances, as amended.

BACKGROUND

The "Permittee" is requesting a Planned Unit Development (PUD) zoning district to allow future construction of a proposed multi-family residential development consisting of approximately 18.71 acres, containing a maximum of 276 multi-family residential units, generally located west of US Highway 27 and north of Palm Drive., on a site within the City of Leesburg in accordance with their PUD application and supplemental information.

PURPOSE

The purpose of this document is to provide appropriate zoning standards for a high-quality built environment through the application of flexible and diversified land development requirements, which shall be implemented in conjunction with a master site development plan and the City of Leesburg Code of Ordinances, therefore allowing for more efficient and optimal use of the subject property, and to increase the overall economic opportunity and employment base of Leesburg, Florida.

CONDITIONS

The following conditions shall apply to the development proposed herein. If any instance where the conditions of this document may conflict with the City of Leesburg Code of Ordinances, this document shall prevail as the determining requirement.

1. PERMISSION

Permission is hereby granted to **Dominium, Inc., 401 E. Jackson St., Ste. 3300, Tampa, FL 33602 (Logan J. Opsahl, Esq., Lowndes Law, 215 N Eola Dr, Orlando, FL 32801 - Agent)** to construct, operate, and maintain a Planned Unit Development in and on real property in the City of Leesburg, in accordance with the requirements set forth herein. The property is more particularly described below.

2. LEGAL DESCRIPTION

See attached Exhibit B, Legal Description.

3. LAND USE

The above-described property, containing approximately 18.71 acres, shall be used for residential multi-family development, pursuant to City of Leesburg development codes and standards, and shall occupy the areas shown on Exhibit C, Conceptual Development Plan, subject to the conditions of this document.

A. Permitted Uses – Residential

1. Multi-family dwellings.
2. Accessory structures for residential uses.
3. Accessory retail within a recreation center or clubhouse, intended for the primary use of residents, such as a snack bar.
4. Temporary modular sales center and construction offices (during construction and sales of new units) not to exceed one year, and construction office not to exceed three years from the approval of the final plat of the final phase for the subdivision. Model homes may be used as sales centers during the duration of the project.

B. Prohibited Uses

1. Commercial uses
2. Industrial uses
3. Auto sales/dealership
4. Tattoo Parlors
5. Check cashing stores
6. Adult uses
7. Internet Café uses
8. Second hand (thrift) stores
9. Consignment shops
10. Pawn shops
11. Smoke shops
12. Junk or scrap collection/distribution
13. Recycling facility
14. All other uses not specifically permitted within these conditions under Permitted Uses above shall be prohibited.

4. RESIDENTIAL DEVELOPMENT STANDARDS

A. General standards

1. The project shall contain a maximum 276 multi-family residential units, at a gross density not to exceed 14.75 units per acre, on the total 18.71 +/- acre site, as shown on Exhibit C, Conceptual Development Plan.
2. Residential development shall be substantially consistent with Exhibit C, Conceptual Development Plan, and as listed below.
3. As part of the site plan approval process, city staff shall review final site design standards in accordance with the approved PUD (Planned Unit Development) zoning conditions set forth herein
4. The minimum development standards shall be those required for the R-3 (High Density Residential) district except as amended by this agreement.
5. Maximum impervious surface for the multi-family development shall be 65%.

6. The development may consist of a combination of two, three-, or four-bedroom units. Each dwelling unit shall meet the following size requirements:
 - a. Two-bedroom units shall not be less than 800 square feet.
 - b. Three-bedroom units shall not be less than 1,000 square feet.
 - c. Four-bedroom units shall not be less than 1,300 square feet.
 - d. The maximum height shall be three (3) stories, or 45 feet, excepting architectural features which may extend up to 10' above the maximum height.
- B. Setbacks, impervious surface & distance between structures (residential)
1. Setbacks
 - a. North - 30 feet
 - b. South - 30 feet
 - c. East - 30 feet (front setback along U.S. Highway 27)
 - d. West -30 feet
 2. Impervious surface
 - a. Maximum impervious surface for the residential area shall be 65%. Swimming pools shall not count toward the impervious surface calculation.
 3. Distance between structures
 - a. Multi-family buildings shall be a minimum of twenty (20) feet, as measured from building wall to building wall.
 4. Accessory structures
 - a. Shall have a minimum rear and side setback of five (5) feet and single accessory structures that are not attached to the principal structure shall not occupy more than thirty (30) percent of the required yard.
- C. Architecture (residential)
1. The external architecture of the buildings at a minimum shall incorporate the same design elements of the elevation submitted as Exhibit D, Conceptual Elevations. Variations with similar characteristics may be approved by the Planning & Zoning Director.
 2. All primary and accessory use structures for multi-family development shall be required to meet the conditions of the City of Leesburg Architectural Standards of Section 25-360, (Ordinance 16-35), as amended.
 3. With the exception of building height and setbacks, spatial requirements set forth herein for non-residential structures shall be deemed satisfied provided as-built measurements do not deviate from such requirement by more than five (5) percent.
 4. The Permittee shall utilize “Dark Sky” lighting principles when selecting lighting fixtures for all street lighting. Such lighting shall achieve the overall effect of containing and shielding excessive light pollution from adjacent properties. Appropriate designs are shown on as Exhibit E, attached hereto.
 5. Other similar design variations meeting the intent of this section may be approved by the Planning and Zoning Director or designee.

6. Architectural facades shall be submitted to staff to review for consistency with the conditions of this PUD agreement.

6. PARKING

A. General

1. The permittee shall have off-street parking spaces within all areas of the property per an approved site plan pursuant to the City of Leesburg Code of Ordinances.
2. The location and design of the proposed parking areas will be reviewed during the site plan review process to provide for adequate parking, which may limit the permitted uses of the site.
3. All residential areas shall provide parking distributed throughout the residential areas, as shown on Exhibit C, Conceptual Development Plan. Minimum parking standards of the City of Leesburg Code of Ordinances shall apply.

7. OPEN SPACE, LANDSCAPING & BUFFER REQUIREMENTS

- A. A minimum of 35% open space shall be provided throughout the development. Open space may contain buffers, wetlands, retention, and recreation areas.
- B. A master landscape plan shall be submitted for review by City staff for all landscaping, buffer and boundary areas, parking lots, access roads, entry ways and new construction. This plan shall be reviewed for consistency with this PUD document and the Conceptual Site Plan (Exhibit C) and City of Leesburg landscape code requirements.
- C. All landscaped areas shall be designed to meet Section 25-337, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.
- D. A minimum twenty-five (25) foot buffer tract with plantings, or opaque undisturbed buffer, as shown in Figure A below, shall be provided along the entire boundary of the property, and shall be constructed simultaneously with each phase of development. Prior to commencement of land clearing activities, two rows of silt fence shall be provided, one at property boundary and one at the edge of the 25-foot buffer interior to the property. Such buffers shall not be cleared or otherwise encroached as part of development or construction. Such buffers shall be common areas, and shall be maintained by an entity such as a Property Management entity.
- E. A four (4) foot tall earthen berm shall be constructed along the residential portion of the development's eastern boundary adjacent to U.S. Highway 27, or CR 25A, as appropriate, which is supplemented with plantings on top of the berm to provide a visual and noise buffer to the roadway. This buffer shall be constructed within the 25-foot buffer required elsewhere herein, and shall contain landscaping as meeting the City of Leesburg landscape code requirements. This berm may be substituted for existing opaque foliage, with approval from the Planning and Zoning Director.

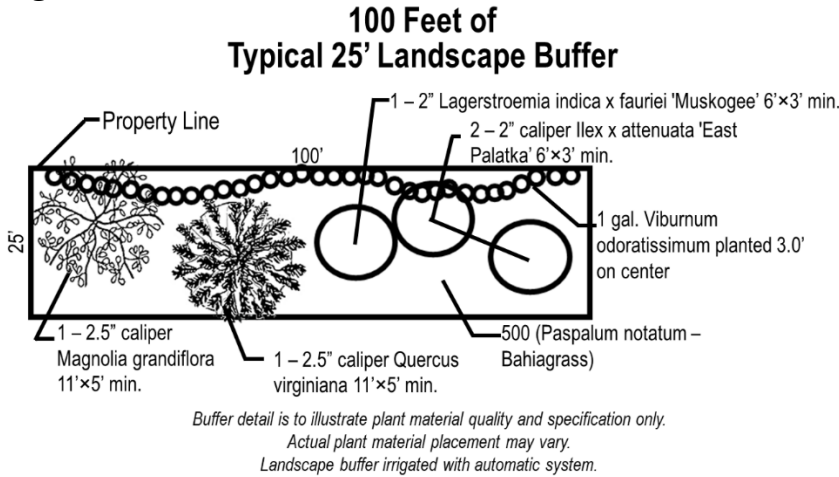
- F. A minimum four (4) foot split rail, or aluminum rail, fence consisting of vinyl, aluminum, or wood construction, such as shown in Exhibit F, Conceptual Fence Examples, shall be constructed on top of the four (4) foot tall earthen berm along U.S. Highway 27. A five (5) foot planted landscape buffer on the north and south sides of the fence shall be required. The fencing requirements shall substantially comply with the fence examples shown in Exhibit F, Conceptual Fence Examples.
- G. An opaque six (6) foot fence consisting of vinyl, or wood construction, such as shown in Exhibit F, Conceptual Fence Examples, shall be constructed on around the boundary of the development wherever the development abuts residential uses. A five (5) foot planted landscape buffer on the north and south sides of the fence shall be required. The fencing requirements shall substantially comply with the opaque fence examples shown in Exhibit F, Conceptual Fence Examples. The fence may be substituted for a natural opaque buffer, consisting of plantings and foliage of comparable height and opacity, which may include existing vegetation.
- H. Fencing and/or foliage shall be constructed simultaneously with each phase of development for each required type and location, adjacent to the phase of development, per the PUD Conditions and subsequent Phasing Plan.
- I. Variations to the fencing and buffering requirements of this document may be approved by the Planning and Zoning Director or designee, to the extent that the overall intent of this PUD is maintained.
- J. All fences and buffers shall be maintained by the residential Property Management entity.
- K. Land uses allowed within the upland buffers are limited to hiking trails, walkways, passive recreation activities and stormwater facilities as permitted by St. Johns River Water Management District.
- L. Unless noted otherwise herein, all landscaping and buffering shall be in accordance with regulations contained within the City of Leesburg Code of Ordinances, Section 25-329, and at a minimum shall contain the following plantings as noted in Figures A and B below.

Figure A

Canopy Trees (per 100 l.f.)	2 per 100 linear ft
Tree CAL/Height	2" cal, 12' overall height
Optional Ornamental Trees (per 100 l.f.)	3 per 100 linear ft
Tree CAL/Height	2" cal, 7' overall height
Shrub Screen (per 100 l.f.)	
Square Ft. of Shrubs	(33) 3 gal plants, 18"—24" minimum at installation (depending on species); hedges to be 36"—42" high by thirty-

	six (36) inches wide hedge or continuous landscape screen with a ninety (90) percent opacity within one (1) year of planting
Container size	3 gal

Figure B



- M. All new residential construction shall comply with Section 25-329 *Landscape Buffer Requirements*, City of Leesburg Code of Ordinances, for landscaping around building areas, including a five (5) foot landscape buffer around each building perimeter area facing the entrance and sides. All new structures shall extend the required landscape perimeter area to include all sides visible to the general public. Rear side of each building shall be exempt from landscaping where the rear of the building is not visible to the general public using the building.
- N. All buffers along the exterior property lines shall be distinct, and owned and maintained by a Property Owners, Homeowners Association, or Property Management Company.
- O. Nothing herein shall be construed to prevent the developer/or property owners from increasing buffer widths and/or plantings.
- P. Variations to the landscape and buffering requirements of this document may be approved by the Planning and Zoning Director or designee, to the extent that the overall intent of the PUD and the Landscaping Code are maintained, including consideration of any existing fencing on adjacent properties and existing natural vegetative buffers. Use of the University of Florida IFAS (Institute of Food and Agricultural Sciences) approved standards for “Florida Friendly Landscaping” will also be acceptable.
- Q. The surveying of trees on the property shall be conducted as follows:

1. All specimen, heritage and historic trees shall be surveyed. Staff will review the tree survey and such trees shall be saved where possible during the site plan review process. This may include amending the site plan to save specimen, heritage and historic trees.
2. Site areas that are to preserve existing trees do not need to be included in the survey unless the trees are to be used in preservation/replacement requirements.
3. The tree survey shall be completed by a licensed surveyor or arborist.

8. SITE ACCESS

- A. The project shall have a minimum of one (1) primary access point on U.S. Highway 27, and one (1) emergency access point, which may include driveway(s) off of Connell Road or County Road 25A, subject to FDOT and/or Lake County and City of Leesburg approval. The primary entrance shall be constructed in a “boulevard style” (divided roadway with landscaped minimum eight-foot (8) wide median throughout). The boulevard access points shall be constructed in the style shown in Exhibit G, Divided Boulevard Example and Plantings.
- B. All access points shall be designed to allow emergency access vehicles room to maneuver and have appropriate traffic flow. Each entrance shall be reviewed and adjusted by staff as needed at the Site Plan and Construction Plan review.
 1. Offsite road improvements on existing roads adjacent to the property may be required based on finalized access locations. Such improvements may include, but are not limited to, left and right turn lanes, right-of-way dedication, and pavement rehabilitation. Any proposed offsite road improvements must be reviewed by Lake County Public Works.
 2. Prior to completion of the subdivision design plans, the developer shall work with the Lake County Department of Public Works to ensure all appropriate required roadway and access improvements for the development are made part of the plans submitted to the City of Leesburg.
 3. The Master Development Plan, and the access points proposed thereon, are considered conceptual until the appropriate engineering and site plan reviews, along with any required upgrades are completed for the project.
- C. All access points shall be reviewed, as legally prescribed by Lake County Public Works, and/or FDOT as applicable, and shown on the Conceptual Development Plan (Exhibit C), as amended. All access points are conceptual and may be amended by staff, subject to site constraints or requirements. Actual location and design of all roads shall be determined during the site plan review process and shall include consideration of, and connection to, sidewalks, recreation paths, etc. All other access shall be reviewed for necessity and requirements through Lake County and the City of Leesburg development and permitting processes. Any additional access points shall be subject to site plan application review process.
- D. All access points are subject to review by the appropriate permitting agency, including FDOT, Lake-Sumter Metropolitan Planning Organization, Lake County and the City of Leesburg as applicable. The developer shall be responsible for on and offsite

improvements required as a result of any access points. The developer shall be responsible for all on and offsite improvements required as a result of any access points.

9. SIGNAGE

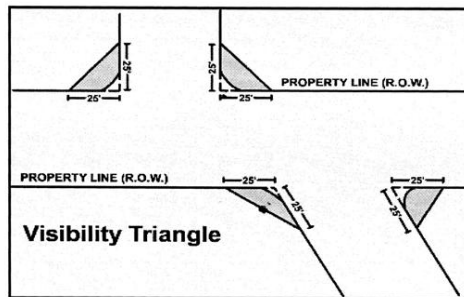
A. External Monument Signs

1. Each entrance for the development shall be allowed monument style signage located along the roadway frontage. with fully enclosed bases and supports. and shall be allowed as follows:
 - (i) The residential access point may provide a decorative entry feature to include a concrete, brick or stucco wall at least five (5) feet in height on each side of the entryway. This may be used for signage per City of Leesburg Code of Ordinances, as amended.

B. Wayfinding Signs

1. Wayfinding signs shall be located internal to the development, and shall be allowed as follows:
 - (i) Max overall height: 4 feet
 - (ii) Max sign area: 6 square feet per side (2 sides)
 - (iii) Location minimum 5 feet behind right of way and outside of the visibility triangle, as shown in in Section 9, Figure 1.

Figure 1 – Visibility Triangle



C. Wall signs

1. Wall signs shall be permitted per City of Leesburg Code of Ordinances, as amended.
2. Any signage proposed by the Applicant not addressed herein, shall be pursuant to the City of Leesburg Code of Ordinances, as amended.

D. Alternative designs for signage may be approved by the Planning and Zoning Director or designee, where the architectural style would be in keeping with the intent of these sign regulations.

E. All signs shall be submitted as a sign package to be reviewed as a separate permit.

10. TRANSPORTATION IMPROVEMENTS

- A. Any transportation improvements or rights-of-way that may be required shall be based on projected needs and shall be contingent upon site plan approval by City staff during the development review and permitting process. The plan review process shall include consideration of required sidewalks, recreation paths etc.
- B. A traffic/transportation study/analysis shall be submitted for review and determination of any necessary access improvements, including any on- or off-site improvements legally required by the Florida Department of Transportation, Lake County, the Lake-Sumter MPO or the City of Leesburg. Said improvements will be the responsibility of the Permittee.
- C. The Permittee shall provide necessary traffic improvements within and adjacent to the development which are legally required by Lake County, the Lake-Sumter MPO and City of Leesburg.
- D. All paved areas within the development shall be designed and constructed to meet the City of Leesburg requirements.
- E. The Permittee shall be responsible for obtaining all necessary legally required Lake County permits and a copy of all permits shall be provided to the City of Leesburg.
- F. The City of Leesburg shall not be responsible for the construction of any roads or transportation improvements.
- G. All roads within the development shall be constructed to meet the City of Leesburg's standards, ARTICLE VII – TECHNICAL STANDARDS, as amended.
 - 1. Should the Permittee (or designee) desire to dedicate the proposed project's internal road system to the City of Leesburg; the Permittee shall demonstrate to the satisfaction of the City of Leesburg that the road system is in suitable condition and meets all City of Leesburg road design requirements.
 - 2. Should the Permittee (or designee) choose to retain the roadways, the Permittee shall establish an appropriate legal entity that shall accept responsibility to pay the cost and perform all services required to maintain the roads and transportation improvements to City of Leesburg codes and standards, as amended. A Property Owners, Homeowners Association, or Property Management Company, or other such legal entity will be considered acceptable.
- H. Sidewalks shall be provided on interior of the entrance road(s) and internal roads, and shall provide cross connections to all recreation and residential areas. Internal road rights-of-ways shall contain sidewalks as determined by the Development Review Committee. All sidewalks shall be constructed in accordance with City of Leesburg Codes.
- I. The terms and requirements of this section shall not be interpreted to preclude or interfere with the creation, provision, extension or development of future rights of

way, easements, access points and/or roadways designed for the purposes of increasing access and egress to the property.

J. Internal Circulation

1. Drives and accesses shall be constructed within the interior of the development such that continuous vehicular access is available among and between all structures within the development.

K. Bus Stop

1. Because the proposed development lies along and near major transportation routes, a covered bus stop, located such that it meets the approval standards, codes and requirements of the City of Leesburg, Lake County and Lake-Sumter MPO, shall be provided by the developer if requested by the Lake-Sumter MPO or Lake County during the site plan review process.
2. If required by the Lake-Sumter MPO or Lake County, the bus stop shall be constructed prior to certificate of occupancy for the first building on the site.

11. UTILITIES

A. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Water, wastewater and natural gas services will be provided by the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

1. A detailed site plan that indicates all the provisions for electric, water, sewer, and/or natural gas in accordance with the City of Leesburg Land Development Codes and the Development Site Plan review process.

C. Developer shall bear all responsibility, financial and otherwise, for the construction and installation of all utility infrastructure and other improvements related to the use and development of the property, including such off-site improvements required by the City and all other appropriate government agencies. All such requirements shall be constructed to the applicable specifications imposed by the ordinances and regulations of the City in effect at the time of construction.

D. The City of Leesburg intends to service the property with water and wastewater services at this time. At the time of connection, all regulations in place at the time of the request shall be required, including but not limited to impact fees, connection and utility service deposit charges. The cost of supplying water and wastewater lines and other necessary infrastructure such as lift stations to the development shall be the responsibility of the applicant.

12. STORMWATER/DRAINAGE MANAGEMENT

A. All drainage shall be designed and constructed in a manner to meet all State of Florida and City of Leesburg codes, including the requirement that all stormwater runoff is contained within the boundaries of the properties, and does not create a detriment to surrounding properties. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

- (i) A detailed site plan that demonstrates no direct discharge of stormwater runoff generated by the development into any wetlands or onto adjacent properties.
 - (ii) A stormwater management system designed and implemented to meet all applicable St. Johns River Water Management District and City of Leesburg requirements.
 - (iii) A responsible legal entity for the maintenance of the stormwater management system prior to the approval of Certificates of Occupancy. A Property Management entity is an acceptable maintenance entity.
 - 1. Such a maintenance entity shall own and maintain all ponds, swales, drains, and other such stormwater management systems, as applicable.
 - 2. All ponds, swales, drains, and other such stormwater management systems, shall be maintained in a manner as to maintain the original function of such a feature.
 - (iv) The existing 100-year flood plain on the property shall be shown on all plans and lots.
 - (v) The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100-year flood plain is altered and /or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.
 - (vi) A copy of the Management and Storage of Surface Waters permit obtained from St. Johns River Water Management District shall be provided to the City during the site plan review process.
- B. Should the Permittee desire to dedicate the proposed project's stormwater management system to the City of Leesburg; the City, at its discretion, may accept or not accept the stormwater management system.
- 1. Prior to acceptance, the Permittee shall demonstrate to the City the stormwater management system is in a suitable condition and meets City of Leesburg and St. Johns River Water Management District requirements.
 - 2. As a condition of accepting the system the City may create a special taxing district or make other lawful provisions to assess the cost of maintenance of the system to the residents of the project.
- C. All wet stormwater ponds greater than 0.25 acres in size shall have a minimum of one (1) functioning fountain/aerator for the purpose of aesthetic and public health considerations. Such fountains/aerators shall be owned and maintained by the Property Management entity required elsewhere herein.

13. WETLANDS, FLOOD ZONES & WILDLIFE

- A. All wetlands on the project site shall be identified by a jurisdictional wetland boundary line, and the location and extent of each wetland shall be determined by the Department of Environmental Protection, St. Johns River Water Management District and/or U.S. Army Corp of Engineers. Each wetland shall be placed on a suitable map, signed and sealed by a surveyor registered to practice in Florida and shall be submitted as part of the site plan application process.
- B. To the extent practicable, wetlands shall be placed in a conservation easement, which shall run in favor of, and be enforceable by, the St. Johns River Water Management District or another legal entity such as a Property Management entity. The conservation easement shall require that the wetlands be maintained in their natural and unaltered state. Wetlands shall not be included as a part of any platted lot, other than a lot platted as a common area, which shall be dedicated to the St. Johns River Water Management District, or another legal entity such as Property Owners, Homeowners Association, or Property Management Company for ownership and maintenance.
- C. Buildings or structures shall be a minimum of 50 feet from any wetland jurisdiction boundary, or as determined under review by the appropriate review agency, i.e. City of Leesburg, St. Johns River Water Management District.
- D. Wetlands shall have an average upland buffer of 25 feet, with a minimum of 15 feet, or the upland buffer established by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive. All upland buffers shall be naturally vegetated and upland buffers that are devoid of natural vegetation shall be re-planted with native vegetation or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers.
- E. Land uses allowed within the upland buffers for wetlands are limited to stormwater facilities as permitted by St. Johns River Water Management District.
- F. If wetland alteration is permitted by St. Johns River Water Management District and/or U.S. Army Corp of Engineers, wetland mitigation shall be required in accordance with permit approvals from St. Johns River Water Management District or U.S. Army Corp of Engineers, whichever is more restrictive.
- G. A wildlife management plan for the project site shall be prepared based on the results of an environmental assessment of the site and any environmental permit required from applicable governmental agencies. The wildlife management plan shall be submitted to the City as part of the site plan application process.
- H. A map indicating the location of the 100-year flood plain.
- I. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the

100-year flood plain is altered and/or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.

- J. Through the Site Plan Review process, the developer shall coordinate with the City of Leesburg, Lake County and all impacted government agencies regarding elevation determinations, compensatory storage and overall design of the subdivision within and near flood hazard boundary areas, to ensure compliance with all regulations.

14. IRRIGATION & WATER USE

- A. All landscaped areas shall be irrigated and designed to meet Section 25-337, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.
- B. The use of St. Augustine grass, or other varieties of grass which require significant amounts of water are prohibited. The use of Bahia, Bermuda, Zoysia or other grasses which are more drought tolerant are permitted.
- C. For purposes of water conservation, all irrigated areas shall meet the requirements of section 25-337(c)(4), as amended, City of Leesburg Code of Ordinances.

15. RECREATIONAL REQUIREMENTS

- A. Recreational development provided on the site shall include active and passive uses, as well as enclosed or unenclosed recreational space, devoted to the joint use of the residents, as seen on the attached Conceptual Development Plan, Exhibit C.
- B. Recreational requirements shall include a minimum of one (1) active recreation areas, at a minimum of 1.3 total acres provided, as shown in Exhibit C, Conceptual Development Plan. The location of the site(s) may vary based on final design. The uses in these primary active recreation areas shall consist of:
 - 1) An amenity building and swimming pool,
 - 2) A children’s playground with playground equipment, and
 - 3) A separate, fenced dog park area.
- C. Unless specified otherwise herein, all recreation spaces may include, but are not limited to:
 - 1. Trails, exercise stations, boardwalks, water feature overlooks;
 - 2. Gazebos, grills, picnic tables, benches;
 - 3. Playgrounds, tot lots;
 - 4. Basketball, tennis, pickleball, shuffleboard, handball courts, etc.;
 - 5. Community swimming pool, including the deck area surrounding such pools;
 - 6. Indoor recreation rooms provided such rooms are permanently maintained for the use of residents for recreational purposes;
 - 7. Other active recreational activities may be used, subject to approval by the City of Leesburg.

16. **MAINTENANCE**

- A. With the exception of any public utilities, maintenance of all site improvements, including but not limited to roadways, drives, internal sidewalks, landscaping, green space, overflow parking, recreation areas, buffers, trails, and drainage shall be the responsibility of the property owner.
- B. A Property Management entity shall serve as an appropriate entity for all common properties within the development. Said entity shall be responsible for the management of all common areas, including but not limited to the entryway landscaping, buffers, medians, green spaces and recreation areas.

17. **DEVELOPMENT PHASING & IMPLEMENTATION**

- A. The proposed project may be constructed in phases in accordance with the Planned Unit Development Conditions, Exhibit A, herein, and Conceptual Development Plan, Exhibit C. Changes to the development conditions or conceptual plan, other than those conditions described in these PUD Conditions of Approval, shall be revised in accordance with the Planned Development review process, City of Leesburg Code of Ordinances.
- B. As part of the overall development review process, each approved plan phase shall contain only those portions of the development approved under the Site Plan Review Process, i.e. each phase approved shall match each phase submitted for site plan review.
- C. Upon approval of this PUD by the City Commission, a development permit or building permit application must be submitted with the City for work related to one or more phases of the PUD within four (4) years of this approval becoming final with no appeal pending or the PUD will automatically expire, unless otherwise lawfully extended by the City or Section 252.363, Florida Statutes. In the event the PUD expires, the Property shall be governed by the zoning regulations applicable to the RE-1 (Estate Density Residential) zoning district.
- D. In any event that a conflict may arise between the written conditions of this PUD document and the Conceptual Site Plan, as shown in Exhibit C, the written language herein shall prevail.

18. **MISCELLANEOUS CONDITIONS**

- A. The uses of the proposed project shall only be those uses identified in the approved Planned Unit Development Conditions. Any other proposed use must be specifically authorized in accordance with the Planned Development amendment process.
- B. No person, firm or corporation shall erect, construct, enlarge, alter, repair, remove, improve, move, convert, or demolish any building structure, or alter the land in any manner without first submitting the necessary plans and obtaining appropriate approvals in accordance with the City of Leesburg Codes.

- C. Construction and operation of the proposed use(s) shall at all times comply with the Planned Unit Development conditions set forth herein, and with all City and other governmental agencies rules and regulations.
- D. The transfer of ownership or lease of any or all of the property described in these PUD Conditions of Approval shall include in the transfer or lease agreement, a provision that the purchaser or lessee is made good and aware of the conditions pertaining to the Planned Unit Development established and agrees to be bound by these conditions. The purchaser or lessee may request a change from the existing plans and conditions by following the procedures as described in the City of Leesburg Land Development Code, as amended.
- E. These PUD Conditions shall inure to the benefit of, and shall constitute a covenant running with the land and the terms, conditions, and provisions hereof, and shall be binding upon the present owner and any successor, and shall be subject to each and every condition as set forth herein.
- F. These conditions of approval shall be recited within the site plan and construction plan submittals.

19. LEVELS OF SERVICE

A. Levels of Service

- 1. As submitted, the development resulting from the proposed zoning change may result in demands on public facilities which would exceed the current capacity of some public facilities, such as, but not limited to water, wastewater, roads, drainage, and solid waste. No final development order (site plan and/or building permits) shall be granted for a proposed development until there is a finding that all public facilities and services required for the development have sufficient capacity at or above the adopted level of service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development.

B. Utilities

1. Projected Capacities

- a. The City's utility planning efforts draw upon phasing, capacity and service requirements, based upon information provided by the applicant. The City develops its plans consistent with sound engineering principles, prudent fiscal practices and due regard for regulatory compliance.
- b. If the development requires construction of new distribution or collection lines, or other infrastructure needed to develop the subdivision, the developer will be required to construct such facilities to provide service. The developer will bear the cost of design, permitting and construction. Any such facilities must be constructed in a fashion consistent with the City's master plans and to the City standards and specifications.

2. Commitment of Capacity

- a. There are no previous commitments of any existing or planned excess capacity for this property.
3. Ability to Provide Services
- a. At this time, the City intends to provide water, wastewater and reclaimed water services within its service area for the foreseeable future.
 - b. Future development within the City of Leesburg utility service areas may impact the provision of utility services.

LEGAL DESCRIPTION
(Provided by Applicant)

EXHIBIT B

BEING A 18.527 ACRE (807,035 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST AND THE SE 1/4 OF THE NE 1/4 AND THE NE 1/4 OF THE SE 1/4 OF SECTION 3 TOWNSHIP 20 SOUTH, RANGE 24 EAST LAKE COUNTY, FLORIDA, BEING ALL OF CALLED PARCELS 1-5 AND PARCEL 7, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD FOUND IN THE SOUTHWEST LINE OF CALLED PARCEL A DESCRIBED IN AN INSTRUMENT TO THE CITY OF LEESBURG, FLORIDA RECORDED IN BOOK 1708, PAGE 522 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA, FOR THE NORTHEAST CORNER OF LOT 20 OF RAVENSWOOD PARK, A PLAT OF RECORD IN BOOK 17, PAGE 42 PLAT RECORDS LAKE COUNTY, FLORIDA, AND THE SOUTHEAST CORNER OF SAID PARCEL 2 AND OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINE OF SAID RAVENSWOOD PARK AND SAID PARCEL 2, PARCEL 3, AND PARCEL 7, THE FOLLOWING TWO (2) COURSES:

1. **NORTH 88°55'51" WEST**, A DISTANCE OF **314.91 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND
2. **NORTH 89°18'24" WEST**, A DISTANCE OF **660.02 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTH LINE OF LOT 10 OF SAID RAVENSWOOD PARK, FOR THE SOUTHERLY SOUTHEAST CORNER OF A TRACT DESCRIBED IN AN INSTRUMENT TO CORLEY ISLAND, LLC RECORDED IN BOOK 5398, PAGE 2096 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND THE SOUTHWEST CORNER OF SAID PARCEL 7 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT, FOR THE SOUTHWEST CORNER OF SAID CORLEY ISLAND TRACT BEARS SOUTH 89°18'24" EAST, A DISTANCE OF 900.16 FEET;

THENCE ALONG AND WITH THE COMMON LINES OF SAID CORLEY ISLAND TRACT AND SAID PARCEL 7, PARCEL 3, AND PARCEL 4, THE FOLLOWING THREE (3) COURSES:

1. **NORTH 00°12'08" WEST**, A DISTANCE OF **1106.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR THE NORTHWEST CORNER OF THE HEREIN DESCRIBED TRACT,
2. **NORTH 89°58'50" EAST**, A DISTANCE OF **377.42 FEET** TO A 1/2" IROD ROD WITH A "PSM 7294" CAP SET, FOR AN ANGLE POINT OF THE HEREIN DESCRIBED TRACT, AND

3. **NORTH 52°39'04" EAST**, A DISTANCE OF **80.00 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE SOUTHEAST CORNER OF SAID CORLEY ISLAND TRACT AND THE NORTHEAST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT WIDE RIGHT-OF-WAY, BEARS SOUTH 79°17'01" EAST, A DISTANCE OF 262.75 FEET;

THENCE WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2904.80 FEET**, A DELTA OF 07°20'32", AN ARC LENGTH OF 372.23 FEET AND A CHORD BEARS **SOUTH 33°40'40" EAST**, A DISTANCE OF **371.98 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707" , FOR THE NORTH CORNER OF SAID PARCEL A AND THE WEST CORNER OF SAID PARCEL 4 AND OF THE HEREIN DESCRIBED TRACT;

THENCE SOUTH 60°33'32" WEST, ALONG AND WITH THE SOUTHEAST LINE OF SAID PARCEL 4 AND THE NORTHWEST LINE OF SAID PARCEL A, A DISTANCE OF **80.02 FEET** TO A PK NAIL FOUND WITH A WASHER STAMPED "LB 707", IN THE NORTHEAST LINE OF SAID PARCEL 7, FOR THE NORTHWEST CORNER OF SAID PARCEL A AND THE SOUTHWEST CORNER OF SAID PARCEL 4 AND A POINT OF NON-TANGENT CURVATURE OF THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PARCEL 7, PARCEL 3, PARCEL 5, PARCEL 1 AND PARCEL 2 AND SAID PARCEL A, THE FOLLOWING TWO (2) COURSES:

1. WITH A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF **2824.80 FEET**, A DELTA OF 04°22'06", AN ARC LENGTH OF 215.36 FEET AND A CHORD BEARS **SOUTH 27°15'05" EAST**, A DISTANCE OF **215.31 FEET** TO A 1/2" IROD FOUND, FOR A POINT OF TANGENCY OF THE HEREIN DESCRIBED TRACT, AND
2. **SOUTH 25°06'49" EAST**, A DISTANCE OF **694.44 FEET** TO THE **POINT OF BEGINNING**, CONTAINING 807,035 SQUARE FEET OR 18.527 ACRES.

TOGETHER WITH

A **0.124 ACRE** (5.394 SQUARE FEET) TRACT OF LAND SITUATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 24 EAST, BEING A PORTION OF CALLED PARCEL 6, DESCRIBED IN AN INSTRUMENT TO NORHEN PROPERTIES, INC. RECORDED IN BOOK 3448, PAGE 267 OFFICIAL RECORDS OF LAKE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1/2" IRON ROD STAMPED "LB 707" FOUND IN THE NORTHEAST RIGHT-OF-WAY LINE OF C.R. 25A, A 66 FOOT WIDE RIGHT-OF-WAY, FOR THE NORTHWEST CORNER OF SAID PORTION OF PARCEL 6 AND OF THE HEREIN DESCRIBED

TRACT, FROM WHICH A CONCRETE MONUMENT WITH A PK NAIL IN THE SOUTHWEST RIGHT-OF-WAY LINE OF US HIGHWAY 27, A 100 FOOT RIGHT-OF-WAY, BEARS NORTH 01°05'14" EAST, A DISTANCE OF 210.29 FEET;

THENCE SOUTH 86°47'39" EAST, ALONG AND WITH THE COMMON LINE OF SAID PORTION OF PARCEL 6, A DISTANCE OF **55.19 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE SOUTHWEST LINE OF US HIGHWAY 27, FOR A POINT OF NON-TANGENT CURVATURE TO THE LEFT AND THE NORTHEAST CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE WITH SAID NON-TANGENT CURVE TO THE **LEFT**, HAVING A RADIUS OF **5809.60 FEET**, A DELTA OF **02°00'32"**, AN ARC LENGTH OF **203.70 FEET** AND A CHORD BEARING AND DISTANCE OF **SOUTH 12°59'15" EAST**, **203.69 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET IN THE NORTHEAST LINE OF SAID C.R. 25A, FOR A POINT OF NON-TANGENT CURVATURE TO THE RIGHT THE SOUTH CORNER OF SAID PORTION OF PARCEL 6 AND THE HEREIN DESCRIBED TRACT;

THENCE ALONG AND WITH THE COMMON LINES OF SAID PORTION OF PARCEL 6 AND SAID C.R. 25A, THE FOLLOWING TWO (2) COURSES:

1. WITH SAID NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF **34.00 FEET**, A DELTA OF **28°11'24"**, AN ARC LENGTH OF **16.73 FEET**, AND A CHORD BEARING AND DISTANCE OF **NORTH 37°47'04" WEST**, **16.56 FEET** TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET, FOR A POINT OF REVERSE CURVATURE.
2. WITH SAID CURVE TO THE LEFT, HAVING A RADIUS OF 2970.80 FEET, A DELTA OF 04°02'07", AN ARC LENGTH OF 209.22 FEET, AND A CHOR BEARING AND DISTANCE OF NORTH 25°42'24" WEST, 209.18 FEET TO A 1/2" IRON ROD WITH A "PSM 7294" CAP SET TO THE **POINT OF BEGINNING**, CONTAINING 5,394 SQUARE FEET OR 0.124 ACRES.

~ End of Legal Description ~

**CONCEPTUAL SITE PLAN
OPTION A – 1.6 PARKING SPACES**

EXHIBIT C

**Proposed
Site Plan**

Unit Mix	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
Total	276	

**Parking
442 Spaces (1.60 Ratio)**

Setbacks:
East : 140'+
South: 129'+
North: 141'+

13



**CONCEPTUAL SITE PLAN
OPTION B – 2.0 PARKING SPACES**

EXHIBIT C

**Excess
Parking Plan**

Unit Mix	Count	Percentages
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

**Parking
555 Spaces (2.0 Ratio)**

Changes to Setbacks:
 East : 140' → 39'
 South : 129' → 30'

14

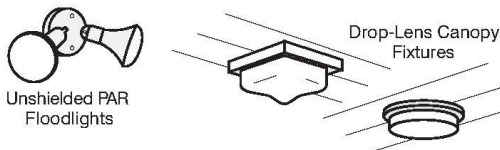
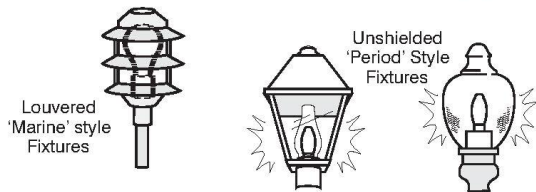
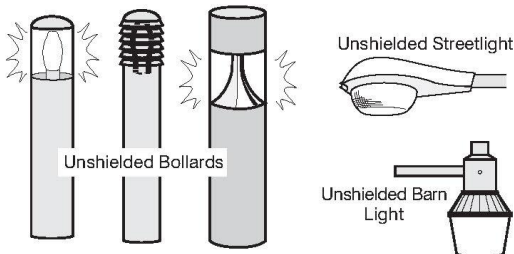
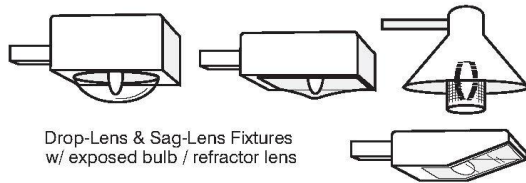
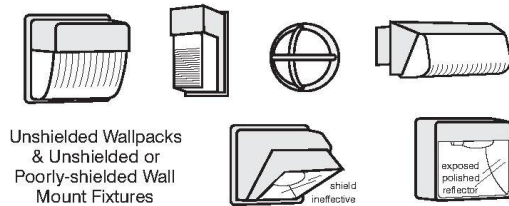
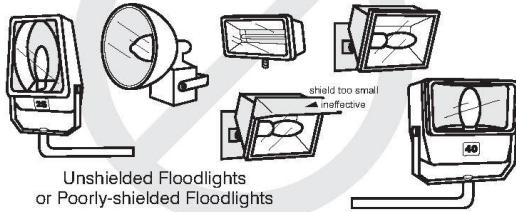




Examples of Acceptable / Unacceptable Lighting Fixtures

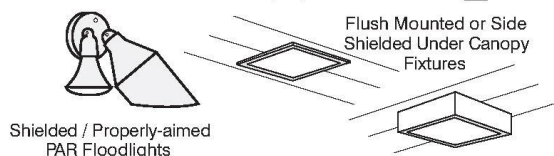
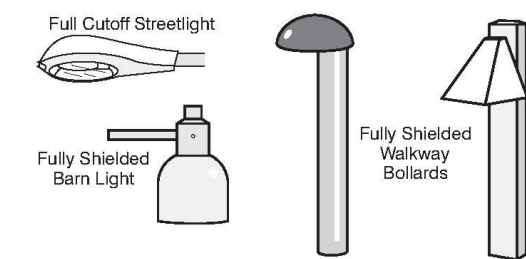
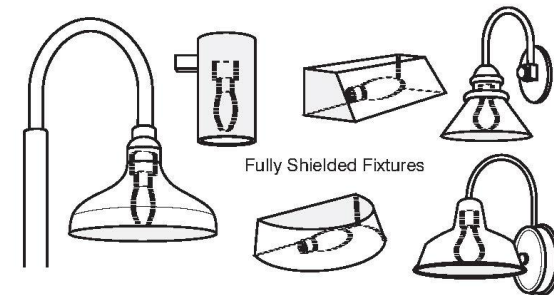
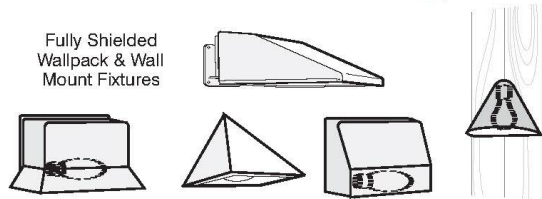
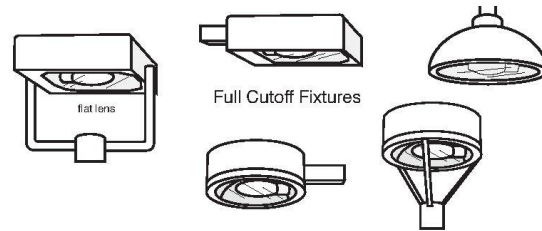
Unacceptable / Discouraged

Fixtures that produce glare and light trespass



Acceptable

Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night



Illustrations by Bob Crelin © 2005. Rendered for the Town of Southampton, NY. Used with permission



Figure 1 – Opaque vinyl fence
Example Source Courtesy of Bespoke Fence
<https://bespokefence.com/products/vinyl-fences/>



Figure 2A - Aluminum rail fence with brick-style monument columns
Example Source Courtesy of Byron Fence
<https://www.byronfence.com/commercial-fence>



Figure 2B - Aluminum rail fence with stone-style monument columns
Example Source Courtesy of Decoratedlife.com
<https://decoratedlife.com/stunning-aluminum-fence-ideas/>



Figure 3A – Split-rail fence
Example Source Courtesy of Superior Outdoor Products
<https://superiorplasticproducts.com/3-rail-vinyl-fence>



Figure 3B – Split rail fence with monument column features
Example Source Courtesy of Fence & Deck Supply
<https://www.fenceanddecksupply.com/wp-content/uploads/2014/04/FDS-Mini-Product-Catalog-2014-EMAIL-.pdf>

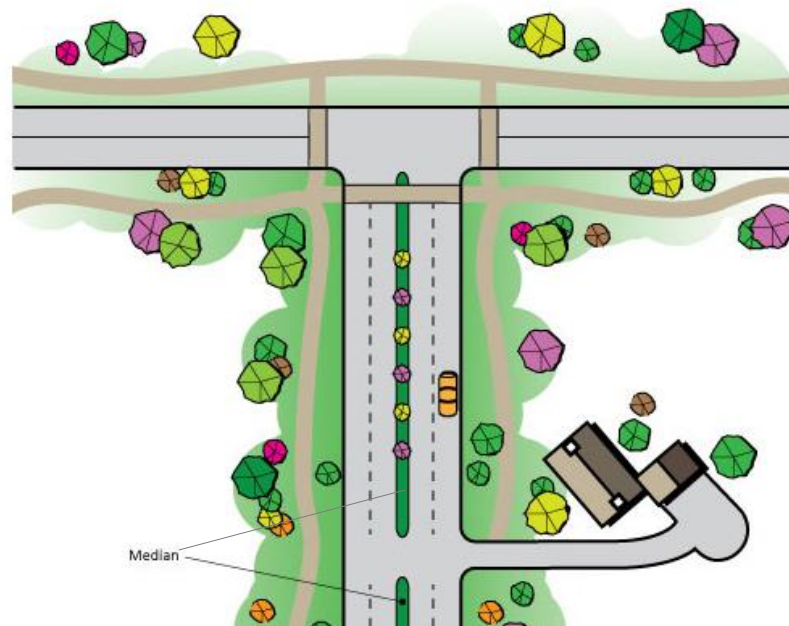


Figure 1 – Divided Boulevard Concept

Example Source Courtesy of Chester County Government
<https://www.cbescoplanning.org/municorner/MultiModal/17-Boulevard.cfm>



Figure 2 – Planted Divided Boulevard

Example Source Courtesy of District Works
<https://districtworks.city/landscaping-and-groundskeeping/>



Figure 3 – Planted Divided Boulevard

Example Source Courtesy of Joshua Zennert via ResearchGate
https://www.researchgate.net/figure/Planted-central-median-swale-used-in-the-Lynbrook-development_fig1_329116840



**CITY OF LEESBURG PLANNING & ZONING DIVISION
RECOMMENDATIONS**

DATE: November 20, 2025
OWNER: Norhen Properties, Inc.
PETITIONER: Dominion, Inc
PROJECT: Dominion Apartments
REQUEST: Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: PUD-25-1270

THE PLANNING & ZONING DEPARTMENT RECOMMENDS:

APPROVAL of the request for the following reason(s):

1. The proposed request for a PUD (Planned Unit Development) zoning is compatible with the current surrounding zoning districts, including Lake County RMRP (Mobile Home Rental Park District), R-6 (Urban Residential District), CP (Planned Commercial District), C-1 (Neighborhood Commercial), C-2 (Community Commercial District), City SPUD (Small Planned Unit Development), PUD (Planned Unit Development); P (Public), and C-3 (Highway Commercial).
2. The proposed zoning is compatible with the proposed future land use designation amendment to City General Commercial, and the current surrounding Future Land Use designations.
3. The site is compatible with existing City of Leesburg approved developments along US Highway 27.
4. The proposed request does not appear to create a detriment to surrounding properties, as conditioned in the PUD document.

Action Requested:

1. Vote to approve the proposed rezoning from City PUD (Planned Unit Development) to City PUD (Planned Unit Development), and forward this recommendation to the City Commission for consideration.

**CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
STAFF SUMMARY**

DATE: October 23, 2025

OWNER: Norhen Properties, Inc.

PETITIONER: Dominion, Inc

PROJECT: Dominion Apartments

REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.

CASE NO.: SSCP-25-1269; PUD-25-1270

GENERAL LOCATION: West of US Hwy 27 and North of Palm Drive.

FUTURE LAND USE DESIGNATION: City of Leesburg General Commercial and Low Density Residential

SURROUNDING FUTURE LAND USE DESIGNATION:

North – Lake County Urban Medium Density; Lake County Urban Low Density; City General Commercial

South – Lake County Urban Medium Density; City Neighborhood Mixed Use; City General Commercial

East – Lake County Urban Low Density; City General Commercial; City Estate Residential; City Institutional

West – Lake County Urban Medium Density; City Neighborhood Mixed Use

PROPOSED FUTURE LAND USE DESIGNATION: City General Commercial

EXISTING ZONING DESIGNATION: City of Leesburg PUD (Planned Unit Development)

SURROUNDING ZONING DESIGNATIONS:

North – Lake County RMRP (Mobile Home Rental Park District); Lake County C-2 (Community Commercial District); City C-3 (Highway Commercial)

South – Lake County R-6 (Urban Residential District); City PUD (Planned Unit Development)

East – Lake County C-1 (Neighborhood Commercial); Lake County C-2 (Community Commercial District); Lake County CP (Planned Commercial District); City SPUD (Small Planned Unit Development); City PUD (Planned Unit Development); City P (Public); City C-3 (Highway Commercial)

PROPOSED ZONING DESIGNATION: City PUD (Planned Unit Development)

EXISTING LAND USE: 14 residential buildings, 2 pole barns, 2 animal pens, 1 partially enclosed structure, 1 well house and 1 green house.

SURROUNDING LAND USE:

North – Vacant Government; Office

South – Single Family; Vacant Government

East – Vacant Commercial; Vacant Institutional; Commercial

West – Manufactured Home Park

PROPOSED LAND USE: 276 multi-family units.

**CITY OF LEESBURG PLANNING & ZONING DIVISION
DEPARTMENTAL REVIEW SUMMARY**

DATE: October 23, 2025
OWNER: Norhen Properties, Inc.
PETITIONER: Dominion, Inc
PROJECT: Dominion Apartments
REQUEST: Small-scale Comprehensive Plan Amendment to General Commercial and Rezoning to PUD (Planned Unit Development) to allow 276 multi-family apartments.
CASE NO.: SSCP-25-1269; PUD-25-1270

THE FOLLOWING COMMENTS RECEIVED FROM EACH DEPARTMENT:

POLICE

No comments received as of 9/18/2025.

FIRE

NFPA 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition. The subject property referenced in Case Number SSCP-25-1269; PUD-25-1270 is outside the recommended four-minute response time for initial responding fire apparatus.

4.1 Fire Department Organizational Statement.

4.1.2.1

The fire department shall establish the following performance objectives for the first-due response zones that are identified by the AHJ:

- (1) Alarm handling time completion in accordance with 4.1.2.3
- (2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response
- (3)* 240 seconds or less travel time for the arrival of the first engine company at a fire suppression incident
- (4) 360 seconds or less travel time for the arrival of the second company with a minimum staffing of 4 personnel at a fire suppression incident
- (5) For other than high-rise, 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- (6) For high-rise, 610 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- (7) 240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher-level capability at an emergency medical incident
- (8) 480 seconds or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with an AED or basic life support (BLS) unit arrived in 240 seconds or less travel time

- Captain Amanda Stevenson, 9/5/2025

ELECTRIC

Leesburg Electric has no objections. The project will require a line extension and easements will be required.

The developer can reach out to us prior to submitting a site plan to locate easements, transformer locations and primary locations.

– Steve Davis, 8/26/2025

GAS

No Comment. – Wayne Williams, 9/11/2025

GIS/ADDRESSING:

GIS has no comments. – Nicholas Tota, 8/26/2025

BUILDING

No comments received as of 9/18/2025.

PUBLIC WORKS

No comments received as of 9/18/2025.

HOUSING & REDEVELOPMENT

No comments received as of 9/18/2025.

LAKE COUNTY PUBLIC WORKS

No comments received as of 9/18/2025.

LAKE COUNTY SCHOOLS

The Dominion Apartments project was issued an Adequate Public Facilities (APF) letter, but **please be advised that this is not a school concurrency reservation**. This project is subject to school concurrency review. The applicant should contact the school district to work through this process. –Heather Crony, 8/26/2025

PUBLIC RESPONSES

Approval

Disapproval

2

No comment

Notice of Appearance filed:

PUBLIC COMMENTS (APPROVAL)

PUBLIC COMMENTS (APPROVAL WITH REQUESTED CONDITIONS)

PUBLIC COMMENTS (DISAPPROVAL)

1. Dear Members of Leesburg Planning and Zoning:

I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I represent the owners of Corley Island Mobile Home Park, a 55+ community just west of the proposed development.

The area adjacent to the proposed development is currently a quiet, age-restricted mobile home park. The introduction of a higher-density, multi-family residential complex would significantly alter the character of the neighborhood. Not only can we expect significant increases in traffic as this might add 400+ automobiles to the area, but we can also expect increased noise and light pollution that would be associated with a multi-family community. Our residents deserve a quiet and restful quality of life

The residents of Corley Island currently enjoy a safe and quiet environment. It is likely that a development of this size will also see an increase in crime in the area. Our elderly population is vulnerable and deserves to feel safe in their neighborhood.

When Lake Denham Estates was developed, there were significant consequences for some of our residents. Many homes were damaged by the drainage and runoff created by the development. I'm sure that this development will also generate difficulties for our elderly residents that they should not need to address at this point in their lives.

I urge you to preserve the integrity and intent of our community and reject this proposed land use change. Thank you for your attention to our concerns.

Sincerely,

Carol W. Kropp, Managing Member

2. Dear Members of Leesburg Planning and Zoning:

I am writing this letter to express strong opposition to the proposed apartment complex on CR25A. I live in Corley Island mobile home community next to where this proposed development is to be built.

This is a 55+ community where we enjoy quiet, peaceful living. I am concerned that a new development of mixed age group will upset our peaceful living here.

It also would bring way more traffic on the road in front of our community. This would invite more crime in the area and cause many more accidents near us.

When the Lake Denham Estates were built behind our community it caused more noise and children came walking around. It also caused damage to property and houses here with water runoff.

We value our peaceful, safe and private community with no extra noise, no loose pets or children coming around.

Please help us preserve our simple lives and quiet community by not allowing this proposed zoning change.

Thank you for listening to my thoughts and concerns!!

Carol Gall

215 Royal Drive

Corley Island Resident

Leesburg, Florida 34748



Superintendent:
Diane S. Kornegay, M.Ed.

School Board Members:
District 1
Bill Mathias
District 2
Tyler Brandeburg
District 3
Marc Dodd
District 4
Mollie Cunningham
District 5
Stephanie Luke

201 West Burleigh Boulevard • Tavares • FL 32778-2496
(352) 253-6500 • Fax: (352) 253-6503 • www.lake.k12.fl.us

July 31, 2025

Mr. Logan Opsahl
Lowndes Law Firm
215 N. Eola Drive
Orlando, Florida 32801

RE: Dominion Apartments – City of Leesburg (Revised)
Adequate Public Facilities Determination (APF07-2025)
Alt Keys: 1293472, 1293464, 1293952, 2872675, 1293944, 3275209, approximately 19 acres

Dear Mr. Opsahl:

The School District has reviewed the above referenced development project information proposing 276 multi-family dwelling units on approximately 19 acres. The subject property is located north of Palm Drive, south of Kings Blvd., west of CR 25 and U.S. Hwy 27 in the Leesburg area.

The proposed development has the potential to generate approximately 74 students for the Lake County School system. Based on current school attendance zones, the schools impacted by the proposed residential project and their projected capacities are as follows:

- **Leesburg Elementary** 119% Capacity
- **Oak Park Middle** 93% Capacity
- **Leesburg High** 89% Capacity

Currently, the district's Five-Year Capital Plan does include the conversion of Leesburg Elementary and Oak Park Middle schools into a new K8 school. The new K8 school is currently scheduled to be completed in 2030 and will provide capacity relief at the elementary level. The District is aware of the residential growth in this area and will continue to monitor the residential development to determine the need and timing of capacity relief projects in the future.

Please be advised that the information contained in this letter **does not** constitute school concurrency review. The capacities referenced above do not include current valid capacity reservations. Proportionate share mitigation may be required at time of school concurrency review.

Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Encl: Adequate Public Facilities Analysis Determination

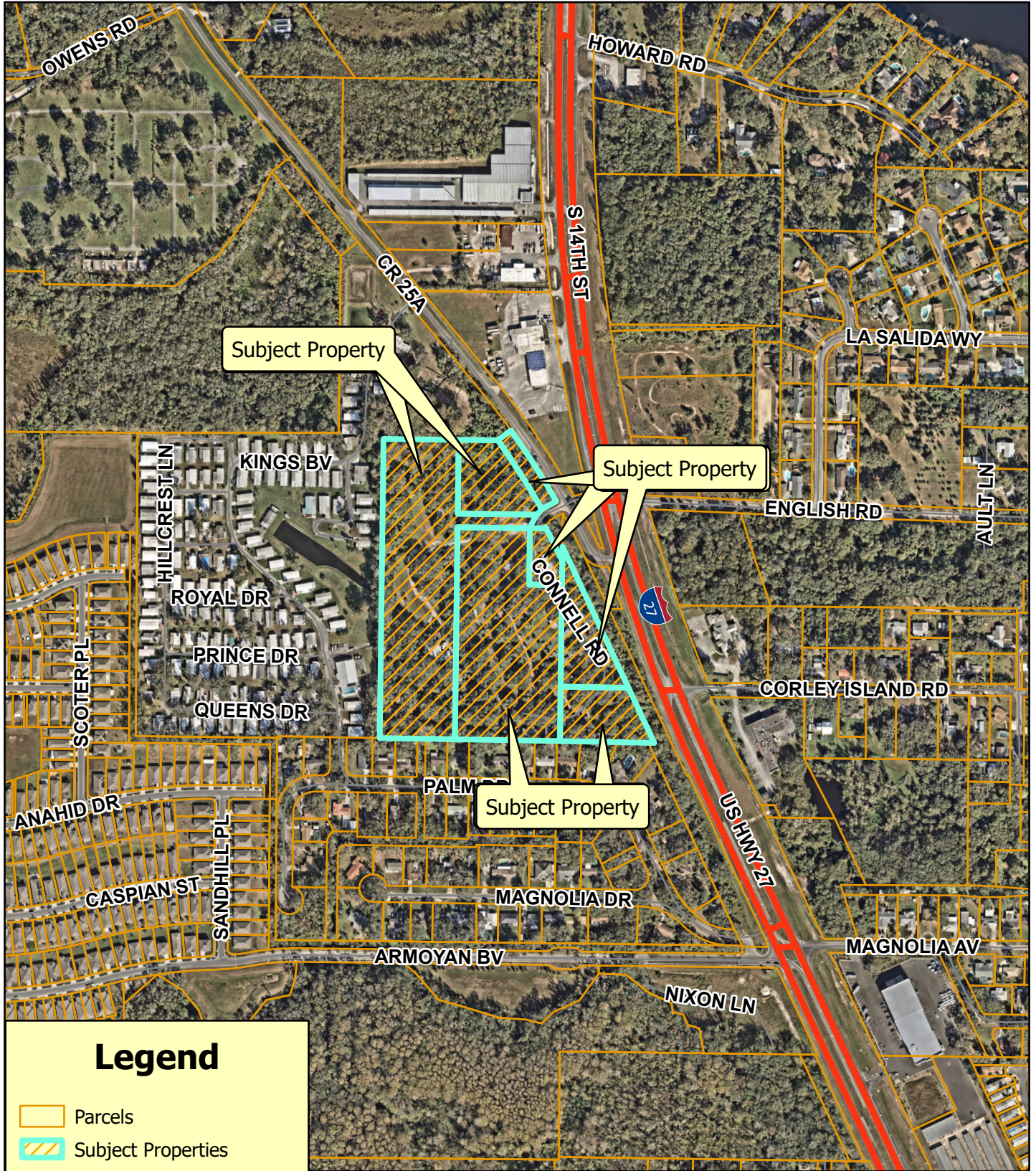
"Equal Opportunity in Education and Employment"



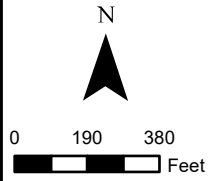
Lake County Schools
Adequate Public Facilities Determination

REVIEWING AUTHORITY	Lake County Schools					
PROJECT NAME/CASE#	Dominium Apts / LCS APF07-2025					
ITEM DESCRIPTION	276 Multi-family units on +/- 19 acres					
LOCATION	North of Palm Drive, south of Kings Blvd., and west of CR25/US Hwy 27					
Alt Key Numbers	1293472, 1293464, 1293952, 2872675, 1293944, 3275209					
	SF-DU	MF-DU	MH-DU	SF Impacts	MF Impacts	MH Impacts
NEW DU IMPACT (units)					276	0
STUDENT GENERATION						
Elementary School	0.312	0.268	0.170	0	74	0
Middle School	0.140	0.145	0.087	0	40	0
High School	0.072	0.059	0.041	0	16	0
	0.100	0.064	0.042	0	18	0
*Students generated may differ from distribution percentages due to rounding						
CSA # 11						
	Enrollment 2024-2025	Permanent Capacity	Projected Capacity %	Student Enrollment w/ Impact	% of Perm. Capacity w/ Impact	Planned Capacity Project
Assigned Schools:						
Leesburg Elementary	844	741	114%	884	119%	Yes
Oak Park Middle	559	618	90%	575	93%	Yes
Leesburg High	1,728	1,963	88%	1,746	89%	No
Comments:	<p style="text-align: center;">Lake County School District Five-Year Plan, Fiscal Year 2024/2029</p> <p>Sidewalks and pedestrian access were not reviewed. Already reserved capacity is not included in the % of permanent capacities.</p>					
Please note that this is NOT a School Concurrency capacity reservation.						
*Permanent capacity does not include relocatables/portables.						
This review does not include already reserved capacities.						
Prepared by: Helen LaValley, Lake County Schools Growth Planning Dept.				Issue Date:		7/31/2025R

Extended Aerial

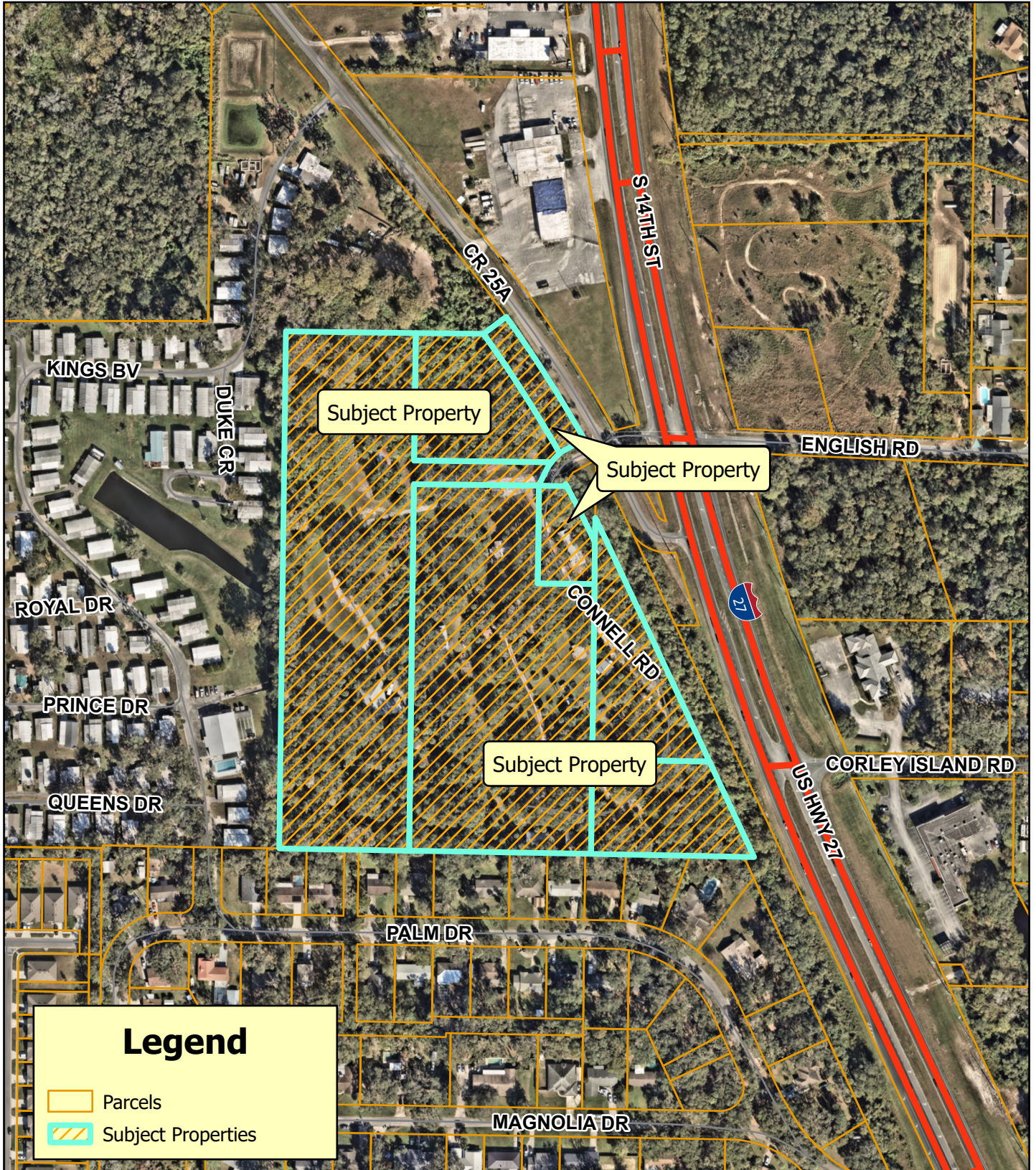


Planning & Zoning Division





Dominium Apartments
SSCP-25-1269; PUD-25-1270
Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
Section 2 Township 20 South, Range 24 East
August 15, 2025

Aerial

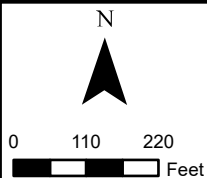


Legend

-  Parcels
-  Subject Properties

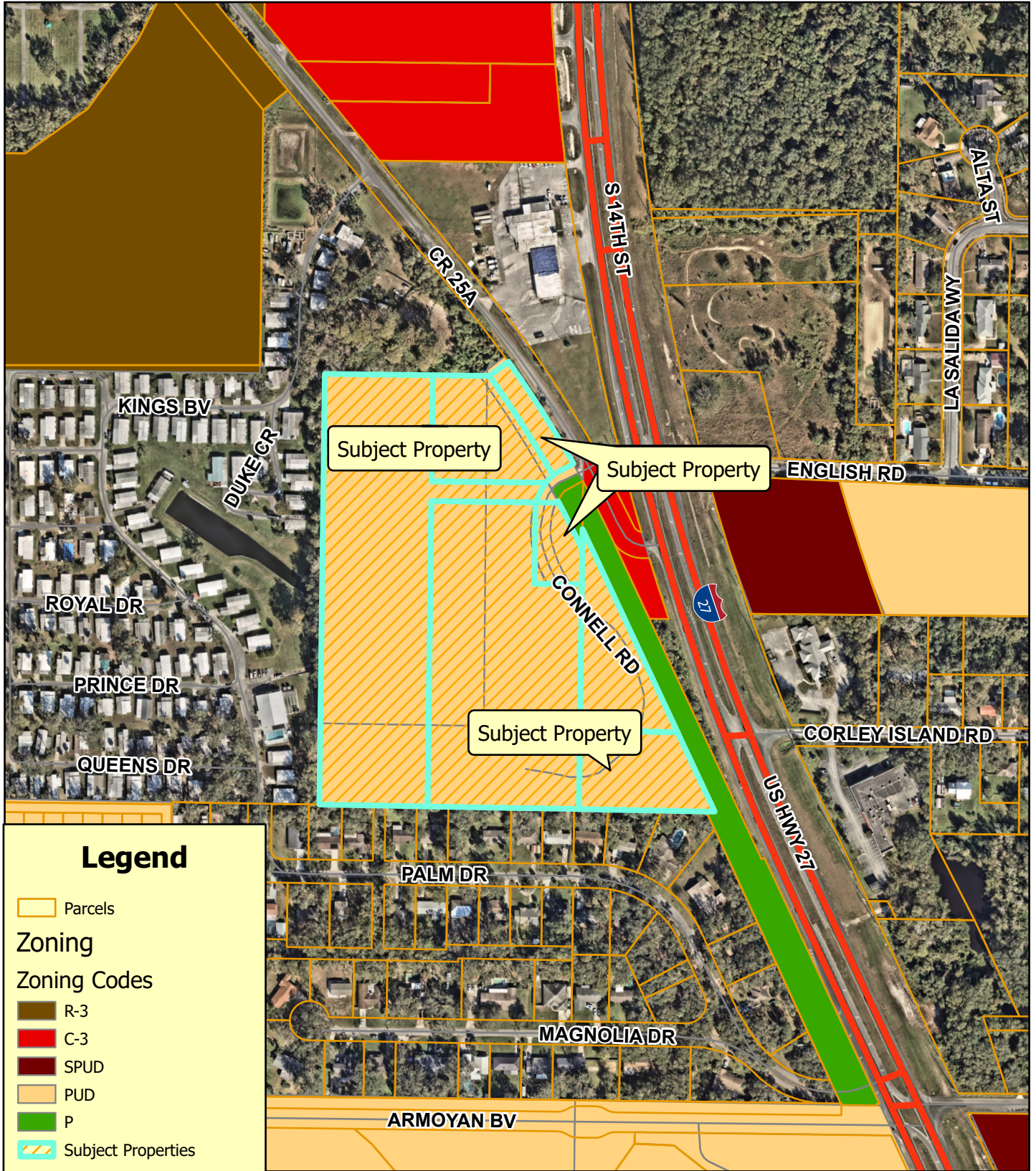


**Planning
& Zoning
Division**

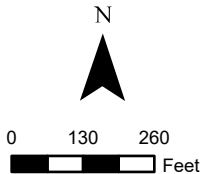


Dominium Apartments
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Section 2 Township 20 South, Range 24 East
August 15, 2025

Zoning



Planning & Zoning Division

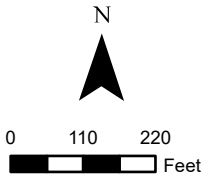


Dominium Apartments
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 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
 August 15, 2025

Proposed Zoning

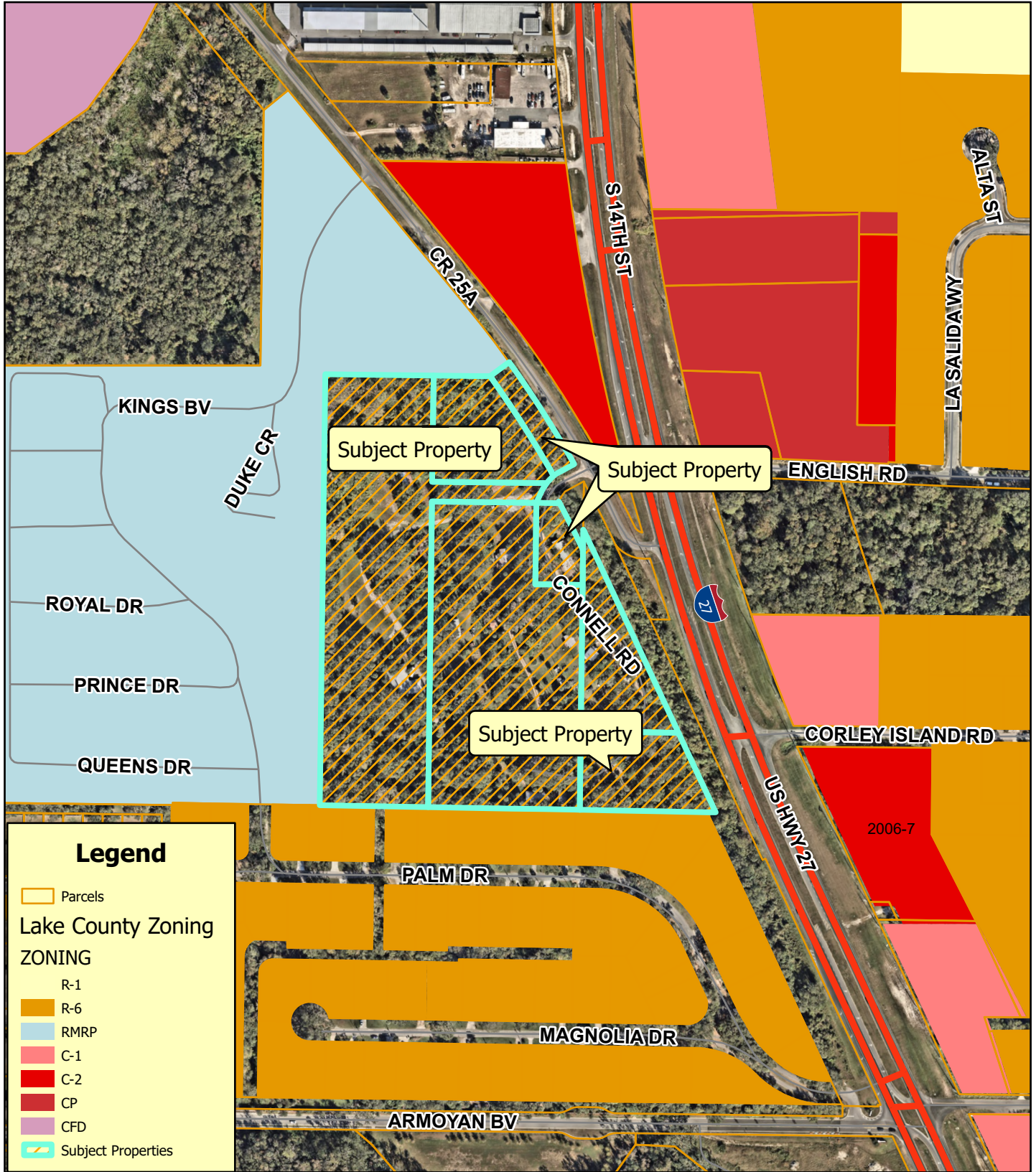


Planning & Zoning Division

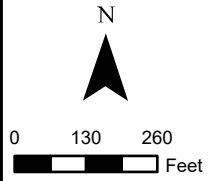


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Lake County Zoning



Planning & Zoning Division



Dominium Apartments
 SSCP-25-1269; PUD-25-1270
 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
 August 15, 2025

Surrounding Land Uses

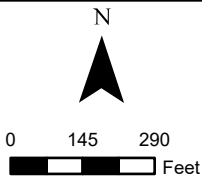


Legend

- Parcels
- Subject Properties



Planning & Zoning Division



Dominium Apartments
 SSCP-25-1269; PUD-25-1270
 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
 August 15, 2025

Flood Zone



Legend

Parcels

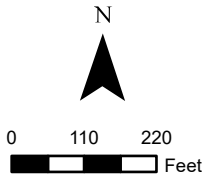
Flood Hazard Zones

1% Annual Chance Flood Hazard

Subject Properties

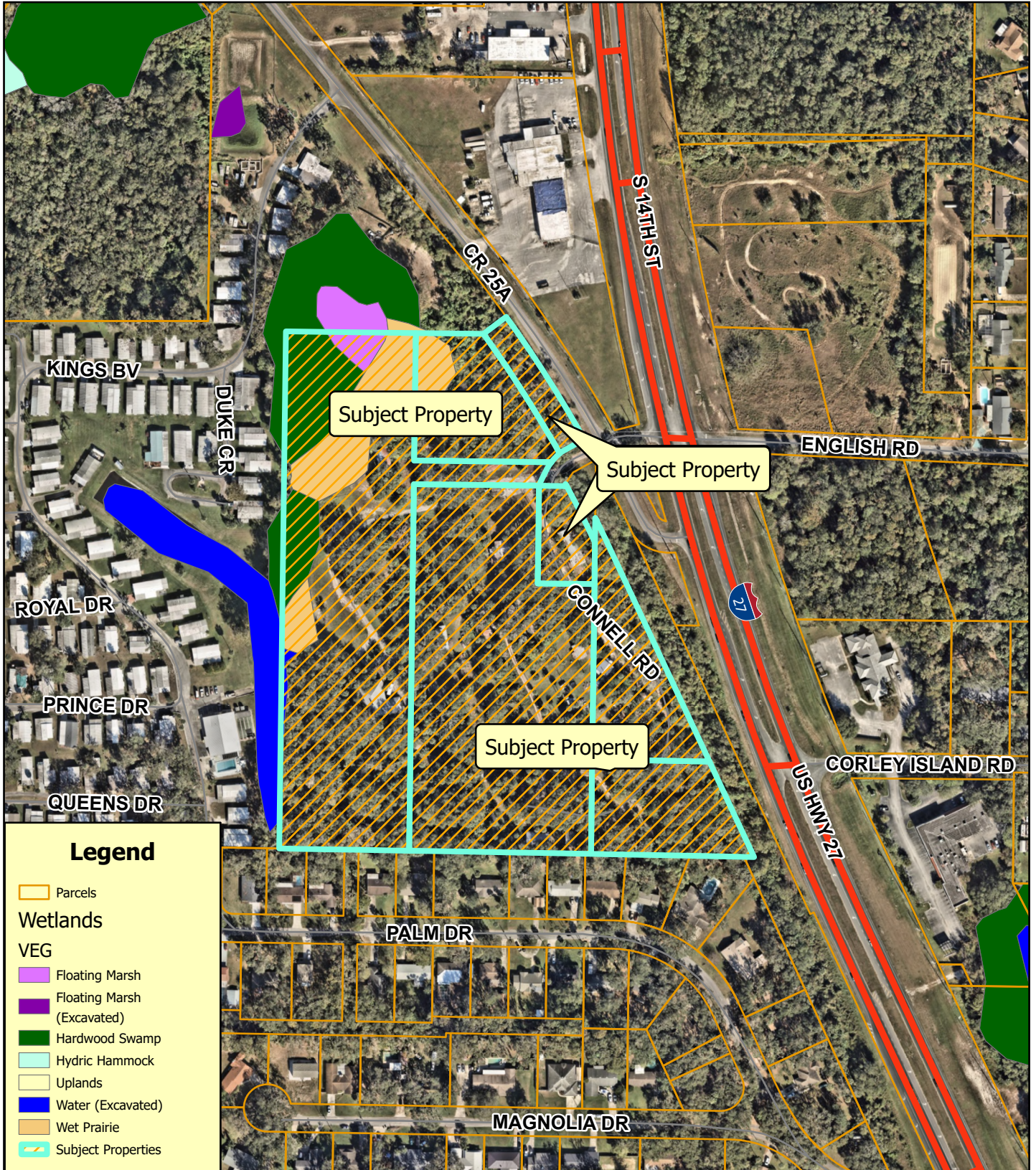


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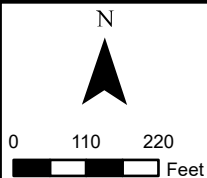


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 Section 2 Township 20 South, Range 24 East
 August 15, 2025

Wetlands



**Planning
& Zoning
Division**



Dominium Apartments
 SSCP-25-1269; PUD-25-1270
 Alternate Key(s): 1293472, 1293464, 1293952, 2872675, 1293944, 3275209
 Section 2 Township 20 South, Range 24 East
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July 31, 2025

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Should you have any questions or need additional information please contact me at (352) 253-6694 or by email at lavalleyh@lake.k12.fl.us.

Sincerely,

Helen LaValley
Growth Planning Department

Encl: Adequate Public Facilities Analysis Determination



Lake County Schools Adequate Public Facilities Determination

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Lake County School District Five-Year Plan, Fiscal Year 2024/2029

Comments: Sidewalks and pedestrian access were not reviewed. Already reserved capacity is not included in the % of permanent capacities.

Please note that this is NOT a School Concurrency capacity reservation.

***Permanent capacity does not include relocatables/portables.**

This review does **not** include already reserved capacities.

Dominium Leesburg Apartments
Project № 25121.02.01
October 2025

Traffic Impact Study
City of Leesburg
Florida

Prepared for:



Dominium
375 Northridge Road, Suite 500
Atlanta, Georgia 30350

Prepared by:



988 Woodcock Road, Suite 200
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

EXECUTIVE SUMMARY

Project Information

Name: Dominion Leesburg Apartments
Location: West of the CR 25A and Connell Road intersection
Jurisdiction: City of Leesburg, Florida
Description: Multi-family apartments of 276 units

Findings

Trip Generation: 1,714 ADT / 110 AM Peak Hour / 140 PM Peak Hour
Impacts: The proposed development is not projected to adversely impact the surrounding network.

Recommendations

Access Improvements: Install a 405-foot southbound right turn deceleration lane at the US 27 and Corley Island Road/Access B intersection.



PROFESSIONAL ENGINEERING CERTIFICATION

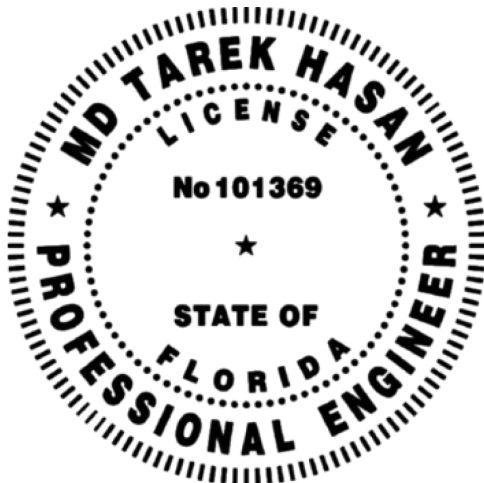
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Dominion Leesburg Apartments

LOCATION: City of Leesburg, Florida

CLIENT: Dominion

I hereby 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.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

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.

TRAFFIC & MOBILITY CONSULTANTS LLC
988 WOODCOCK ROAD, SUITE 200
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
MD TAREK HASAN, P.E. № 101369

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1.0 INTRODUCTION

This Traffic Impact Study (TIS) was prepared in support of the development application for the Dominion Leesburg Apartments. The residential project comprises multi-family apartments of 276 units, as presented in **Table 1**. The project's anticipated buildout date is 2029.

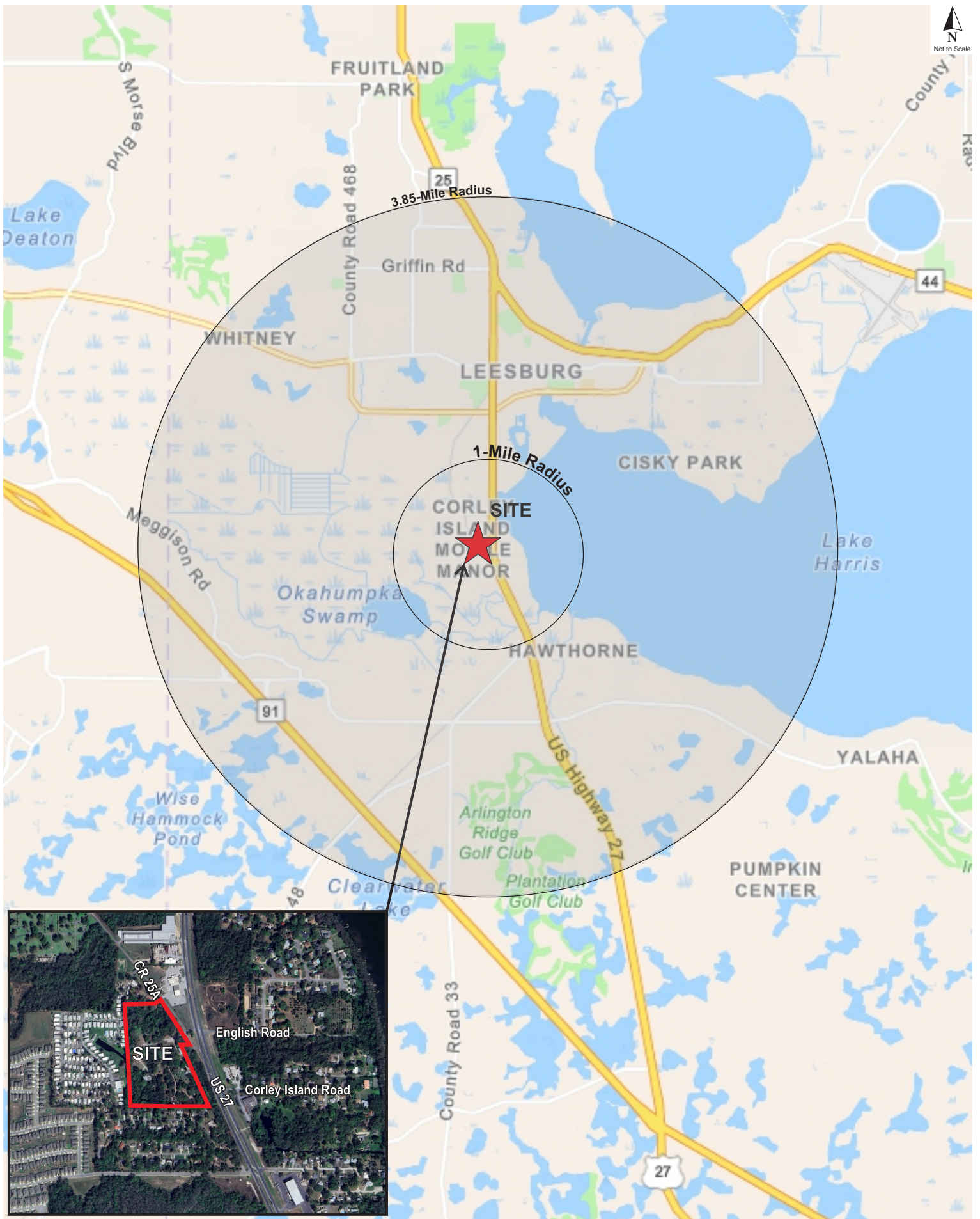
Table 1
Development Plan

Land Use	Size
Multi-Family Housing (Low-Rise)	276 DU

The site is located west of the CR 25A and Connell Road intersection, in the City of Leesburg, Lake County, Florida. **Figure 1** depicts the site location, the influence area, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access driveway is included in **Appendix A**. The development is proposed to be served by two (2) full access driveways. The northern full access driveway will be provided via Connell Road on CR 25A and the southern full access driveway will be on US 27 across from Corley Island Road.

The analysis was conducted in accordance with a methodology approved by the City of Leesburg and Lake County. A pre-application meeting was also held with the Florida Department of Transportation (FDOT) on August 21, 2025. The approved methodology and pertinent correspondence are included in **Appendix B**.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from City of Leesburg, Lake County, Lake~Sumter Metropolitan Planning Organization (LSMPO), the Institute of Transportation Engineers (ITE), and the FDOT.



2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 12th Edition*. Trip generation rates or equations published for the land uses were applied to the proposed development program to determine the total trips generated by the project. The trip generation calculations are summarized in **Table 2** and detailed information is included in **Appendix C**.

Table 2
Trip Generation Summary

ITE Code	Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multi-Family Housing (Low-Rise)	276 DU	6.21	1,714	0.40	110	26	84	0.51	140	87	53

Trip Generation analysis based on ITE Trip Generation Manual, 12th Edition.

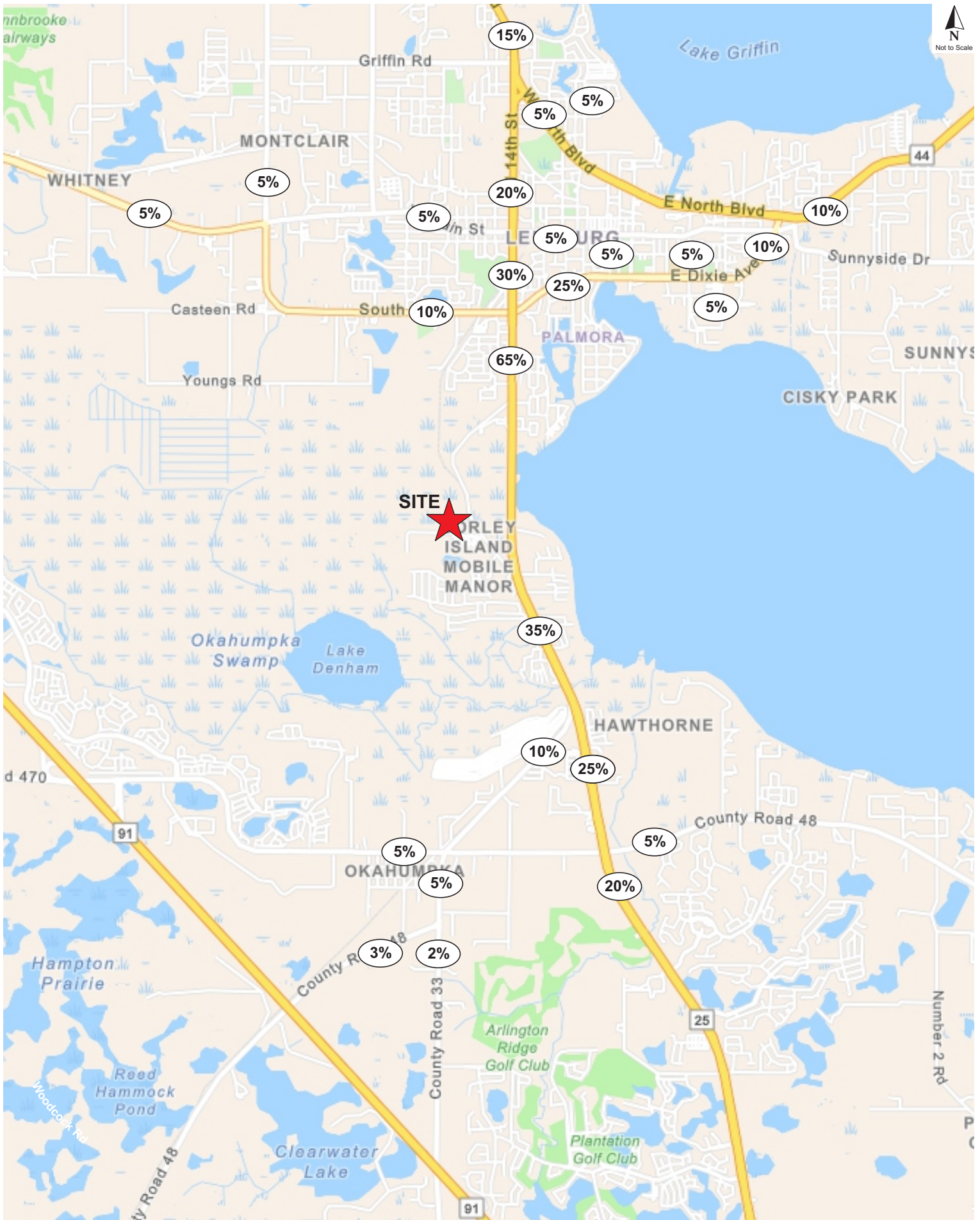
Equation: AM Peak $T = 0.35(X) + 12.93$, PM Peak $T = 0.48(X) + 7.35$, where $T = \text{Trips}$, $X = \text{number of DU}$

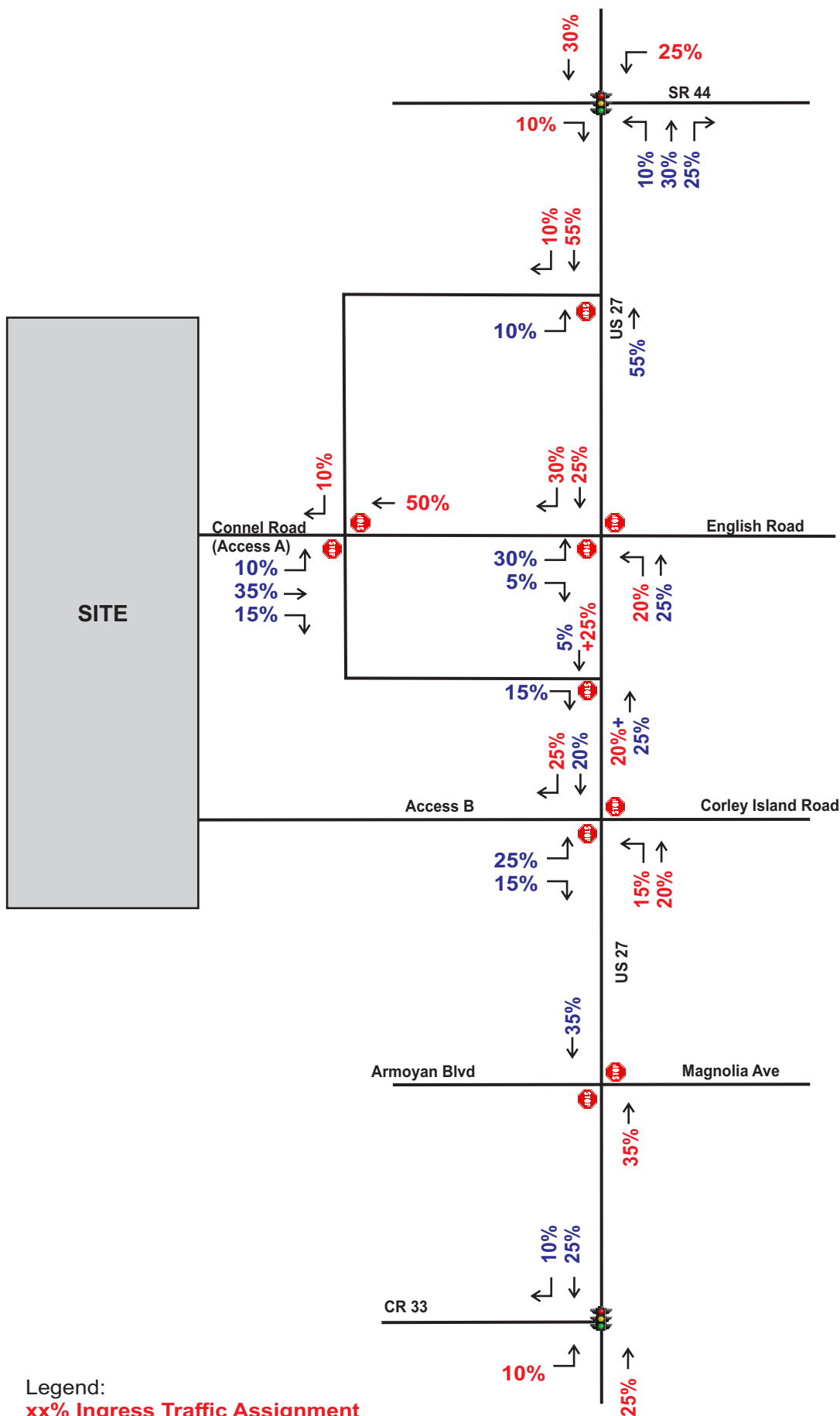
Equation is used if $R^2 > 0.75$ and the corresponding rate is generated using the equation divided by the number of units

Therefore, the proposed development is projected to generate 1,714 daily trips, of which 110 trips occur during the AM peak hour, and 140 trips occur during the PM peak hour. Since more than 100 peak hour trips are projected to be generated, a Tier 2 TIS is required as per LSMPO TIS guidelines.

2.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM V7.0)*. The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A select zone analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. This includes the split of project trips percentages as 65/35 to north/south of US 27, per the request of Lake County. The final trip distribution pattern is illustrated in **Figure 2** and model output plots are included in **Appendix D**. The trip distribution pattern at the study intersections is illustrated in **Figure 3**.





3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with an approved methodology by the City of Leesburg and Lake County, which was based on the standard TIA guidelines provided by the LSMPO. In accordance with the requirements for a Tier 2 TIS, the impact area includes roadway segments and intersections within a 1.0-mile radius and extending up to a 3.85-mile radius where the development is expected to consume 5% or more of their adopted Level of Service (LOS) capacities. The roadway information was obtained using the 2025 *Lake County Annual Counts*, 2025 *Lake County Speed Class LOS* and *FDOT's Multimodal Quality/Level of Service (MQ/LOS)* data. Using the data from these three (3) sources, a master table was developed by Traffic and Mobility Consultants LLC (TMC), an excerpt of which has been included in **Appendix E**. For segments without the latest counts, data was sourced from the 2023 *Lake County Congestion Management Plan (CMP) Database*. Excerpts from the 2023 *Lake County CMP Database* are also provided in **Appendix E**. The project's study segments are listed in **Table 3**.

Table 3
Study Segments

Seg ID	Segment Information			LOS Std	Pk Cap
	Roadway	From	To		
250	CR 25A	US 27 (North)	US 27 (South)	C	680
260	SR 33/CR 33	US 27	CR 48/CR 470	D	1,050
115116	US 27/SR 25*	SR 44	CR 25A (North)	D	1,810
110014	US 27/SR 25*	CR 25A (North)	CR 33	D	1,810

Traffic & Mobility Consultants' summary of Lake County master table

**LOS Standard and capacity are obtained from Lake County CMP database*

3.2 Study Intersections

The study area encompasses major intersections that were identified in the approved methodology. Additionally, the development is proposed to be served by two (2) full access driveways. The northern full access driveway (named Access A) will be provided via Connell Road on CR 25A and the southern full access driveway (named Access B) will be on US 27 across from Corley Island Road. The study intersections are presented in **Table 4**.

Table 4
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	US 27	SR 44	Signal
2	CR 25A	Connell Road/Access A	Two-Way Stop
3	US 27	Connell Road/English Road	Two-Way Stop
4	US 27	Corley Island Road/Access B	Two-Way Stop
5	US 27	Magnolia Avenue/Armoyan Boulevard	Two-Way Stop
6	US 27	CR 33	Signal

4.0 TRANSPORTATION IMPROVEMENTS

The roadway improvements identified on *FDOT Work Program (WP)*, *LSMPO 2025-29 Transportation Improvement Program (TIP)* and the *Lake County Capital Improvement Program (CIP)* have been reviewed to determine if any roadway or intersection improvements in the study area are funded for construction. It was found that FDOT is resurfacing US 27/SR 25 from CR 33 to Middlesex Road to extend the life of the existing roadway. However, no capacity improvements were identified within the study area based on the published information.

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

Existing roadway segment volumes were obtained from the Traffic & Mobility Consultants' master table that was prepared based on the *2025 Lake County Annual Counts*, *2025 Lake County Speed Class LOS* and *FDOT's Multimodal Quality/Level of Service (MQ/LOS)* data. An excerpt of the master table has been included in **Appendix E**. For roadways without the latest counts such as US 27, data was sourced from the *2023 Lake County Congestion Management Plan (CMP) Database*. Excerpts from the *2023 Lake County CMP Database* are also provided in the **Appendix E**.

Projected background traffic in the buildout year 2029 was derived by comparing historical growth rate trends and a minimum annual growth rate of 2% and applying the highest resulting background volume. Historical traffic count data obtained from *2025 Lake County Annual Counts and Florida Traffic Online (FTO) dataset* that are included in **Appendix F**. Historical growth trends analysis worksheets are included in **Appendix F**. The applicable growth rate calculations are summarized in **Table 5**.

The total projected volumes on the roadway segments include background traffic and project trips, which were calculated based on the project's trip generation and distribution pattern.

**Table 5
Background Volume Calculation**

Seg ID	Segment Information			Exist Vols		Historical Daily Vols					Calc AGR	Used AGR	2029 Bkgr'd Vols	
	Roadway	From	To	NB/EB	SB/WB	2021	2022	2023	2024	2025			NB/EB	SB/WB
250	CR 25A	US 27 (North)	US 27 (South)	21	29	384	384	508	388	521	4.00%	4.00%	25	33
260	SR 33/CR 33	US 27	CR 48/CR 470	392	441	10,254	9,162	10,286	10,824	10,301	1.52%	2.00%	423	476
115116	US 27/SR 25*	SR 44	CR 25A (North)	1,780	1,821	42,500	47,500	48,500	49,500	--	0.94%	2.00%	1,994	2,040
110014	US 27/SR 25*	CR 25A (North)	CR 33	1,763	1,472	35,500	36,500	40,000	41,000	--	4.84%	4.84%	2,275	1,899

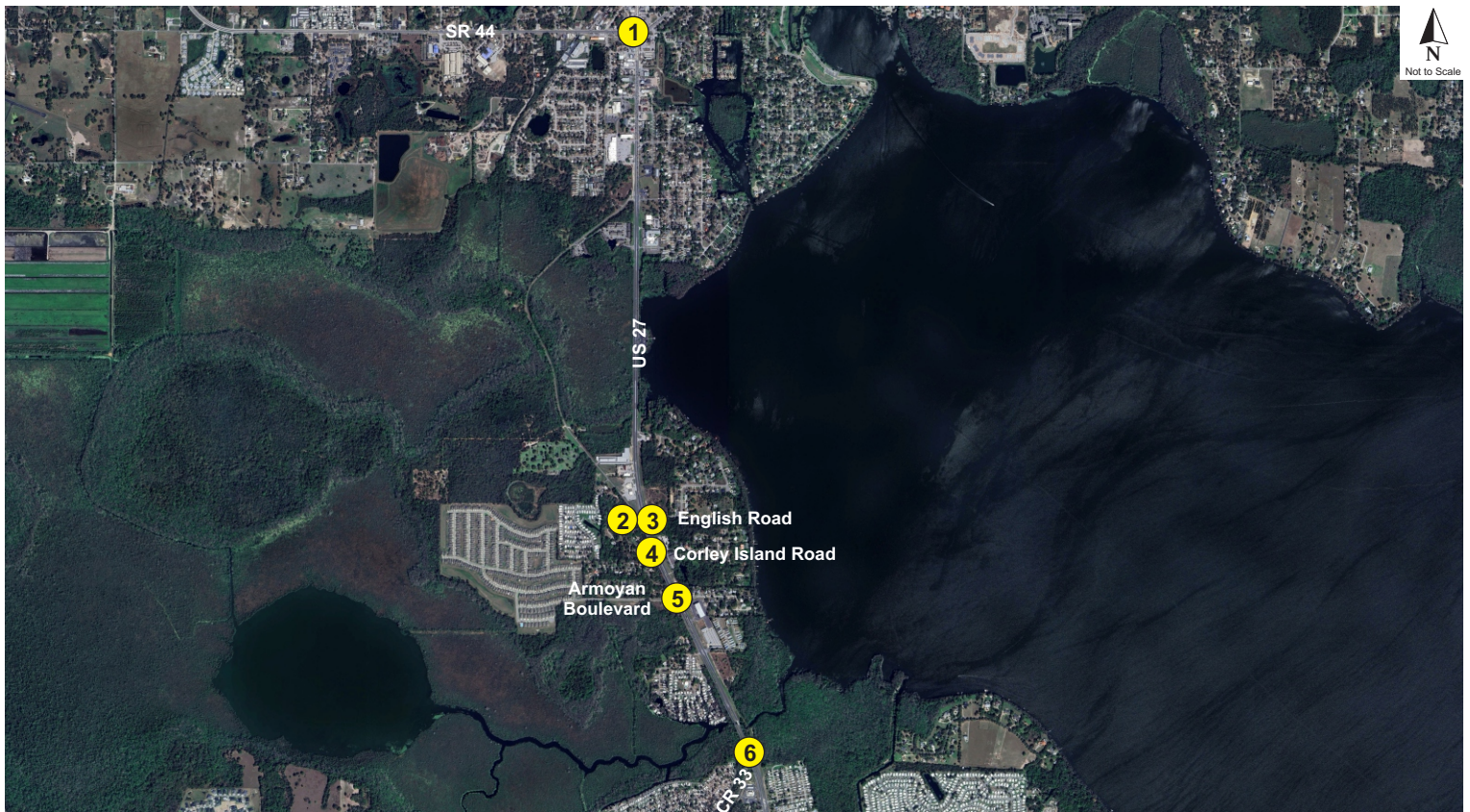
**Historical AADT's are obtained from Florida Traffic Online*

5.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on August 19, 2025, except for the US 27 and SR 44 intersection that was taken on August 27, 2025. The counts were seasonally adjusted using the applicable seasonal factor of 1.03 as obtained from the *FDOT Traffic Online* data. The raw turning movement volumes and supporting *FDOT Peak Season Factor Category Report* are provided in **Appendix G**.

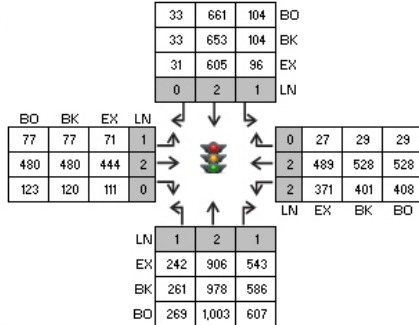
The total projected intersection volumes include background traffic and project trips. Background traffic in the buildout year of 2029 was calculated based on the existing turning movement counts and by applying the corresponding growth rates of the adjacent segments mentioned in **Section 5.1**.

The total projected intersection volumes include background traffic and project trips, which were calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix H** and the resulting existing, background, and buildout volumes are illustrated in **Figure 4** and **Figure 5** for the AM and PM peak hour, respectively.



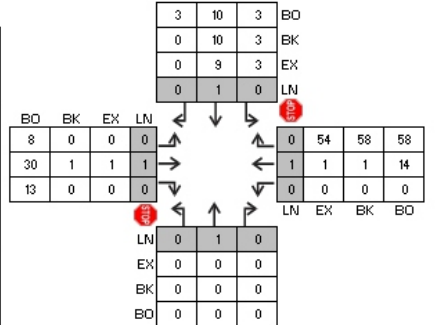
1. US 27 & SR 44

L	261 + (8) = 269
NB T	978 + (25) = 1003
R	586 + (21) = 607
L	104
SB T	653 + (8) = 661
R	33
L	77
EB T	480
R	120 + (3) = 123
L	401 + (7) = 408
WB T	528
R	29



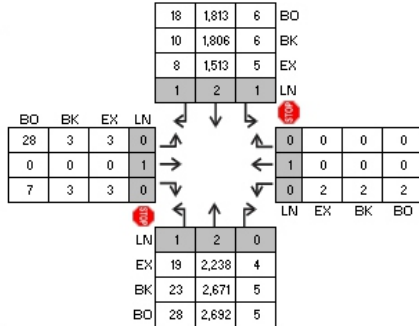
2. CR 25A & Connell Road/Access A

L	3
NB T	
R	
L	3
SB T	10
R	(3)
L	(8)
EB T	1 + (29) = 30
R	(13)
L	
WB T	1 + (13) = 14
R	58



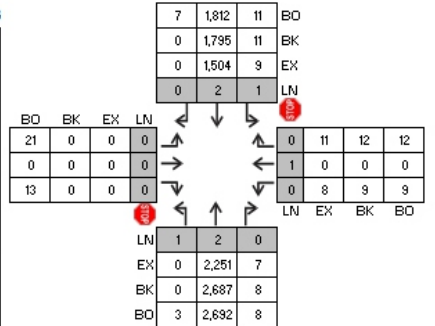
3. US 27 & Connell Road/English Road

L	23 + (5) = 28
NB T	2671 + (21) = 2692
R	5
L	6
SB T	1806 + (7) = 1813
R	10 + (8) = 18
L	3 + (25) = 28
EB T	
R	3 + (4) = 7
L	2
WB T	
R	



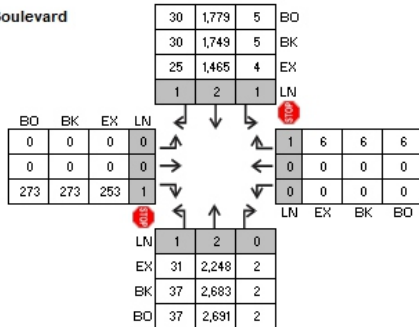
4. US 27 & Corley Island Road/Access B

L	(3)
NB T	2687 + (5) = 2692
R	8
L	11
SB T	1795 + (17) = 1812
R	(7)
L	(21)
EB T	
R	(13)
L	9
WB T	
R	12



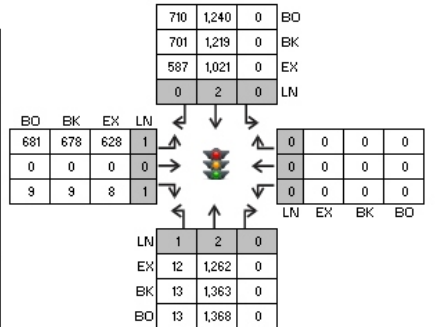
5. US 27 & Magnolia Avenue/Armoyan Boulevard

L	37
NB T	2683 + (8) = 2691
R	2
L	5
SB T	1749 + (30) = 1779
R	30
L	
EB T	
R	273
L	
WB T	
R	6



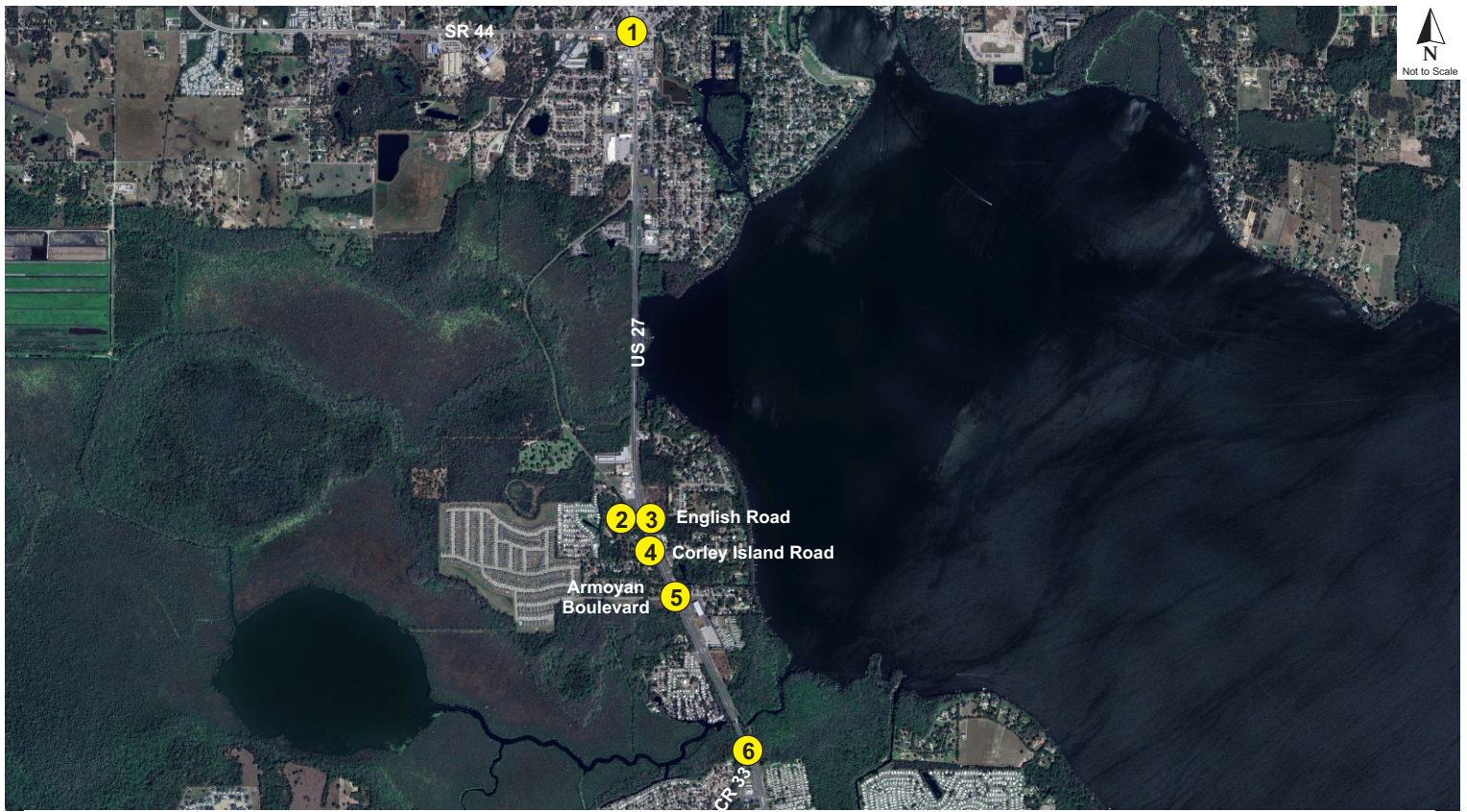
6. US 27 & CR 33

L	13
NB T	1363 + (5) = 1368
R	
L	
SB T	1219 + (21) = 1240
R	701 + (9) = 710
L	678 + (3) = 681
EB T	
R	9
L	
WB T	
R	



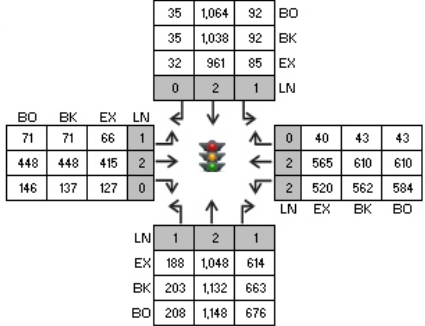
Legend: Background + (Project) = Total

1 Lanes by movement



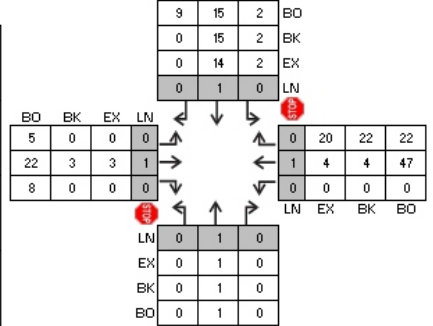
1. US 27 & SR 44

L	203 + (5) = 208
NB T	1132 + (16) = 1148
R	663 + (13) = 676
L	92
SB T	1038 + (26) = 1064
R	35
L	71
EB T	448
R	137 + (9) = 146
L	562 + (22) = 584
WB T	610
R	43



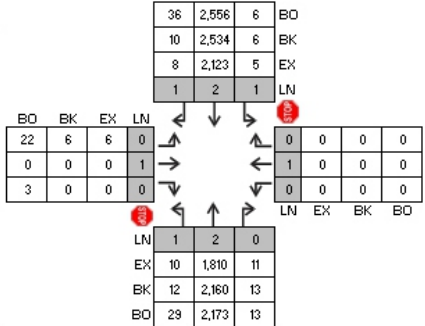
2. CR 25A & Connell Road/Access A

L	
NB T	1
R	
L	2
SB T	15
R	(9)
L	(5)
EB T	3 + (19) = 22
R	(8)
L	
WB T	4 + (43) = 47
R	22



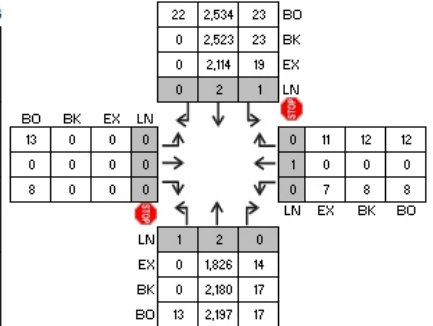
3. US 27 & Connell Road/English Road

L	12 + (17) = 29
NB T	2160 + (13) = 2173
R	13
L	6
SB T	2534 + (22) = 2556
R	10 + (26) = 36
L	6 + (16) = 22
EB T	
R	(3)
L	
WB T	
R	



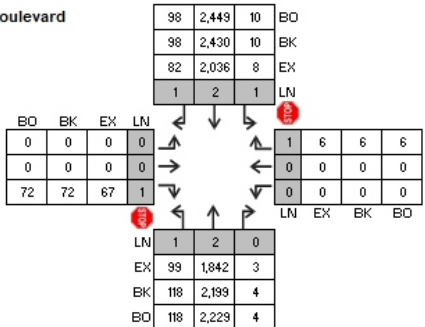
4. US 27 & Corley Island Road/Access B

L	(13)
NB T	2180 + (17) = 2197
R	17
L	23
SB T	2523 + (11) = 2534
R	(22)
L	(13)
EB T	
R	(8)
L	8
WB T	
R	12



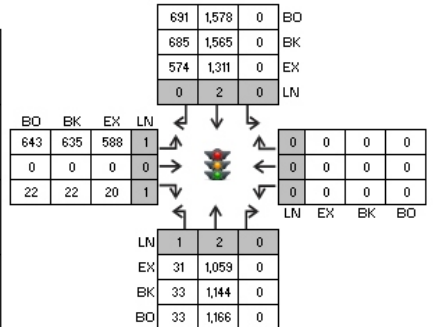
5. US 27 & Magnolia Avenue/Armoyan Boulevard

L	118
NB T	2199 + (30) = 2229
R	4
L	10
SB T	2430 + (19) = 2449
R	98
L	
EB T	
R	72
L	
WB T	
R	6



6. US 27 & CR 33

L	33
NB T	1144 + (22) = 1166
R	
L	
SB T	1565 + (13) = 1578
R	685 + (6) = 691
L	635 + (8) = 643
EB T	
R	22
L	
WB T	
R	



Legend: Background + (Project) = Total

☐ Lanes by movement

6.0 CAPACITY ANALYSIS

6.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted service volumes, capacity, and the corresponding traffic volumes to determine the resulting LOS, as summarized in **Table 6**.

The results of the capacity analysis reveal that:

- The roadway segment of US 27 from SR 44 to CR 25A currently operates below its adopted LOS and the segment of US 27 from CR 25A to CR 33 is projected to operate below its adopted LOS due to background traffic. Traffic from the proposed development is projected to constitute less than 3.5% of the capacity and does not significantly impact the adverse segments. Per Florida Statutes, a development project is not responsible for providing mitigation to the existing or future deficient roadway segment.
- All other roadway segments within the study area currently operate at adequate LOS and are projected to continue to do so at buildout of the development.

**Table 6
Segment Analysis**

Seg ID	Segment Information			Lns	LOS Std	Pk Cap	Existing Conditions				2029 Bkg'd Conditions				Proj Dist	Project Trips			Projected Total			
	Roadway	From	To				NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS		NB/EB	SB/WB	V/C	LOS			
250	CR 25A	US 27 (North)	US 27 (South)	2	C	680	21	29	0.04	C	25	33	0.05	C	65%	34	57	59	90	0.13	C	
260	SR 33/CR 33	US 27	CR 48/CR 470	2	D	1,050	392	441	0.42	C	423	476	0.45	C	10%	9	5	432	481	0.46	C	
115116	US 27/SR 25	SR 44	CR 25A (North)	4	D	1,810	1,780	1,821	1.01	F	1,994	2,040	1.13	F	65%	34	57	2,028	2,097	1.16	F	
110014	US 27/SR 25	CR 25A (North)	CR 33	4	D	1,810	1,763	1,472	0.97	D	2275	1899	1.26	F	35%	30	19	2305	1918	1.27	F	



6.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* analytical tool. The *HCM* analysis worksheets referenced for the intersection review are included in **Appendix I**. The analysis results for existing, background, and buildout conditions are summarized in **Table 7**, which reveals the following:

- The signalized intersection of US 27 and SR 44 is projected to operate adequately overall at the buildout condition of the development.
- The stop-controlled intersection of CR 25A and Connell Road/Access A is projected to operate adequately at buildout condition of the development.
- The stop-controlled intersection of US 27 at Connell Road/English Road is projected to experience delays on the minor approaches due to lack of sufficient gaps in the major road traffic at the buildout condition. It should be noted that the minor approaches are projected to operate at their capacity. Therefore, no mitigation or Signal Warrant Analysis (SWA) is required.
- The stop-controlled intersection of US 27 at Corley Island Road/Access B are projected to experience delays on the minor approaches due to lack of sufficient gaps in the major road traffic at the buildout condition. It should be noted that the minor approaches are projected to operate within their capacity. Therefore, no mitigation is required.
- The stop-controlled intersection of US 27 and Magnolia Avenue/Armoyan Boulevard is projected to experience delays on eastbound and northbound approaches due to background traffic. The proposed development is not anticipated to contribute any traffic to the critical eastbound right turn and northbound left turn movements. Therefore, the project is not responsible for providing mitigation.
- The signalized intersection of US 27 and CR 33 is projected to operate adequately overall at the buildout condition of the development.

**Table 7
Intersection Analysis**

Int #	Intersection		Control	Time Period	Scenario	EB			WB			NB			SB			Overall	
	Major Road	Minor Road				Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1	US 27	SR 44	Signal	AM	Existing	68.3	E	0.86	59.0	E	0.89	24.6	C	0.57	30.6	C	0.44	41.1	D
					Backg'd	69.5	E	0.87	59.3	E	0.90	28.1	C	0.65	35.1	D	0.51	43.6	D
					Buildout	69.6	E	0.87	59.5	E	0.91	28.9	C	0.68	36.1	D	0.53	44.0	D
				PM	Existing	80.7	F	0.88	67.3	E	0.93	29.9	C	0.69	39.9	D	0.65	48.6	D
					Backg'd	82.3	F	0.89	74.7	E	1.00	34.5	C	0.80	45.7	D	0.74	53.7	D
					Buildout	82.8	F	0.89	80.2	F	1.04	35.8	D	0.84	47.8	D	0.76	56.1	E
2	CR 25A	Connell Road/Access A	TWSC	AM	Existing	--	--	--	--	--	--	0.0	A	--	--	--	--	--	
					Backg'd	--	--	--	--	--	--	0.0	A	--	--	--	--	--	
					Buildout	--	--	--	--	--	--	0.0	A	--	--	--	--	--	
				PM	Existing	9.2	A	0.00	8.6	A	0.03	0.0	A	0.00	7.2	A	0.00	--	--
					Backg'd	9.2	A	0.00	8.6	A	0.03	0.0	A	0.00	7.2	A	0.00	--	--
					Buildout	9.2	A	0.04	9.3	A	0.08	0.0	A	0.00	7.2	A	0.00	--	--
3	US 27	Connell Road/English Road	TWSC	AM	Existing	35.2	E	0.05	149.7	F	0.08	14.8	B	0.05	24.5	C	0.03	--	--
					Backg'd	53.2	F	0.08	>300	F	0.17	18.6	C	0.09	35.9	E	0.05	--	--
					Buildout	152.7	F	0.67	>300	F	0.19	19.1	C	0.11	36.6	E	0.05	--	--
				PM	Existing	101.2	F	0.14	0.0	A	0.00	20.6	C	0.04	16.4	C	0.02	--	--
					Backg'd	211.2	F	0.27	0.0	A	0.00	28.7	D	0.08	20.9	C	0.03	--	--
					Buildout	>300	F	1.04	0.0	A	0.00	33.2	D	0.19	21.1	C	0.03	--	--
4	US 27	Corley Island Road/Access B	TWSC	AM	Existing	--	--	--	71.3	F	0.28	0.0	A	0.00	25.3	D	0.05	--	--
					Backg'd	--	--	--	164.1	F	0.54	0.0	A	0.00	38.1	E	0.10	--	--
					Buildout	178.8	F	0.73	>300	F	0.88	17.6	C	0.01	38.3	E	0.10	--	--
				PM	Existing	--	--	--	36.9	E	0.14	0.0	A	0.00	17.1	C	0.06	--	--
					Backg'd	--	--	--	59.2	F	0.24	0.0	A	0.00	22.7	C	0.10	--	--
					Buildout	>300	F	0.88	84.6	F	0.21	29.3	D	0.09	23.0	C	0.11	--	--
5	US 27	Magnolia Avenue/Armoyan Boulevard	TWSC	AM	Existing	49.4	E	0.81	26.4	D	0.04	15.3	C	0.09	24.1	C	0.02	--	--
					Backg'd	129.1	F	1.11	36.3	E	0.05	19.6	C	0.14	35.0	D	0.04	--	--
					Buildout	139.7	F	1.14	36.6	E	0.05	20.1	C	0.14	35.2	E	0.04	--	--
				PM	Existing	27.7	D	0.30	19.0	C	0.02	29.7	D	0.41	16.8	C	0.03	--	--
					Backg'd	43.1	E	0.44	23.6	C	0.03	68.5	F	0.72	21.7	C	0.05	--	--
					Buildout	44.1	E	0.45	24.1	C	0.03	71.4	F	0.74	22.2	C	0.05	--	--
6	US 27	CR 33	Signal	AM	Existing	34.7	C	0.83	--	--	--	12.8	B	0.66	29.3	C	0.90	24.0	C
					Backg'd	37.4	D	0.85	--	--	--	14.8	B	0.71	79.8	E	1.13	48.7	D
					Buildout	37.4	D	0.85	--	--	--	14.9	B	0.72	86.8	F	1.15	52.1	D
				PM	Existing	36.3	D	0.82	--	--	--	10.2	B	0.50	44.2	D	1.00	31.9	C
					Backg'd	37.1	D	0.84	--	--	--	11.3	B	0.55	124.4	F	1.25	75.8	E
					Buildout	37.2	D	0.84	--	--	--	11.6	B	0.56	130.7	F	1.27	79.0	E

Average delay expressed in seconds/vehicle. v/c ratio is maximum volume-to-capacity on approach

7.0 ACCESS REVIEW

The development is proposed to be served by two (2) full access driveways. The northern full-access driveway, which is referred to as Access A, will be provided via Connell Road on CR 25A. CR 25A is a 2-lane undivided facility with a posted speed limit of 40 mph. The southern full access driveway, which is referred to as Access B, will be on US 27 across from Corley Island Road. US 27 is a 4-lane divided facility with a posted speed limit of 55 mph near the development.

7.1 Access Management

US 27 Road is designated by FDOT as an Access Class 3 roadway. The proposed access plan and connection spacing are illustrated in **Figure 6**. The excerpt of the FDOT access management standard is included in **Appendix J**.

Based on the adopted access management standards, the desired access spacing on US 27 is 660 feet between connections of CR 25A and Access B/Corley Island Road whereas the existing spacing is 515 feet. While the driveway does not meet the desired connection spacing in the standards, Access B will connect the median opening on US 27 across from the Corley Island Road. The proposed access driveway is projected to operate adequately within its capacity.

7.2 Access Treatment

An access analysis was performed to determine the need for deceleration lanes at the project access driveways.

CR 25A and Connell Road/Project Access A

Since CR 25A is under Lake County jurisdiction, this access was analyzed using the Lake County requirements. Per Lake County requirements, the need for turn lanes should be considered “If the property accessing the road is projected to generate 500 or more vehicle trips per day, or 50 or more vehicle trips in any hour”. The excerpt from the Lake County *Transportation Planning, Design and Construction Standards* is included in **Appendix K**. As the traffic from development contributes less than 50 peak hour trips to the turning movements, the southbound right turn deceleration lane and the northbound left turn lane are not warranted at this intersection.

Therefore, no turn lanes are recommended at the intersection of CR 25A and Connell Road/Project Access A.



US 27 and Corley Island Road/Project Access B

Since US 27 is under FDOT, the turn lane warrants were evaluated based on the methods of the National Cooperative Highway Research Program (NCHRP) *Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide*.

Southbound Right Turn Deceleration Lane

The turn lane warrant evaluation results indicate that the southbound right turn deceleration lane is necessary to adequately serve the projected traffic at the US 27 and Corley Island Road/Access B intersection. Turn lane dimension is determined in accordance with the requirements of *FDOT Exhibit 212-1*, as provided in **Appendix K**.

Right Turn Lane Length = Deceleration Length

Deceleration Length @ 60 mph design speed = 405 feet

Right Turn Lane Length = 405 feet (including a 50-foot taper)

Therefore, a 405-foot southbound right turn lane, including 50-foot taper, is recommended at the US 27 and Corley Island Road/Access B intersection.

Northbound Left Turn Deceleration Lane

There is an existing 510-foot northbound left turn lane at US 27 and Corley Island Road/Access B intersection. A review was conducted to determine if the existing northbound left turn lane is adequate to support the proposed development. Based on *Exhibit 212-1*, for a roadway with a design speed limit of 60 mph, the required length of the left turn lane is calculated as follows:

Left Turn Lane Length = Deceleration Length + Queue Storage Length

Deceleration Length @ 60 mph design speed = 405 feet

Queue length = 2 veh (*HCM* 95th %tile Queue = 0.3 assume 2) x 25 feet = 50 feet

Left Turn Lane Length = 405 + 50 = 455 feet (including a 50-foot taper)

Therefore, the existing 510-foot long northbound left turn lane is projected to adequately support the proposed development.

7.3 Off-Site Turn Lanes

As requested by FDOT, a turn lane adequacy analysis was performed at the US 27 and Connell Road/English Road intersection.

Southbound Right Turn Deceleration Lane

The existing southbound right turn lane at US 27 and Connell Road/English Road intersection is 405-foot. A review was conducted to determine if the existing southbound right lane is adequate to support the proposed development. Based on *Exhibit 212-1*, for a roadway with a design speed limit of 60 mph, the required length of the right turn lane is calculated as follows:

$$\begin{aligned} \text{Right Turn Lane Length} &= \text{Deceleration Length} \\ \text{Deceleration Length @ 60 mph design speed} &= 405 \text{ feet} \\ \text{Right Turn Lane Length} &= 405 \text{ feet (including a 50-foot taper)} \end{aligned}$$

Therefore, the existing 405-foot long southbound right turn lane is projected to be adequate.

Northbound Left Turn Deceleration Lane

The existing left turn lane at US 27 and Connell Road/English Road intersection is 390-foot. A review was conducted to determine if the existing northbound left turn lane is adequate to support the proposed development. Based on *Exhibit 212-1*, for a roadway with a design speed limit of 60 mph, the required length of the left turn lane is calculated as follows:

$$\begin{aligned} \text{Left Turn Lane Length} &= \text{Deceleration Length} + \text{Queue Storage Length} \\ \text{Deceleration Length @ 60 mph design speed} &= 405 \text{ feet} \\ \text{Queue length} &= 2 \text{ veh (HCM 95th \%tile Queue = 0.7 assume 2)} \times 25 \text{ feet} = 50 \text{ feet} \\ \text{Left Turn Lane Length} &= 405 + 50 = 455 \text{ feet (including a 50-foot taper)} \end{aligned}$$

Therefore, the existing northbound left turn lane is recommended to be extended to 455-foot. However, the project is not responsible for extending the turn lane since 455-foot lane is needed at existing or background condition and no additional vehicular queue length is added by the project trips.

8.0 SAFETY ASSESSMENT

A safety assessment was performed for the intersections of US 27 at Connell Road/English Road and US 27 at Corley Island Road/Access B. For the purpose of the assessment, the latest available five (5) years of historical crash data was obtained from *Signal 4 Analytics*. The study period for the assessment spans from 2020 to 2024 and the crash data is provided in **Appendix L**.

US 27 and Connell Road/English Road Intersection

Based on the data, 8 crashes were reported in the vicinity of the intersection of US 27 and Connell Road/English Road within the last five (5) years. A summary of the crash types is provided in **Table 8**, and a summary of the crash severities is provided in **Table 9**. Crash locations at this intersection are presented in **Figure 7**.

**Table 8
US 27 and Connell Road/English Road Crash Type Summary**

Crash Type	Year					Total	Percent
	2020	2021	2022	2023	2024		
Rear End	0	2	1	0	0	3	38%
Sideswipe	0	0	0	0	1	1	12%
Angle	0	1	0	1	0	2	25%
Left Turn	0	0	0	0	0	0	0%
Right Turn	0	0	0	0	0	0	0%
Off Road	1	1	0	0	0	2	25%
Other/Unknown	0	0	0	0	0	0	0%
Total	1	4	1	1	1	8	100%

**Table 9
US 27 and Connell Road/English Road Crash Severity Summary**

Injury Severity	Year					Total	Percent
	2020	2021	2022	2023	2024		
Fatal Injury - K	0	0	0	0	0	0	0%
Incapacitating Injury - A	0	0	0	0	0	0	0%
Non-Incapacitating Injury - B	0	1	1	0	0	2	24%
Possible Injury - C	1	1	0	1	0	3	38%
Property Damage Only - O	0	2	0	0	1	3	38%
Total	1	4	1	1	1	8	100%



Rear-end collisions were the most common type of crash during the study period, making up 38% of the total reported crashes. A majority of the crashes involved injuries, 62% of the crashes resulted in a clear injury of some kind. No fatalities were reported during the study period. Some additional observations regarding the crashes are provided as follows:

- 75% of the crashes occurred during the day, while 25% of the crashes occurred at night. Of the crashes that occurred at night, one (1) crash occurred in light condition and one (1) crash occurred in dark conditions.
- 75% of the crashes occurred in clear weather conditions.
- 88% of the crashes occurred on dry road surfaces.
- According to the geolocations, majority of the crashes occurred on US 27, either within the intersection or on the northbound/southbound approaches.

The crash rate at the intersection was calculated using the following equation:

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

Where:

R is the intersection crash rate, expressed as the number of crashes per million entering vehicles

C is the number of crashes at the intersection during the study period

N is the number of years in the study period

V is the number of daily vehicles entering the intersection (PM volumes 3,858/ K factor 0.09 = 42,867)

Accordingly, the crash rate was calculated as follows:

$$R = \frac{1,000,000 \times 8}{365 \times 5 \times 42,867} = 0.102$$

The statewide average crash rate for an intersection of this type (suburban, 4-leg, 4-lane divided with raised median) is 0.517 crashes per million entering vehicles. Therefore, the calculated crash rate of 0.102 crashes per million entering vehicles for this intersection is below the statewide average. Information regarding the statewide average crash rates is provided in **Appendix L**.

US 27 and Corley Island Road/Access B Intersection

Based on the data, 15 crashes were reported in the vicinity of the intersection of US 27 and Corley Island Road/Access B within the last five (5) years. A summary of the crash types is provided in **Table 10**, and a summary of the crash severities is provided in **Table 11**. Crash locations at this intersection are presented in **Figure 8**.

Table 10
US 27 and Corley Island Road/Access B Crash Type Summary

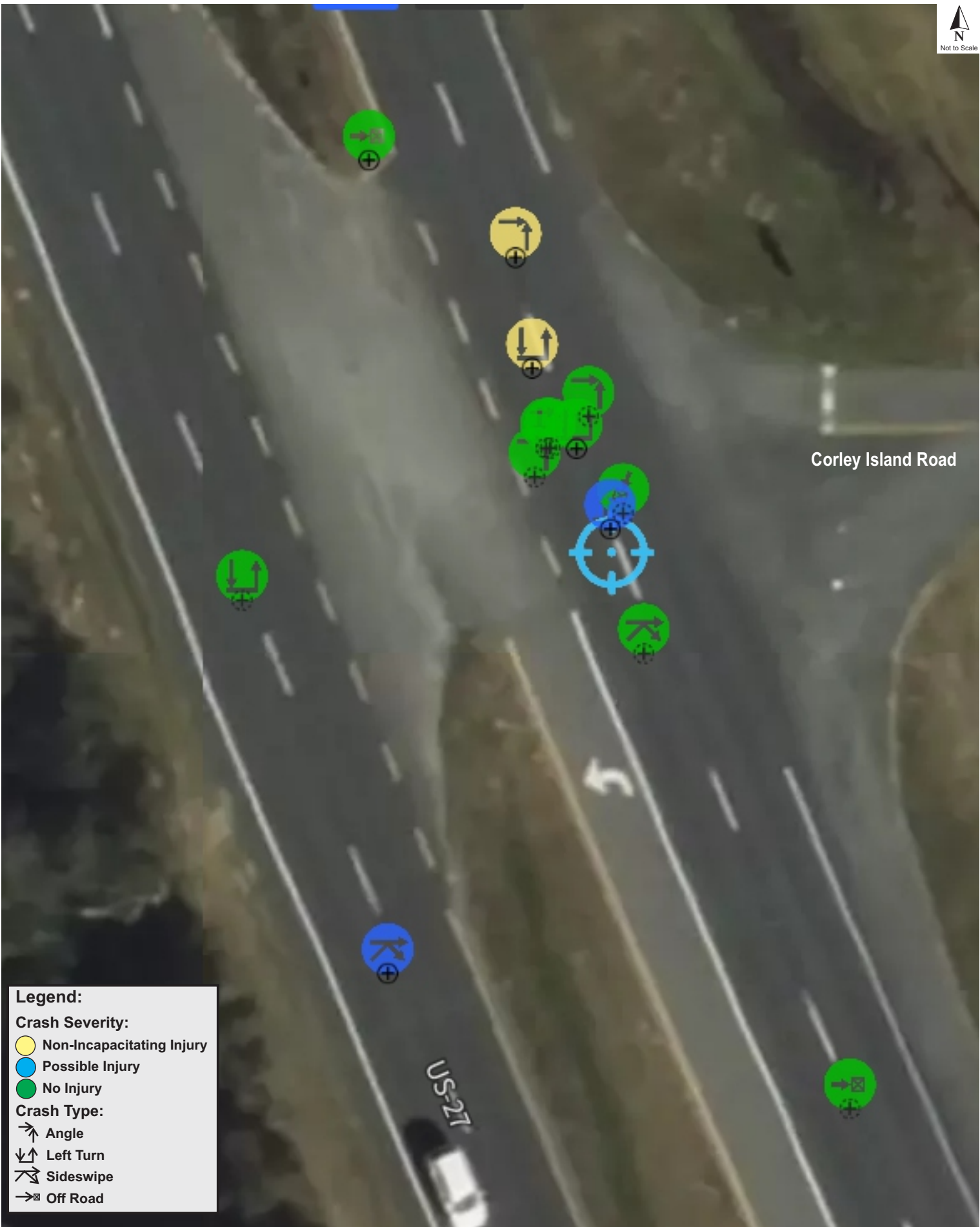
Crash Type	Year					Total	Percent
	2020	2021	2022	2023	2024		
Rear End	0	0	0	0	0	0	0%
Sideswipe	0	0	0	0	2	2	13%
Angle	0	1	1	1	1	4	27%
Left Turn	0	1	1	1	2	5	33%
Right Turn	0	0	0	0	0	0	0%
Off Road	0	1	2	1	0	4	27%
Other/Unknown	0	0	0	0	0	0	0%
Total	0	3	4	3	5	15	100%

Table 11
US 27 and Corley Island Road/Access B Crash Severity Summary

Injury Severity	Year					Total	Percent
	2020	2021	2022	2023	2024		
Fatal Injury - K	0	0	0	0	0	0	0%
Incapacitating Injury - A	0	0	0	0	0	0	0%
Non-Incapacitating Injury - B	0	0	1	0	2	3	20%
Possible Injury - C	0	0	0	0	2	2	13%
Property Damage Only - O	0	3	3	3	1	10	67%
Total	0	3	4	3	5	15	100%

Left-turn collisions were the most common type of crash during the study period, making up 33% of the total reported crashes. Most of the crashes did not involve injuries, 33% of the crashes resulted in a clear injury of some kind. No fatalities were reported during the study period. Some additional observations regarding the crashes are provided as follows:

- 73% of the crashes occurred during the day, while 27% of the crashes occurred at night. Of the crashes that occurred at night, one-third crashes occurred in light condition and the rest occurred in dark conditions.



Legend:

Crash Severity:

- Yellow circle: Non-Incapacitating Injury
- Blue circle: Possible Injury
- Green circle: No Injury

Crash Type:

- Angle icon: Angle
- Left Turn icon: Left Turn
- Sideswipe icon: Sideswipe
- Off Road icon: Off Road

- 67% of the crashes occurred in clear weather conditions.
- 93% of the crashes occurred on dry road surfaces.
- According to the geolocations, majority of the crashes occurred on US 27, either within the intersection or on the northbound/southbound approaches.

The crash rate at the intersection was calculated using the following equation:

$$R = \frac{1,000,000 \times C}{365 \times N \times V}$$

Where:

R is the intersection crash rate, expressed as the number of crashes per million entering vehicles

C is the number of crashes at the intersection during the study period

N is the number of years in the study period

V is the number of daily vehicles entering the intersection (PM volumes 3,875/ K factor 0.09 = 43,055)

Accordingly, the crash rate was calculated as follows:

$$R = \frac{1,000,000 \times 15}{365 \times 5 \times 43,055} = 0.191$$

The statewide average crash rate for an intersection of this type (suburban, 3-leg, 4-lane divided with raised median) is 0.270 crashes per million entering vehicles. Therefore, the calculated crash rate of 0.191 crashes per million entering vehicles for this intersection is below the statewide average. Information regarding the statewide average crash rates is provided in **Appendix L**.

9.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Dominion Leesburg Apartments, a residential project of 276 units multi-family apartments. The site is located west of the CR 25A and Connell Road intersection, in the City of Leesburg, Lake County, Florida.

The analysis included a determination of trip generation, a review of transportation capacity and operations, and a review of the proposed site access plan. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 1,714 daily trips of which 110 trips occur during the AM peak hour and 140 trips occur during the PM peak hour.
- A review of roadway capacity conditions reveals that the roadway segments of US 27, from SR 44 to CR 25A and from CR 25A to CR 33 are projected to operate below the adopted LOS due to existing or background traffic. Traffic from the proposed development is projected to constitute less than 3.5% of the capacity and does not significantly impact the adverse segments. Per Florida Statutes, a development project is not responsible for providing mitigation to the existing or future deficient roadway segment.
- A review of intersection operations indicates that the stop-controlled intersections of US 27 at Connell Road/English Road and US 27 at Corley Island Road/Access B are projected to experience delays on minor approaches due to lack of sufficient gaps in the major road traffic at the buildout condition. However, the minor approaches are projected to operate within or at their capacity. Therefore, no mitigation or SWA is required.

Summary of Recommendations

- Install a 405-foot southbound right turn deceleration lane at the US 27 and Corley Island Road/Access B intersection.

APPENDICES

Appendix A
Conceptual Site Plan



Building 1				
Unit Type	Level			
	1	2	3	
2 Bedroom				0
3 Bedroom				0
4 Bedroom	4	4	4	12
	4	4	4	12

Building 2				
Unit Type	Level			
	1	2	3	
2 Bedroom	2	2	2	6
3 Bedroom	4	4	4	12
4 Bedroom	2	2	2	6
	8	8	8	24

Building 3				
Unit Type	Level			
	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 4				
Unit Type	Level			
	1	2	3	
2 Bedroom	2	2	2	6
3 Bedroom	4	4	4	12
4 Bedroom	2	2	2	6
	8	8	8	24

Building 5				
Unit Type	Level			
	1	2	3	
2 Bedroom				0
3 Bedroom				0
4 Bedroom	4	4	4	12
	4	4	4	12

Building 6				
Unit Type	Level			
	1	2	3	
2 Bedroom	2	2	2	6
3 Bedroom	6	6	6	18
4 Bedroom	0	0	0	0
	8	8	8	24

Building 7				
Unit Type	Level			
	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 8				
Unit Type	Level			
	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 9				
Unit Type	Level			
	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Building 10				
Unit Type	Level			
	1	2	3	
2 Bedroom	4	4	4	12
3 Bedroom	6	6	6	18
4 Bedroom	2	2	2	6
	12	12	12	36

Unit Mix		
	Count	Percentage
2 Bedroom	78	28%
3 Bedroom	132	48%
4 Bedroom	66	24%
	276	

Parking
444 Spaces (1.61 Ratio)

LEESBURG REDEVELOPMENT
SITE PLAN - OPTION B

Appendix B
Methodology Correspondence



Outlook

RE: 25121.02.01 Dominion Leesburg Apartments TIS Methodology

From Max VanAllen <max.vanallen@leesburgflorida.gov>

Date Fri 8/29/2025 10:16 AM

To Tarek Hasan <TarekH@trafficmobility.com>

Cc Kandi Harper <Kandi.Harper@leesburgflorida.gov>; Quist, Devon <devon.quist@Dominiuminc.com>; Charlotte Davidson <CharlotteD@trafficmobility.com>; 25121-01 Dominion Leesburg Apts <25121-01@trafficmobility.com>; Alayof, Gabriel <gabriel.alayof@dominiuminc.com>; Lewis, Sharon E <sharon.lewis@lakecountyfl.gov>

Good morning,

Per the consultant, please see below:

We have reviewed the responses and updates to the TIS methodology and are satisfied with the revisions.

Please ask the applicant to proceed with the TIS analysis.

Best,

Max VanAllen, AICP

Senior Planner

City of Leesburg

204 N. 5th Street

PO Box 490630

Leesburg, FL 34749-0630

T: 352-728-9786 ext. 1738

Department Phone: 352-728-9786 X 1705

Department Email: planzone@leesburgflorida.gov



From: Tarek Hasan <TarekH@trafficmobility.com>

Sent: Thursday, August 21, 2025 11:53 AM

To: Max VanAllen <max.vanallen@leesburgflorida.gov>

Cc: Kandi Harper <Kandi.Harper@leesburgflorida.gov>; Quist, Devon <devon.quist@Dominiuminc.com>; Charlotte Davidson <CharlotteD@trafficmobility.com>; 25121-01 Dominion Leesburg Apts <25121-01@trafficmobility.com>; Alayof, Gabriel <gabriel.alayof@dominiuminc.com>; Lewis, Sharon E <sharon.lewis@lakecountyfl.gov>

Subject: 25121.02.01 Dominion Leesburg Apartments TIS Methodology

Good Morning Max,



Re: 25121.02.01 Dominion Leesburg Apartments TIS Methodology

From Tarek Hasan <TarekH@trafficmobility.com>

Date Thu 8/21/2025 2:06 PM

To Lewis, Sharon E <sharon.lewis@lakecountyfl.gov>

Cc Harper, Kandi <kandi.harper@leesburgflorida.gov>; Quist, Devon <devon.quist@Dominiuminc.com>; Charlotte Davidson <CharlotteD@trafficmobility.com>; 25121-01 Dominion Leesburg Apts <25121-01@trafficmobility.com>; Alayof, Gabriel <gabriel.alayof@dominiuminc.com>; Max VanAllen <max.vanallen@leesburgflorida.gov>; Daniels, Glen <glen.daniels@dominiuminc.com>

Hello Sharon,

Thanks for your input. Please see our responses below:

1. Please reevaluate trip distribution. Showing a realistic model with traffic gravitating to attractions.
TMC Response: The trip distribution pattern was based on the Central Florida Regional Planning Model (CFRPM) Version 7.0 travel demand forecasting model that took into consideration the surrounding network's point of attraction. However, per your request, we will split the project trip percentages as 65/35 to north/south of US 27 and will revise other corresponding percentages in the upcoming TIA analysis.
2. Please include the intersection of SR 44 & US 27.
TMC Response: Acknowledged. SR 44 and US 27 intersection will be considered in the study.
3. Please note that the most updated FDOT traffic online is available. Please use their most recent AADT.
TMC Response: We will use the latest FDOT traffic online dataset for AADT data for the segments that are not listed in the Lake County's Annual Counts dataset.

We believe these responses adequately address your comments and are good to proceed with preparing the TIA. We remain available to discuss this further or to answer any questions you may have. Please let us know your thoughts.

Thank you!

Best Regards,

Tarek Hasan, PhD, PE
Traffic Engineer



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Orlando, FL 32803

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Email: TarekH@trafficmobility.com

Please visit us at: <https://www.trafficmobility.com/>



MEMORANDUM

August 20, 2025

Re: Dominion Leesburg Apartments
Traffic Impact Study Methodology, v1.1
City of Leesburg, Florida
Project № 25121.02.01

This memorandum outlines the approach to the proposed Traffic Impact Study (TIS) for the above-mentioned project and is updated per the comments received from the City of Leesburg's Planning and Zoning Department. The responses to City's comments are included in the **Attachments**. The methodology is consistent with the requirements of the City of Leesburg, Lake County, and the Lake~Sumter Metropolitan Planning Organization (LSMPO) for a Tier 2 TIS.

Project Description

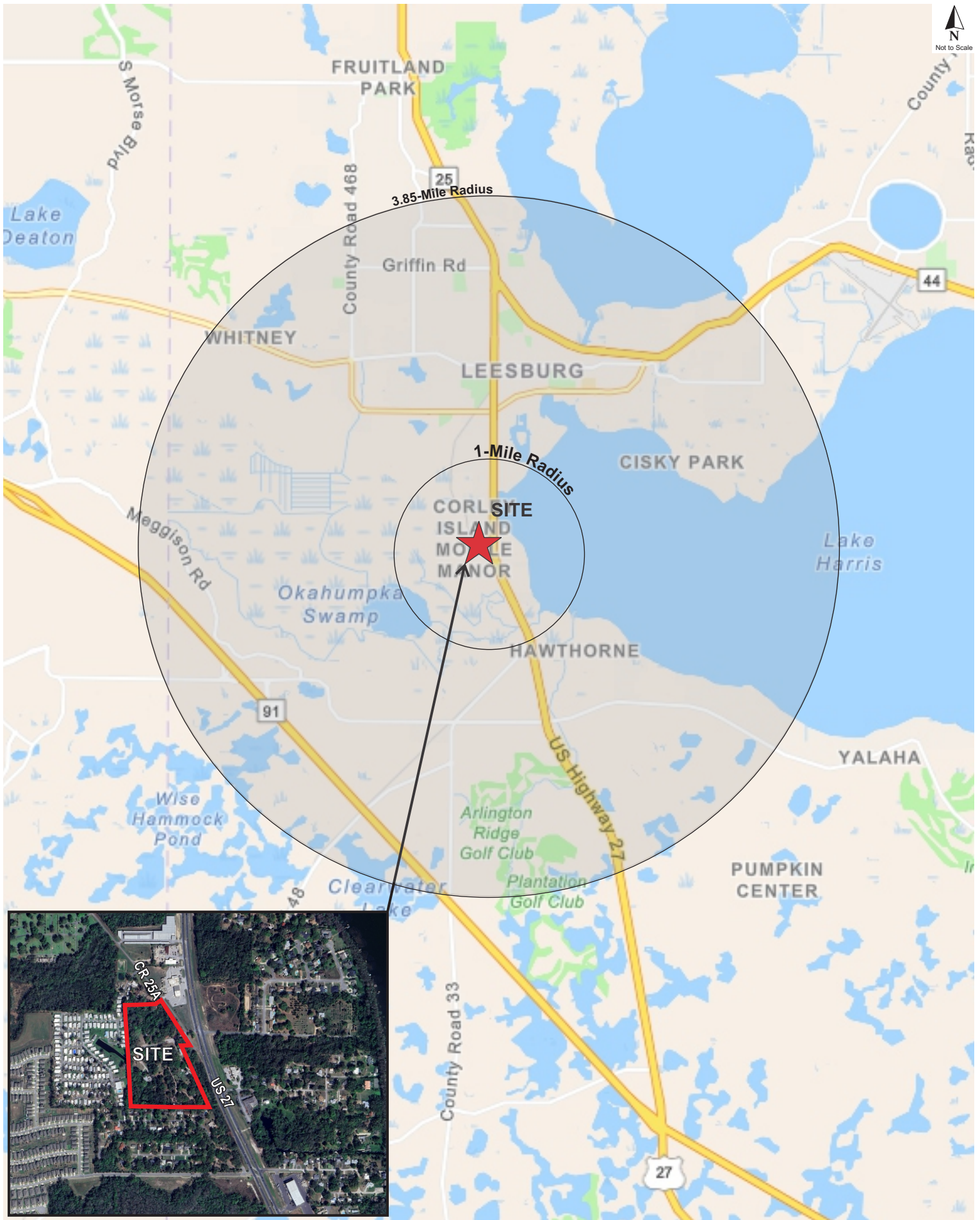
The proposed residential development comprises multi-family apartments of 276 units with an anticipated buildout year of 2029. The conceptual development plan is provided in the **Attachments**.

Project Location

The project site is located west of the CR 25A and Connell Road intersection, in the City of Leesburg, in Lake County, Florida, as shown in **Figure 1**.

Project Access

Access to the site from the external network is proposed via two (2) access points. The access point on CR 25A via Connell Road will be a full access driveway and the access point on US 27 will be a right-in/right-out (RI/RO) access driveway.



Dominium Leesburg Apartments

Traffic Impact Study Methodology, v1.1

Project № 25121.02.01

August 20, 2025

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Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. **Table 1** summarizes the trip generation analysis and the detailed ITE sheets are included in the **Attachments**.

Table 1
Trip Generation Analysis

ITE Code	Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multi-Family Housing (Low-Rise)	276 DU	6.68	1,844	0.39	108	26	82	0.50	139	88	51

Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.

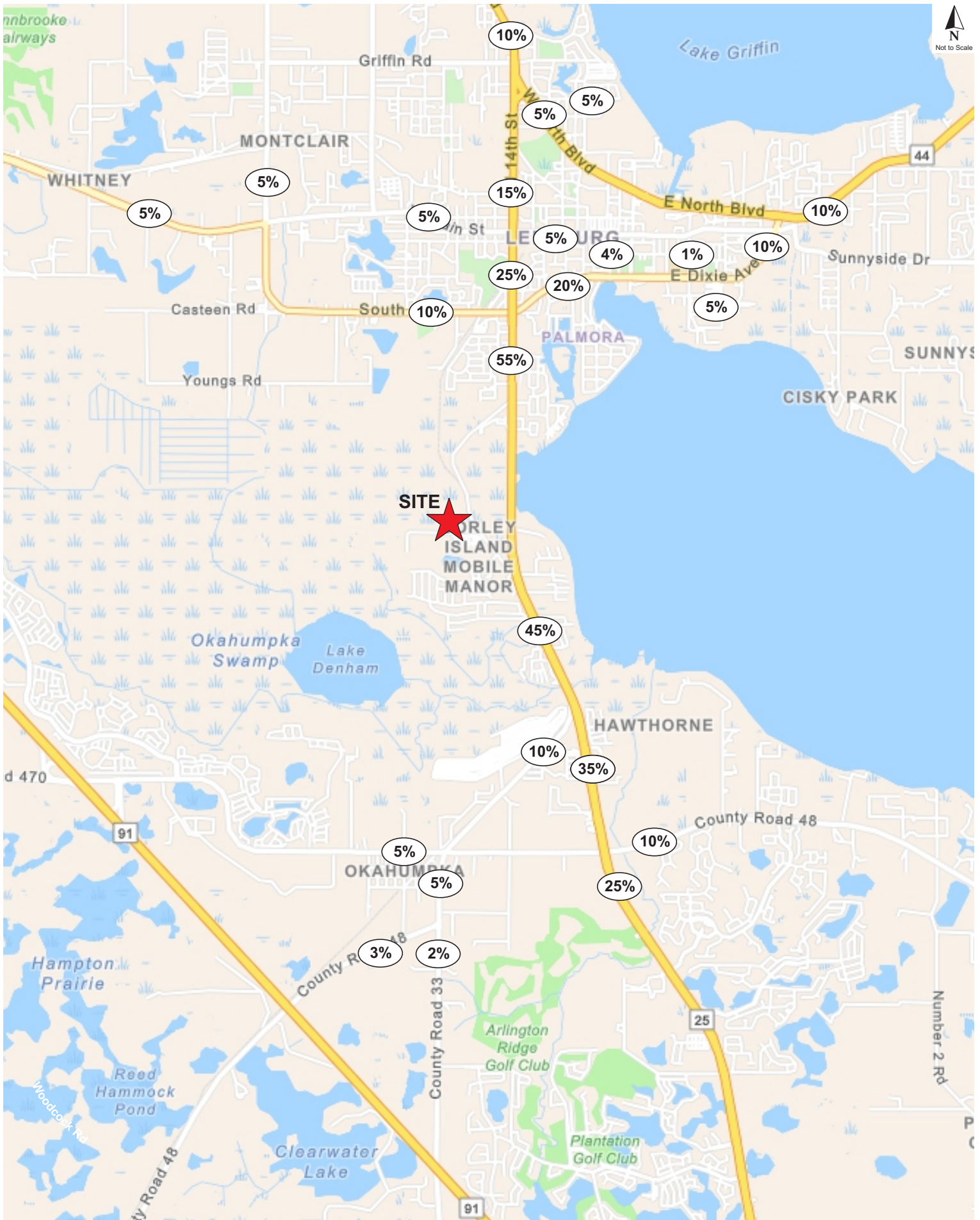
Equation: Daily $T = 6.41(X) + 75.31$, AM Peak $T = 0.31(X) + 22.85$, PM Peak $T = 0.43(X) + 20.55$, where $T = \text{Trips}$, $X = \text{number of DU}$

Rate is generated using the equation divided by the number of units

The proposed development is projected to generate 1,844 daily trips, of which 108 trips occur during the AM peak hour and 139 occur during the PM peak hour. The development is projected to generate more than 100 new peak hour trips and therefore a Tier 2 Traffic Impact Study will be conducted.

Trip Distribution

The travel demand model based on the Florida Standard Urban Transportation Model Structure (FSUTMS) *Central Florida Regional Planning Model (CFRPM) Version 7.0* travel demand forecasting model was used to generate a general distribution pattern for the development. The model output is included in the **Attachments**. The raw model trip distribution has been adjusted based on prevailing traffic conditions and general knowledge of the area. The proposed trip distribution pattern is presented in **Figure 2**.



Dominium Leesburg Apartments

Traffic Impact Study Methodology, v1.1

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Study Area

In accordance with the requirements of a Tier 2 TIS, the study area will encompass roadway segments and intersections within a minimum 1-mile radius in addition to roadways where development is expected to consume five percent (5%) or more of their adopted Level of Service (LOS) capacities up to a 3.85-mile radius. The 3.85-mile radius is one half (1/2) of the single-family land use trip travel length. **Table 2** presents a review of this radius area. The results indicated that no roadway segment outside of 1-mile radius is projected to consume five percent (5%) or more of the capacity. Therefore, the proposed study segments are located within a 1-mile radius from the site. Existing roadway information was obtained using the 2025 *Lake County Annual Counts*, 2025 *Lake County Speed Class LOS* and *FDOT's Multimodal Quality/Level of Service (MQ/LOS)* data. Using the data from these three (3) sources, a master table was developed by Traffic and Mobility Consultants LLC (TMC), an excerpt of which has been included in the **Attachments**. For segments without the latest counts, data was sourced from the 2023 *Lake County Congestion Management Plan (CMP)* Database. Excerpts from the 2023 *Lake County CMP Database* are also provided in the **Attachments**. The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, and capacity. Project trips are calculated based on the project trip distribution that was previously identified.

Study Roadway Segments

- CR 25A
 - US 27 (North) to US 27 (South)
- SR 33/CR 33
 - US 27 to CR 48/CR 470
- US 27/SR 25
 - SR 44 to CR 25A (North)
 - CR 25A (North) to CR 33

Study Roadway Intersections

- Connell Road/Full Access and CR 25A (Two-Way Stop Control)
- US 27 and Connell Road/English Road (Two-Way Stop Control)
- US 27 and Corley Island Road (Two-Way Stop Control)
- US 27 and RI/RO Project Access (Two-Way Stop Control)
- US 27 and Magnolia Avenue/Armoyan Boulevard (Directional Two-Way Stop Control)
- US 27 and CR 33 (Signal)

Table 2
Study Area Review

Count STA	Segment ID	Description	# of Lns	A T	Cntxt Cls	LOS Std	Cap	Trip Distr	Project Trips	Signif- icance	Signif- ican? Y	Within 1.00 mile	Included in Study? Y
CR 25A													
403	250	US 27 (North) to US 27 (South)	2	R	C2T	C	680	55%	48	7.1%	Y	Y	Y
CR 33													
249	280	CR 48 to Bridges Rd	2	U	C2T	D	850	2%	2	0.2%	N	N	N
CR 470													
267	1150	Sumter County Line to Florida Turnpike	2	R	C2	C	430	5%	4	0.9%	N	N	N
266	1155	Florida Turnpike to Bay Ave	2	R	C2	C	450	5%	4	0.9%	N	N	N
266	1160	Bay Ave to CR 33*	2	R	C2	C	450	5%	4	0.9%	N	N	N
CR 48													
248	1225	Clearwater Lake Rd to CR 33	2	R	C2	C	430	5%	4	0.9%	N	N	N
263	1230	CR 33 to Haywood Worm Farm Rd	2	U	C3R	D	1,000	0%	0	0.0%	N	N	N
262	1235	Haywood Worm Farm Rd to US 27	2	U	C3R	D	1,050	0%	0	0.0%	N	N	N
264	1240	US 27 to Lime Ave	2	U	C3R	D	1,050	10%	9	0.9%	N	N	N
Lake St**													
435	2310	US 441 to Main St	2	U	C3C	D	770	1%	1	0.1%	N	N	N
425	2320	Main St to SR 44	2	U	C4	D	630	1%	1	0.2%	N	N	N
Lee St**													
441	2400	Griffin Rd to US 441	2	U	C3R	D	800	0%	0	0.0%	N	N	N
438	2410	US 441 to Main St	2	U	C3C	D	770	0%	0	0.0%	N	N	N
Main St													
430	2470	CR 468 to Thomas Ave	2	U	C4	D	630	5%	4	0.6%	N	N	N
430	2480	Thomas Ave to US 27*	2	U	C4	D	630	5%	4	0.6%	N	N	N
431	2490	US 27 to Lee St	2	U	C4	D	630	5%	4	0.6%	N	N	N
431	2500	Lee St to Canal St	2	U	C4	D	630	0%	0	0.0%	N	N	N
428	2510	Canal St to Lake St*	2	U	C4	D	630	0%	0	0.0%	N	N	N
433	2520	Lake St to Dixie Ave/SR 44*	2	U	C4	D	630	0%	0	0.0%	N	N	N
432	2530	Dixie Ave/SR 44 to Sunnyside Dr	2	U	C3R	D	800	0%	0	0.0%	N	N	N
SR 33/CR 33													
268	260	US 27 to CR 48/CR 470	2	U	C3R	D	1,050	10%	9	0.9%	N	Y	Y
260	270	CR 48/CR 470 to CR 48	2	U	C3C	D	960	5%	4	0.4%	N	N	N
SR 44**													
110496	3190	Sumter County Line to CR 468	4	U	C3R	D	1,940	5%	4	0.2%	N	N	N
110487	3200	CR 468 to S Lone Oak Dr	4	U	C3C	D	1,900	10%	9	0.5%	N	N	N
115147	3210	S Lone Oak Dr to US 27	4	U	C3C	D	1,900	10%	9	0.5%	N	N	N
115179	3220	US 27 to S 9th St	4	U	C4	D	1,880	20%	18	1.0%	N	N	N
115143	3230	S 9th St to Canal St	4	U	C4	D	1,790	16%	14	0.8%	N	N	N
115143	3240	Canal St to S Lake St	4	U	C4	D	1,790	15%	13	0.7%	N	N	N
115142	3250	S Lake St to E Main St	4	U	C4	D	1,790	10%	9	0.5%	N	N	N
115183	3260	E Main St to US 441	4	U	C3C	D	1,900	10%	9	0.5%	N	N	N
US 27/SR 25**													
115120	3760	US 27/US441 Split to Main St	4	U	C3C	D	1,810	15%	13	0.7%	N	N	N
115119	3770	Main St to SR 44	4	U	C4	D	1,790	25%	22	1.2%	N	N	N
115116	3780	SR 44 to CR 25A (North)	4	U	C3C	D	1,810	55%	48	2.7%	N	Y	Y
110014	3785	CR 25A (North) to CR 33	4	U	C3C	D	1,810	45%	40	2.2%	N	Y	Y
110014	3790	CR 33 to CR 48	4	U	C3R	D	1,940	35%	31	1.6%	N	N	N
110362	3800	CR 48 to Plantation Blvd	4	U	C3R	D	1,850	25%	22	1.2%	N	N	N
US 27/US 441**													
110109	3730	CR 460 to CR 466A	6	U	C3C	D	2,680	5%	4	0.1%	N	N	N
110109	3740	CR 466A to CR 44A	6	U	C3C	D	2,680	5%	4	0.1%	N	N	N
110109	3750	CR 44A to US 27/441 Split	6	U	C3C	D	2,680	10%	9	0.3%	N	N	N
US 441/SR 500**													
115096	3940	US 27/441 Split to Lee St	4	U	C3C	D	1,900	5%	4	0.2%	N	N	N
110492	3950	Lee St to N Canal St	4	U	C3C	D	1,810	0%	0	0.0%	N	N	N
115093	3960	N Canal St to E Dixie Ave	4	U	C3C	D	1,900	0%	0	0.0%	N	N	N
115092	3970	E Dixie Ave to E Main St	6	U	C3C	D	2,680	10%	9	0.3%	N	N	N
110177	3980	E Main St to CR 44	6	U	C3C	D	2,680	10%	9	0.3%	N	N	N

2025 Lake County - Speed Class LOS - Source of roadway parameters (area type, context class, LOS Standard, daily service volumes)
 FDOT Multimodal Quality / Level of Service Handbook, January 2023 was used to derive peak hour peak direction service volumes
 Lake County Congestion Management Plan (CMP) - Referenced for roadway segment descriptions based on CMP Segment ID's
 * Capacity based on the adjacent segment
 ** Capacity based on 2023 Lake County CMP Database and rounded to nearest 10

Dominium Leesburg Apartments

Traffic Impact Study Methodology, v1.1

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Capacity Analysis

The TIS will include an analysis of the peak hour conditions in the existing year, background and the future project buildout year (2029). The capacity analysis will be based on the capacities from the *2025 Lake County Speed Class LOS data*, service volumes from the *2023 FDOT's Multimodal Quality/Level of Service (MQ/LOS) Manual*, and the methods of the *Highway Capacity Manual (HCM)*.

Projected Traffic

The TIS will include an analysis of the roadway segments in the PM peak hour. The study intersections will be analyzed for both AM and PM peak hour operations. Offsite and access improvements necessary to support the proposed development at buildout will be identified in the study.

Projected background traffic for the buildout year (2029) will be calculated using the historical annual growth rate or using a minimum growth rate of 2.0%. Historical annual growth rate will be calculated from the latest available five years of Annual Average Daily Traffic (AADT) which will be obtained from the *2025 Lake County Annual Counts* data. The study segments that are not listed in this dataset, annual growth rate will be obtained from the *2023 Lake County CMP Database*.

Turn Lane Warrant Analysis

A turn lane warrant analysis for access driveway intersections will be performed to determine the potential need for deceleration lanes to support the proposed development.

Planned and Programmed Improvements

The roadway improvements identified on *FDOT Work Program (WP)*, *LSMPO 2025-29 Transportation Improvement Program (TIP)* and the *Lake County Capital Improvement Program (CIP)* have been reviewed to determine if any roadway or intersection improvements in the study area are funded for construction. It is found that FDOT is resurfacing US 27/SR 25 from CR 33 to Middlesex Road to extend the life of the existing roadway. However, no improvements were identified in the published information that is related to capacity improvements in the study area.

Report

A report will be prepared for submittal to the City of Leesburg, Lake County and FDOT documenting the analysis and findings of the study.



August 08, 2025

Max VanAllen
Planner, Planning & Zoning Department
City of Leesburg
204 North 5th Street
Leesburg, FL 34749

Subject: Dominium Leesburg Apartments – TIS Methodology Review Comments

Dear Ms. Max,

WSP has reviewed the Traffic Impact Study (TIS) methodology for the proposed Dominium Leesburg Apartments development. The project site is located on west of the CR 25A and Connell Road intersection in the City of Leesburg, Florida. The proposed development will consist of 276 units, with an anticipated buildout year of 2029.

The TIS methodology was reviewed for consistency with the Traffic Impact Study Methodology and Guidelines adopted by the City of Leesburg and Lake-Sumter MPO, Lake County Congestion Management Process (CMP) Database, Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition, and current traffic impact study best practices. The following list of comments is for your review and consideration.

1. **Table 1 (Estimated Trip Generation):** When trip generation estimates are based on the fitted-curve equation method, please provide the corresponding equation in the “Rate” columns instead of a numerical rate. Hence, please update the corresponding numerical rates with the fitted-curve equations for the Daily, AM Peak Hour, and PM Peak Hour.
2. **Study Area:** Please note that the study area of a 4.55-mile radius is based on a ‘single family’ trip length. However, the proposed development is not a single family development. Please determine the study area using the trip length for the appropriate residential development type.
3. **Historical Growth Rate:** Please note that the FDOT Trend Analysis Tool is the preferred method to determine the historical growth rate, which requires a minimum of 10 years of historical AADT data.

Kind regards,
Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP₂₁

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August 20, 2025

Max VanAllen
Planner, Planning & Zoning Department
City of Leesburg, Florida
204 North 5th Street
Leesburg, Florida 34749
Email: max.vanallen@leesburgflorida.gov

Re: Dominion Leesburg Apartments
Response to Traffic Impact Study Methodology Comments
TMC Project № 25121.02.01
City of Leesburg, Florida

Dear Ms. Max,

Please find below our responses to the review comments prepared by the City of Leesburg (Traffic Consultants – WSP) dated August 8, 2025, regarding the above referenced Traffic Impact Study Methodology dated July 24, 2025. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Study Methodology is provided under cover reflecting the changes resulting from these comments.

- 1. Table 1 (Estimated Trip Generation): When trip generation estimates are based on the fitted-curve equation method, please provide the corresponding equation in the “Rate” columns instead of a numerical rate. Hence, please update the corresponding numerical rates with the fitted-curve equations for the Daily, AM Peak Hour, and PM Peak Hour.**

TMC Response: Footnotes are added by mentioning fitted-curve equations that were used for Daily, AM Peak and PM Peak trip generation in Table 1. The equivalent rates shown in the Table are generated using the fitted-curve equation divided by the number of units.

- 2. Study Area: Please note that the study area of a 4.55-mile radius is based on a ‘single family’ trip length. However, the proposed development is not a single family development. Please determine the study area using the trip length for the appropriate residential development type.**

TMC Response: Acknowledged. The study area has been updated to 3.85-mile radius for multi-family residential development as specified by the LSMPO TIS guideline. However, it is noted that there is no change in study segments since no roadway segment outside of 1-mile radius is projected to consume five percent (5%) or more of the capacity.

3. Historical Growth Rate: Please note that the FDOT Trend Analysis Tool is the preferred method to determine the historical growth rate, which requires a minimum of 10 years of historical AADT data.

TMC Response: The latest available 2025 Lake County Annual Counts database provides AADT data from 2020 to 2025 and so 10 years of historical AADT data is not available. However, this dataset also provides a 5-year annual average growth rate. Since the roadway segmentation and their attributes will be utilized from the Lake County's dataset, it would be consistent to use the 5-year annual average growth rate from 2025 Lake County Annual Counts database. For the study segments not listed in the 2025 Lake County Annual Counts database, annual growth rate will be obtained from the 2023 Lake County Congestion Management Plan (CMP) database.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Study Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Md Tarek Hasan, PhD, PE
Traffic Engineer

Appendix C
Trip Generation Information

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

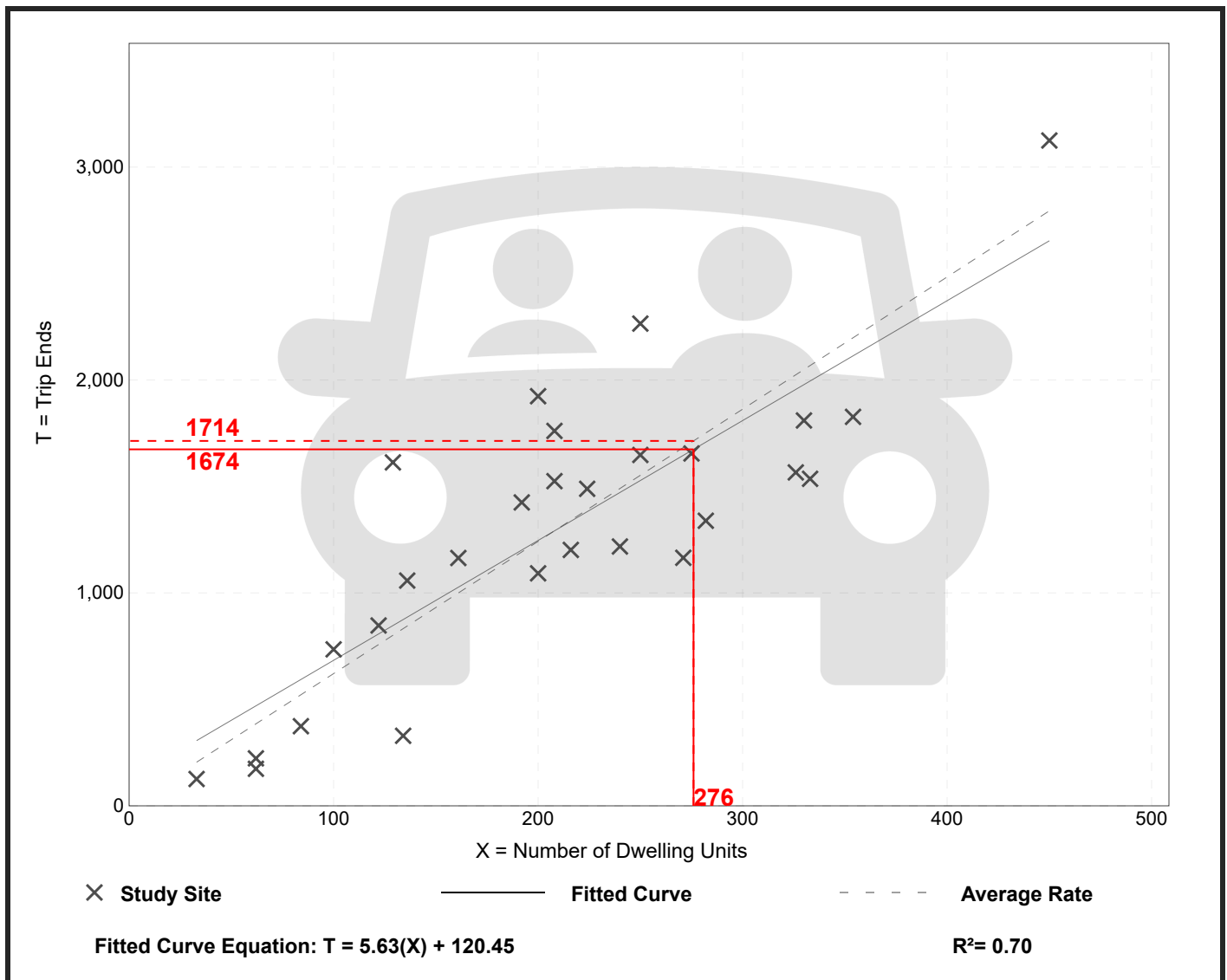
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
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: 51

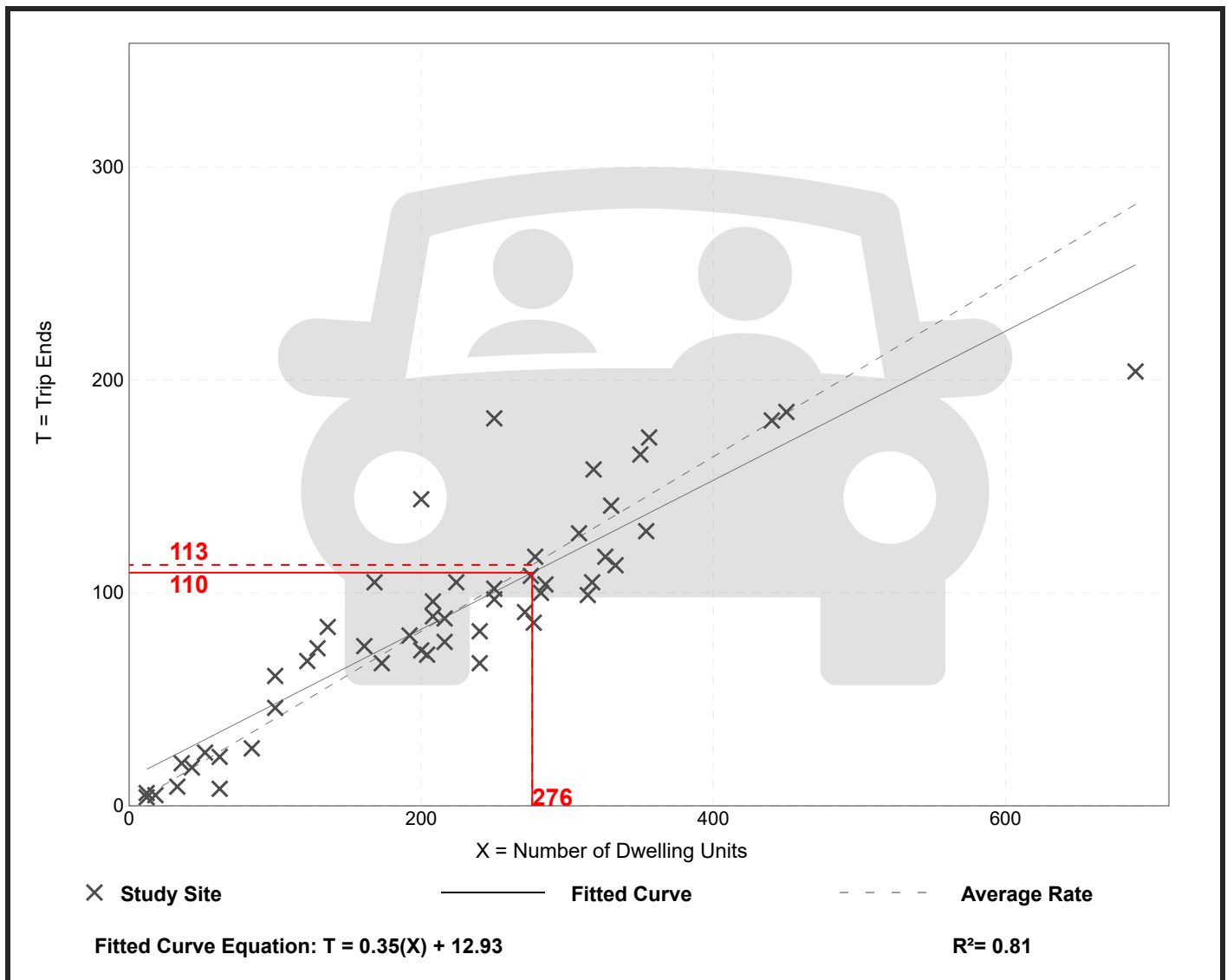
Avg. Num. of Dwelling Units: 219

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
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: 61

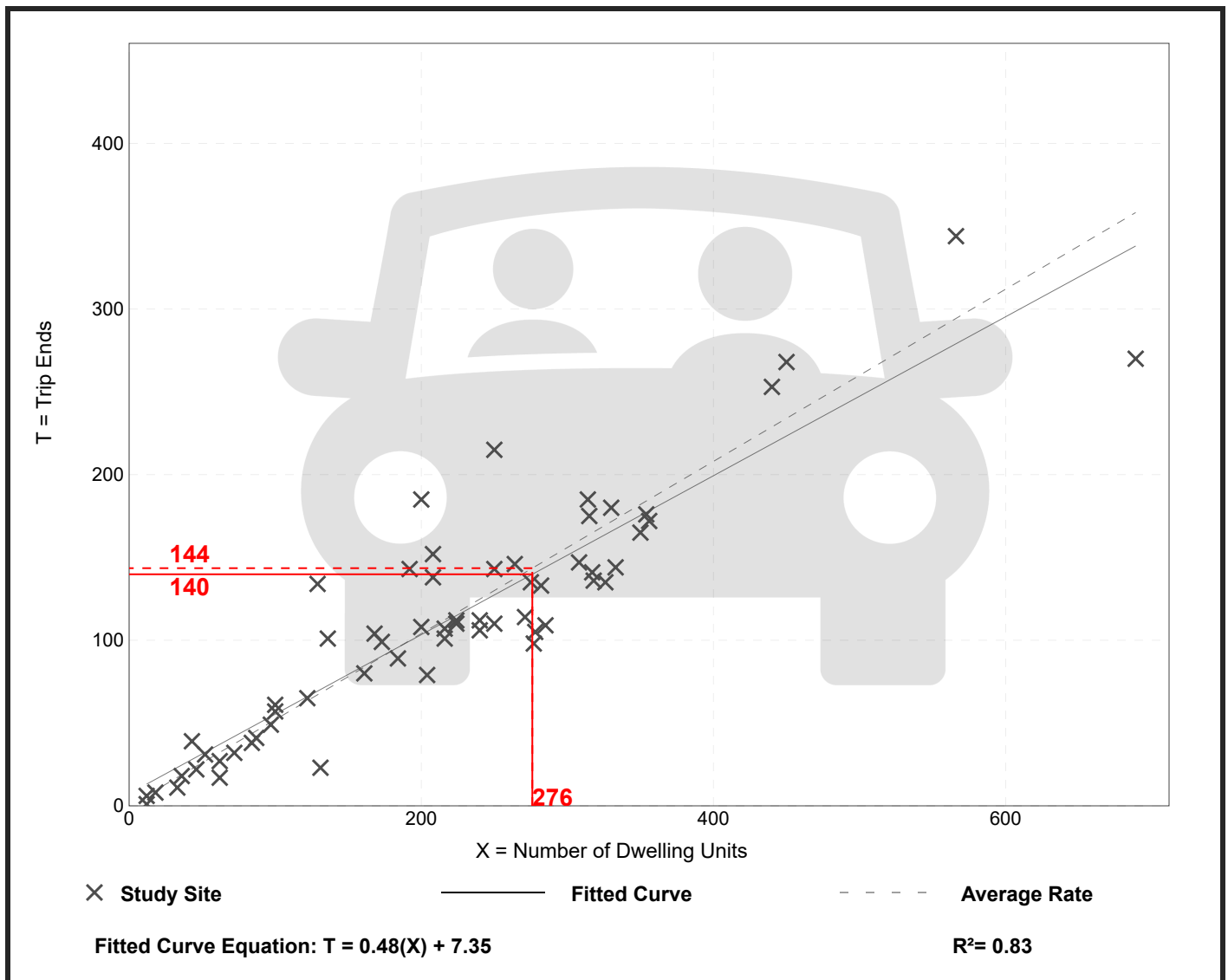
Avg. Num. of Dwelling Units: 215

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation

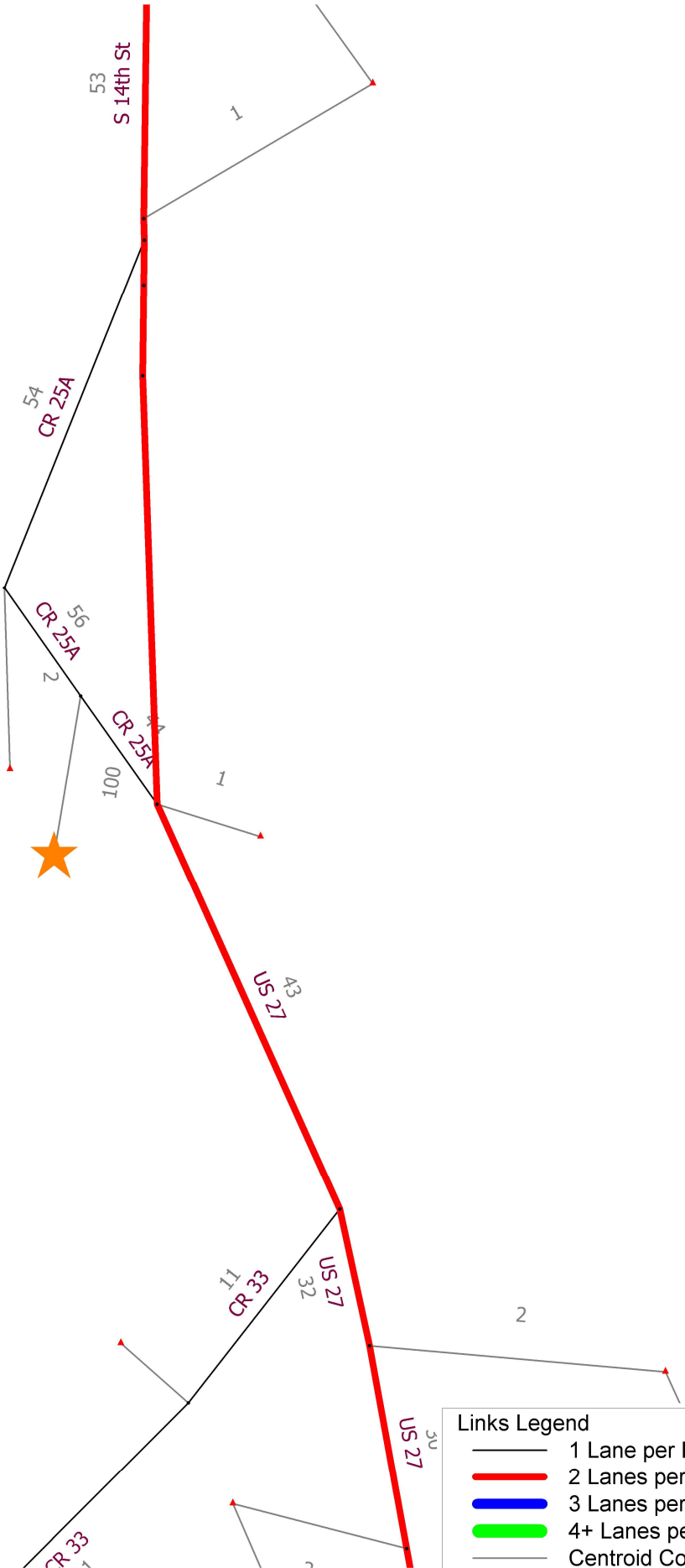


Appendix D
Model Distribution Plot

Nodes Legend

- Nodes
- ▲ TAZs
- ★ Dominion Leesburg Apartments

North



Links Legend

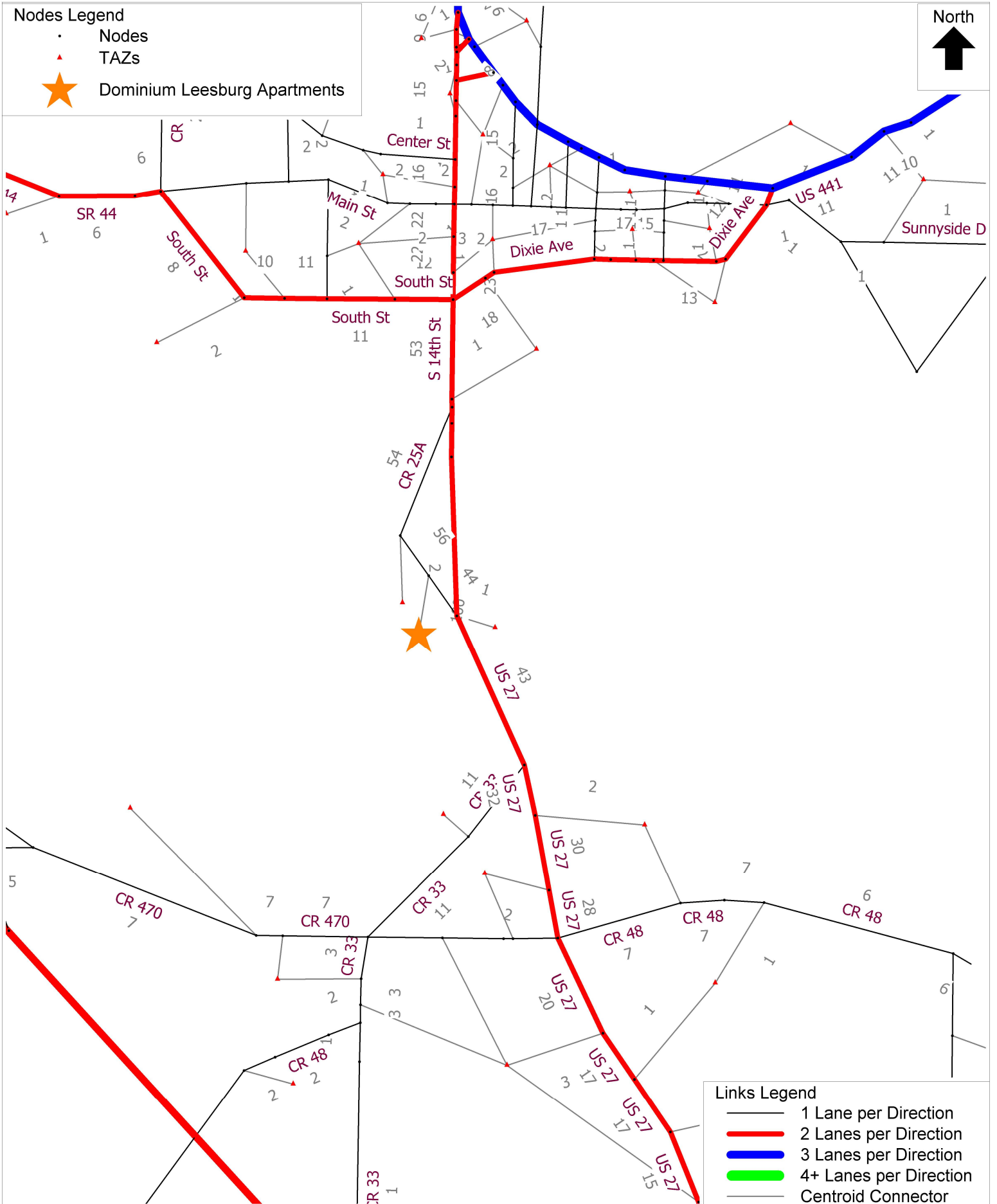
- 1 Lane per Direction
- 2 Lanes per Direction
- 3 Lanes per Direction
- 4+ Lanes per Direction
- Centroid Connector

25121.01.01 Dominion Leesburg Apartments, City of Leesburg, FL - TAZ 7676
Project Trips Directional

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Nodes Legend

- Nodes
- ▲ TAZs
- ★ Dominion Leesburg Apartments



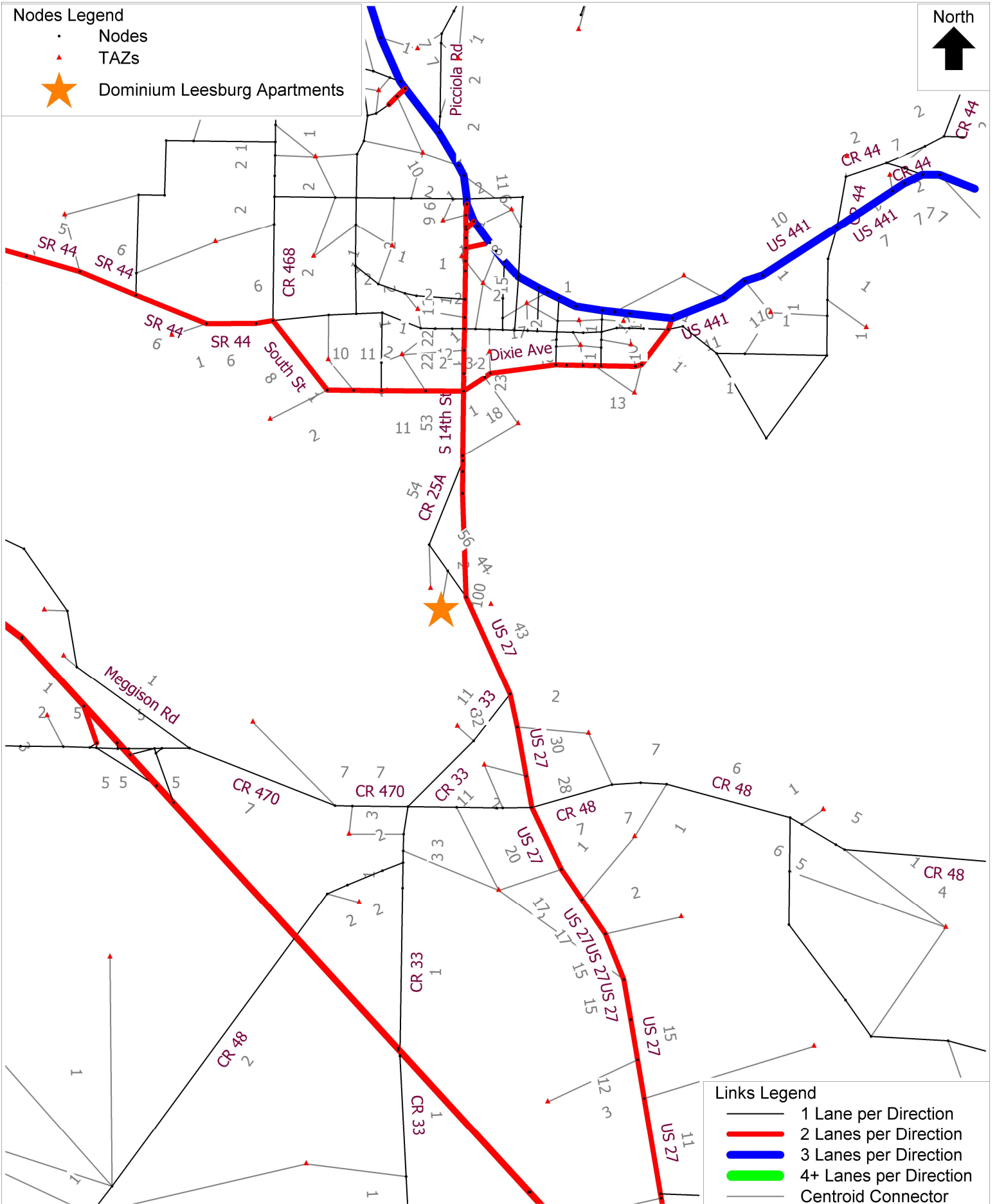
25121.01.01 Dominion Leesburg Apartments, City of Leesburg, FL - TAZ 7676
 Project Trips Directional

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Nodes Legend

- Nodes
- ▲ TAZs
- ★ Dominion Leesburg Apartments

North



Links Legend

- 1 Lane per Direction
- 2 Lanes per Direction
- 3 Lanes per Direction
- 4+ Lanes per Direction
- Centroid Connector

25121.01.01 Dominion Leesburg Apartments, City of Leesburg, FL - TAZ 7676

Project Trips Directional

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Appendix E
Lake County Traffic Data

Traffic & Mobility Consultants' Summary of Lake County Roadway Parameters

Count Station#	State/County	CMS Seg ID	Segment Information											Existing		Proposed		2025 Existing Conditions						
			Roadway	From	To	AT	FT	Post Speed	Cap Grp	Exist Lns	Imp Lns	LOS Std	Daily Cap	Peak Hr Cap	Daily Cap	Peak Cap	Daily			PM Peak				
																	Vol	V/C	LOS	NB/EB	SB/WB	V/C	LOS	
486	County	10	ABRAMS RD	SR 44	WAYCROSS AVE	U		30	C3R	2L		D	21,168	1,049			5,778	0.27	C	246	276	0.26	C	
27	County	20	ANDERSON HILL RD	LAKE SHORE DR	US 27	U		30	C3R	2L		D	16,128	799			1,538	0.10	C	103	54	0.13	C	
518	County	40	ARLINGTON AVE	W LADY LAKE BLVD	SOUTH TERMINI	U		25	C2T	2L		D	12,960	677			1,934	0.15	C	86	99	0.15	C	
246	County	50	AUSTIN MERRITT RD	YOUTH CAMP RD	CR 33	R		40	C2	2L		C	5,904	430			2,227	0.38	C	140	63	0.32	C	
624	County	70	BATES AVE	CR 44 / DELAND RD	ESTES RD	U		40	C2T	2L		D	17,010	888			1,799	0.11	C	98	118	0.13	C	
416	County	80	BAY RD	BAY RD / CR 19A	OLD US 441/ CR 500A	U		35	C3R	2L		D	16,128	799			2,987	0.19	C	124	154	0.19	C	
411	County	90	BAY RD	OLD US 441/ CR 500A	CR 452/ LAKESHORE DR	U		35	C3R	2L		D	16,128	799			1,592	0.10	C	78	67	0.10	C	
212	County	100	BLACKSTILL LAKE RD	FOSGATE RD	CR 50	U		35	C3R	2L		D	21,168	1,049			5,222	0.25	C	248	244	0.24	C	
247	County	110	BRIDGES RD	SR 33	US 27	R		40	C2	2L		C	5,904	430			2,260	0.38	C	132	80	0.31	C	
620	County	120	BRITT RD	SR 44	HORSE RANCH RD	U		40	C2T	2L		D	12,960	677			N/A	#VALUE!	F	N/A	N/A	0.00	B	
412	County	140	CR 19A (DORA AVE)	LAKE DORA DR	CR 500A/ OLD 441	U		35	C2T	2L		D	12,960	677			1,580	0.12	C	62	112	0.17	C	
437	County	150	CR 19A (DORA AVE)	CR 500A/ OLD 441	DAVID WALKER RD	U		35	C3R	2L		D	21,168	1,049			4,390	0.21	C	188	205	0.20	C	
445	County	160	CR 19A (DORA AVE)	DAVID WALKER RD	US 441	U		35	C3C	2L		D	20,507	1,011			3,129	0.15	C	143	144	0.14	C	
507	County	170	CR 19A	CR 452	CR 44	U		45	C3R	2L		D	16,128	799			2,929	0.18	C	158	101	0.20	C	
439	County	190	CR 19A	US 441	BAY RD	U		40	C4	2L		D	16,632	822			12,844	0.77	D	625	541	0.76	D	
424	County	200	CR 19A	BAY RD / CR 19A	CR 44C/ CR 500A	U		45	C3R	2L		D	21,168	1,049			8,085	0.38	C	330	367	0.35	C	
540	County	210	CR 25	MARION COUNTY LINE	GRIFFIN AVE	U		35	C2T	2L		D	17,010	888			11,694	0.69	C	713	322	0.80	D	
534	County	220	CR 25	GRIFFIN AVE	US 27 / US 441	U		35	C3R	2L		D	21,168	1,049			9,760	0.46	C	291	577	0.55	C	
495	County	230	CR 25A	US 27/US 441	CR 466A	U		30	C3R	2L		D	16,128	799			7,159	0.44	C	331	299	0.41	C	
482	County	240	CR 25A	CR 466A	US 27/US 441	U		30	C2T	2L		D	12,960	677			4,404	0.34	C	192	237	0.35	C	
403	County	250	CR 25A	US 27 (NORTH)	US 27 (SOUTH)	R		40	C2T	2L		C	13,041	680			521	0.04	C	21	29	0.04	C	
268	County	260	SR 33 / CR 33	US 27	CR 48 /CR 470	U		50	C3R	2L		D	21,168	1,049			10,301	0.49	C	392	441	0.42	C	
260	County	270	SR 33 / SR 48 / CR 33 / CR 48	CR 48 /CR 470	CR 48	U		45	C3C	2L		D	19,530	963			9,859	0.50	C	303	551	0.57	C	
249	County	280	CR 33	CR 48	BRIDGES RD	U		55	C2T	2L		D	16,200	846			4,942	0.31	C	297	148	0.35	C	
218	County	290	CR 33	BRIDGES RD	PEBBLE ROCK RD	R		35	C2T	2L		C	12,420	648			7,728	0.62	C	346	309	0.53	C	
542	County	310	CR 42	MARION COUNTY LINE	SR 19	D		45	C2T	2L		D	16,200	846			5,393	0.33	C	269	259	0.32	C	
638	County	320	CR 42	SR 19	CR 450	R		45	C2T	2L		C	9,936	518			5,158	0.52	C	235	232	0.45	C	
637	County	330	CR 42	CR 450	CR 439	R		55	C2T	2L		C	12,420	648			6,410	0.52	C	284	271	0.44	C	
801	County	340	CR 42	CR 439	CENTRAL AVE	R		40	C2T	2L		C	12,420	648			3,665	0.30	C	166	145	0.26	C	
803	#N/A	360	CR 42	PALMETTO ST	LAKE MACK DR	#N/A		#N/A	#N/A	#N/A		#N/A	#N/A	#N/A			#N/A	#N/A	#N/A	182	274	#N/A	#N/A	
607	County	380	CR 435	SR 46	DUBSDREAD DR	U		40	C3R	2L		D	20,160	999			7,812	0.39	C	336	385	0.39	C	
601	County	390	CR 435	DUBSDREAD DR	ORANGE COUNTY LINE	U		40	C2T	2L		D	17,010	888			5,793	0.34	C	354	239	0.40	C	
627	County	400	CR 437	CR 44A	SR 44	R		55	C2T	2L		C	13,041	680			N/A	#VALUE!	F	N/A	N/A	0.00	B	
619	County	410	CR 437	SR 44	WOLF BRANCH RD	U		45	C3R	2L		D	20,160	999			8,313	0.41	C	348	470	0.47	C	
609	County	420	CR 437	WOLF BRANCH RD	SR 46	U		45	C2T	2L		D	16,200	846			12,158	0.75	C	645	416	0.76	C	
606	County	430	CR 437	SR 46	ORANGE COUNTY LINE	U		45	C2T	2L		D	16,200	846			7,753	0.48	C	286	347	0.41	C	
636	County	440	CR 439	CR 42	CR 44A	R		55	C2T	2L		C	12,420	648			4,576	0.37	C	257	167	0.40	C	
625	County	450	CR 439	CR 44A	SR 44	R		45	C2T	2L		C	9,936	518			4,338	0.44	C	126	273	0.53	C	
458	County	460	CR 44	US 441	SILVER LAKE RD	U		55	C2T	2L		D	17,010	888			11,728	0.69	C	539	368	0.61	C	
483	County	470	CR 44	SILVER LAKE RD	CR 473	U		55	C2T	2L		D	16,200	846			11,274	0.70	C	662	322	0.78	D	
500	County	480	CR 44	CR 473	APIARY RD	U		40	C2T	2L		D	17,010	888			16,731	0.98	D	929	488	1.05	F	
506	County	490	CR 44	APIARY RD	CR 452	U		45	C3R	2L		D	20,160	999			13,018	0.65	C	496	578	0.58	C	
502	County	500	CR 44	CR 452	SR 19	D		30	C3R	2L		D	21,168	1,049			13,885	0.66	C	558	603	0.57	C	
503	County	510	CR 44	SR 19	HICKS DITCH RD	U		45	C3R	2L		D	21,168	1,049			11,450	0.54	C	447	526	0.50	C	
498	County	520	CR 44	HICKS DITCH RD	CR 44A	U		45	C2T	2L		D	17,010	888			10,904	0.64	C	424	502	0.57	C	
626	County	530	CR 44	CR 44A	ORANGE AVE	U		55	C3R	2L		D	21,168	1,049			9,605	0.45	C	430	363	0.41	C	
467	County	540	CR 44 LEG A	CR 44	US 441	U		45	C2T	2L		D	16,200	846			1,067	0.07	C	84	18	0.10	C	
805	#N/A	570	CR 445A	SR 19	CR 445	#N/A		#N/A	#N/A	#N/A		#N/A	#N/A	#N/A			#N/A	#N/A	#N/A	128	96	#N/A	#N/A	
806	#N/A	580	CR 445A	CR 445	SR 40	#N/A		#N/A	#N/A	#N/A		#N/A	#N/A	#N/A			#N/A	#N/A	#N/A	146	143	#N/A	#N/A	
269	County	590	CR 448	SR 19	CR 561	U		55	C3C	2L		D	20,507	1,011			5,763	0.28	C	278	232	0.28	C	
270	County	600	CR 448	CR 561	LAKE INDUSTRIAL BLVD	U		55	C3C	2L		D	20,507	1,011			12,731	0.62	C	467	620	0.61	C	
261	County	610	CR 448	LAKE INDUSTRIAL BLVD	ORANGE COUNTY LINE	R		45	C2	2L		C	5,904	430			9,835	1.67	D	385	529	1.23	D	
256	County	620	CR 448A	CR 448	CR 48	R		45	C2	2L		C	7,380	430			6,812	0.92	C	304	362	0.84	C	
468	County	640	CR 449 (SILVER LAKE)	CR 44	MORNINGSIDE DR	U		45	C2T	2L		D	12,960	677			2,096	0.16	C	178	48	0.26	C	
634	County	670	CR 44A	SKYLINE DR	CR 450A/ CR44A	R		45	C2T	2L		C	12,420	648			2,198	0.18	C	106	93	0.16	C	
629	County	680	CR 44A	CR 450A	CR 44A	R		45	C2T	2L		C	12,420	648			2,926	0.24	C	159	118	0.24	C	
460	County	690	CR 44A (GRIFFIN RD)	THOMAS RD	US 27/US 441	U		35	C4	2L		D	15,840	783			7,489	0.47	D	239	413	0.53	D	
628	County	700	CR 44A	CR 44 / DELAND RD	ESTES RD	U		55	C2T	2L		D	16,200	846			5,797	0.36	C	278	272	0.33	C	
630	County	710	CR 44A	ESTES RD	CR 439	U		55	C2T	2L		C	12,420	648			5,161	0.42	C	253	269	0.42	C	
631	County	720	CR 44A	CR 439	CR 437	R		45	C2T	2L		C	12,420	648			4,252	0.34	C	182	215	0.33	C	
632	County	730	CR 44A	CR 437	SR 44	R		55	C2T	2L		C	12,420	648			2,057	0.17	C	100	81	0.15	C	
440	County	760	CR 44C (EUDORA RD)	US 441	CR 500A	U		25	C4	3L		D	23,353	1,062			9,651	0.41	C	454	372	0.43	C	
461	County	770	CR 44C (GRIFFIN RD)	CR 468	THOMAS RD	U		35	C2T	2L		D	16,200	846			4,850	0.30	C	192	237	0.28	C	
541	County	780	CR 450	MARION COUNTY LINE	BABB RD	R		55	C2T	2L		C	12,420	648			2,146	0.17	C	98	99	0.15	C	
531	County	790	CR 450	BABB RD	SR 19	U		35	C2T	2L		D	12,960	677			2,940	0.23	C	155	127	0.23	C	
533	County	800	CR 450	SR 19	E UMATILLA BLVD/ W 7TH ST	U		35	C3R	2L		D	20,160	999			5,274	0.26	C	207	322	0.32	C	

Resources:
 2023 Lake County Congestion Management Plan (CMP) - Referenced for roadway segment descriptions based on CMP Count ID's
 2025 Lake County - Speed Class LOS - Source of roadway parameters including daily service volumes
 2025 Lake County Annual Counts - Source of daily and PM peak hour volumes
 FDOT Multimodal Quality / Level of Service Handbook, January 2023 - Referenced to derive peak hour peak direction service volumes

Lake County CMP Database

SEGMENT ID	COUNTY	FOOTSTATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	RD NAME	FROM	TO	LANES (2023)	LANES (2028)	URBAN/RURAL	DIVIDED/UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOSS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2028)	2028 AADT	2028 DAILY V/C	2028 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR NB/EB VOLUME	2028 PEAK HOUR SB/WB VOLUME	2028 PEAK HOUR V/C	2028 PEAK HOUR LOS
2310	435		County	25	0.20	LAKE ST	US 441	MAIN ST	2	2	URBAN	UNDIVIDED	C3C	CITY OF LEEBSBURG	CITY OF LEEBSBURG	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 ST	MAIN ST	SR 44	2	2	URBAN	UNDIVIDED	C4	CITY OF LEEBSBURG	CITY OF LEEBSBURG	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
2400	441		County	25	0.74	LEE ST	GRIFFIN RD	US 441	2	2	URBAN	UNDIVIDED	C3R	CITY OF LEEBSBURG	CITY OF LEEBSBURG	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 ST	US 441	MAIN ST	2	2	URBAN	UNDIVIDED	C3C	CITY OF LEEBSBURG	CITY OF LEEBSBURG	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
3190	110496	110496	State	55	2.38	SR 44	SUMTER COUNTY LINE	CR 468	4	4	URBAN	DIVIDED	C3R	STATE	CITY OF LEEBSBURG	D	39,165	22,600	0.58	C	1,943	1,109	925	0.57	C	2.00%	39,165	24,952	0.64	C	1,943	1,224	1,021	0.63	C
3200	110487	110487	State	45	1.54	SR 44	CR 468	S LONE OAK DR	4	4	URBAN	DIVIDED	C3C	STATE	UNINCORPORATED LAKE COUNTY	D	38,430	16,840	0.44	C	1,901	826	690	0.43	C	1.50%	38,430	18,141	0.47	C	1,901	890	743	0.47	C
3210	115147	115147	State	35	0.76	SR 44	S LONE OAK DR	US 27	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	38,430	19,390	0.50	C	1,901	794	951	0.50	C	1.00%	38,430	20,379	0.53	C	1,901	835	1,000	0.53	C
3220	115179	115179	State	35	0.57	SR 44 (DIXIE AVE)	US 27	S 9TH ST	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEEBSBURG	D	37,905	29,000	0.77	D	1,880	1,211	951	0.64	C	1.00%	37,905	30,479	0.80	D	1,880	1,273	1,000	0.68	D
3230	115143	115143	ADJACENT	35	0.34	SR 44 (DIXIE AVE)	S 9TH ST	CANAL ST	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 AVE)	CANAL ST	S LAKE ST	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 AVE)	S LAKE ST	E MAIN ST	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	20,558	0.57	C	1,790	1,024	858	0.57	C
3260	115183	115183	State	40	0.11	SR 44 (DIXIE AVE)	E MAIN ST	US 441	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	38,430	18,680	0.49	C	1,901	916	765	0.48	C	1.00%	38,430	19,633	0.51	C	1,901	963	804	0.51	C
3760	115120	115120	State	35	1.04	US 27/SR 25	US 27/US441 SPLIT	MAIN ST	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	36,600	29,300	0.80	C	1,810	1,200	1,437	0.79	C	1.00%	36,600	30,795	0.84	D	1,810	1,261	1,510	0.83	C
3770	115119	115119	State	35	0.57	US 27/SR 25	MAIN ST	SR 44	4	4	URBAN	DIVIDED	C4	STATE	CITY OF LEEBSBURG	D	36,100	25,800	0.71	D	1,790	949	1,052	0.59	C	1.00%	36,100	27,116	0.75	D	1,790	997	1,106	0.62	C
3780	115116	115116	State	35	0.63	US 27/SR 25	SR 44	CR 25A (NORTH)	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	36,600	47,400	1.30	F	1,810	1,780	1,821	1.01	F	2.50%	36,600	53,628	1.47	F	1,810	2,014	2,060	1.14	F
3785	110014	110014	State	55	2.16	US 27/SR 25	CR 25A (NORTH)	CR 33	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	36,600	35,950	0.98	D	1,810	1,763	1,472	0.97	D	1.00%	36,600	37,784	1.03	F	1,810	1,853	1,547	1.02	F
3790	110014	110014	ADJACENT	55	1.12	US 27/SR 25	CR 33	CR 48	4	4	URBAN	DIVIDED	C3R	STATE	UNINCORPORATED LAKE COUNTY	D	39,165	35,950	0.92	C	1,943	1,763	1,472	0.91	C	1.00%	39,165	37,784	0.96	D	1,943	1,853	1,547	0.95	D
3800	110362	110362	State	55	2.54	US 27/SR 25	CR 48	PLANTATION BLVD	4	4	URBAN	DIVIDED	C3R	STATE	UNINCORPORATED LAKE COUNTY	D	37,300	29,950	0.80	C	1,850	1,226	1,469	0.79	C	1.00%	37,300	31,478	0.84	C	1,850	1,289	1,544	0.83	C
3730	110109	110109	ADJACENT	45	0.51	US 27/US441	CR 460 (MARTIN LUTHER KING BLVD)	CR 466A (LEE RD)	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	54,100	38,650	0.71	C	2,680	1,756	1,792	0.67	C	1.00%	54,100	40,622	0.75	C	2,680	1,846	1,883	0.70	C
3740	110109	110109	State	45	0.67	US 27/US441	CR 466A (LEE RD)	CR 44A/ GRIFFIN RD	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	54,100	38,650	0.71	C	2,680	1,756	1,792	0.67	C	1.00%	54,100	40,622	0.75	C	2,680	1,846	1,883	0.70	C
3750	110109	110109	ADJACENT	35	0.15	US 27/US441	CR 44A/ GRIFFIN RD	US 27/US441 SPLIT	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	54,100	38,650	0.71	C	2,680	1,756	1,792	0.67	C	1.00%	54,100	40,622	0.75	C	2,680	1,846	1,883	0.70	C
3940	115096	115096	State	35	0.75	US 441/ SR 500	US 27/US441 SPLIT	LEE ST	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	38,430	29,050	0.76	C	1,901	1,425	1,190	0.75	C	1.00%	38,430	30,532	0.79	C	1,901	1,498	1,251	0.79	C
3950	110492	110492	State	35	0.42	US 441/ SR 500	LEE ST	N CANAL ST	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	36,600	32,100	0.88	D	1,810	1,333	1,349	0.75	C	1.00%	36,600	33,737	0.92	D	1,810	1,401	1,418	0.78	C
3960	115093	115093	State	45	1.06	US 441/ SR 500	N CANAL ST	E DIXIE AVE	4	4	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	38,430	30,000	0.78	C	1,901	1,350	1,156	0.71	C	1.00%	38,430	31,530	0.82	C	1,901	1,419	1,215	0.75	C
3970	115092	115092	State	45	0.25	US 441/ SR 500	E DIXIE AVE	E MAIN ST	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	54,100	47,400	0.88	C	2,680	2,390	1,824	0.89	D	1.00%	54,100	49,818	0.92	D	2,680	2,512	1,917	0.94	D
3980	110177	110177	State	45	1.41	US 441/ SR 500	E MAIN ST	CR 44	6	6	URBAN	DIVIDED	C3C	STATE	CITY OF LEEBSBURG	D	54,100	34,834	0.64	C	2,680	1,687	1,448	0.63	C	1.00%	54,100	36,611	0.68	C	2,680	1,773	1,522	0.66	C

Appendix F
Historical AADT and Growth Trends

2025 Lake County Annual Traffic Counts

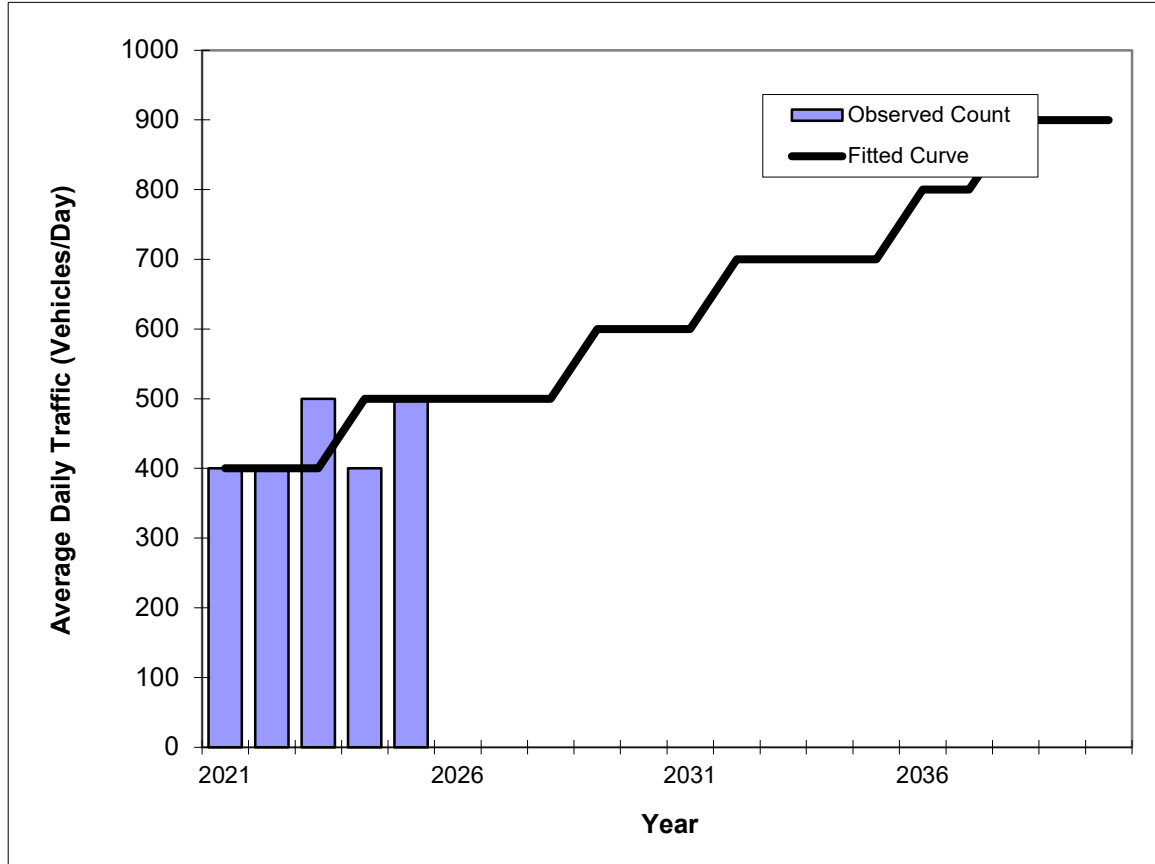
MAP STA #	ROAD NAME	LOCATION	Map Sheet	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)						ADJUSTED PEAK HR VOLUME 2025	BEGIN PEAK HOUR 2025	ADJUSTED 2025 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45)				
							2020	2021	2022	2023	2024	2025			Total	NB/EB	SB/WB	Pk Dir	Time
							259	C.R. 48	0.12 Mi W OF C.R. 33	B	22	20			24	3,407	3,600	3,157	4,854
260	C.R. 33	0.28 Mi S OF C.R. 470/C.R. 48	D	15	20	24	10,033	10,210	8,811	11,209	10,477	9,859	853	16:15	853	303	551	SB	16:15
261	C.R. 448	AT ORANGE CO LINE	C	13	20	26	7,364	7,319	7,921	8,429	8,783	9,835	914	16:30	914	385	529	WB	16:30
262	C.R. 48	0.12 Mi W OF U.S. 27	C	14	20	24	10,282	9,086	8,175	10,782	10,194	10,396	894	15:45	894	429	465	WB	15:45
263	C.R. 48	0.18 Mi E OF C.R. 33	B	15	20	24	7,814	7,940	8,554	8,970	8,705	8,546	731	15:30	731	363	368	WB	15:30
264	C.R. 48	0.25 Mi E OF U.S. 27	B	14	20	24	11,331	13,118	8,849	10,735	10,617	10,741	898	16:30	898	496	401	EB	16:30
265	SHIRLEY SHORES RD	0.25 Mi N OF C.R. 448	B	15	20	26	2,608	2,789	2,770	2,901	2,750	3,036	290	16:45	290	161	129	NB	16:45
266	C.R. 470	0.536 Mi E OF TURNPIKE OVERPASS	B	17	20	24	7,451	11,256	7,952	9,497	8,691	9,401	787	15:45	787	486	302	EB	15:45
267	C.R. 470	0.06 Mi E OF SUMTER CO LINE	B	7	20	24	11,185	13,118	10,184	7,108	8,983	9,154	852	6:45	813	595	218	EB	15:30
268	C.R. 33	0.34 Mi W OF U.S. 27	B	11	20	24	10,645	10,254	9,162	10,286	10,824	10,301	855	14:45	833	392	441	EB	15:00
269	C.R. 448	0.45 Mi W OF C.R. 561	B	7	20	26	4,396	5,105	4,892	4,933	5,086	5,763	510	16:15	510	278	232	EB	16:15
270	C.R. 448	0.21 Mi E OF C.R. 561	B	8	20	26	9,589	10,485	10,987	10,209	10,306	12,731	1,088	16:30	1,088	467	620	WB	16:30
271	LANE PARK CUTOFF	0.1 Mi E OF S.R. 19	B	6	20	26	2,216	1,847	1,923	1,835	1,768	1,981	197	12:45	182	100	81	EB	15:15
272	O'BRIEN RD	1.24 Mi N OF S.R. 19	B	16	21	25	N/A	N/A	N/A	339	6,301	6,302	519	15:45	519	286	233	SB	15:45
273	CHERRY LAKE RD (C.R. 478)	0.25 Mi E OF CORALWOOD LN	B	4	22	25	N/A	N/A	N/A	1,871	2,387	1,995	250	7:15	168	83	85	NB	16:30
274	S BUCKHILL RD	0.24 Mi S OF C.R. 455	B	13	21	25	N/A	N/A	N/A	1,131	704	1,265	144	16:45	144	62	82	NB	16:45
275	S BUCKHILL RD	0.18 Mi N OF TURNPIKE RD	B	25	21	25	N/A	N/A	N/A	2,069	1,724	2,185	203	7:15	202	64	137	NB	15:15
276	LANE PARK RD	0.08 Mi E OF CROSBY RD	B	6	20	26	N/A	N/A	N/A	435	1,053	1,259	123	15:30	123	64	60	WB	15:30
277	NUMBER TWO RD	0.18 Mi S OF C.R. 48	B	18	20	25	N/A	N/A	N/A	547	1,430	1,730	166	15:30	166	87	79	WB	15:30
278	NUMBER TWO RD	0.5 Mi W OF S.R. 19	B	26	20	25	N/A	N/A	N/A	956	5,682	5,862	549	16:45	549	276	274	SB	16:45
279	TURKEY LAKE RD	0.5 Mi S OF NUMBER TWO RD	B	29	20	25	N/A	N/A	N/A	229	2,643	3,071	272	15:30	272	142	130	SB	15:30
280	LAKE EMMA RD	0.18 Mi S OF ORANGE AVE	B	31	21	25	N/A	N/A	N/A	1,668	2,120	2,096	217	7:00	199	60	138	NB	16:45
281	C.R. 48	0.13 Mi W OF BLOOMFIELD AVE	B	16	20	25	N/A	N/A	N/A	9,136	8,706	8,500	765	16:15	765	438	327	WB	16:15
282	FOSTGATE RD	0.13 Mi N OF RIDGEWOOD AVE	B	10	22	26	N/A	N/A	N/A	2,100	1,781	1,991	226	7:00	170	77	93	NB	15:00
283	C.R. 455	0.25 Mi S OF RIDGEWOOD AVE	B	11	22	26	N/A	N/A	N/A	5,829	5,833	5,722	693	7:00	665	336	329	SB	15:15
401	C.R. 561	0.26 Mi S OF S.R. 19	C	6	20	26	16,307	16,416	15,091	16,480	15,443	15,834	1,375	17:00	1,375	822	553	NB	17:00
402	WOODLEA RD	0.1 Mi W OF S.R. 19	C	31	19	26	3,238	3,277	3,288	3,181	2,529	3,570	297	15:45	297	159	138	WB	15:45
403	C.R. 25A (LEESBURG)	0.16 Mi W OF U.S. 27	C	34	19	24	384	384	384	508	388	521	89	7:45	50	21	29	NB	15:00
404	C.R. 452 (LAKESHORE DR)	0.13 Mi E OF BAY RD	C	35	19	26	1,481	1,481	1,358	1,322	1,564	1,371	139	16:45	139	68	71	WB	16:45
405	WELLS AV	0.12 Mi E OF S.R. 19	C	32	19	26	1,767	1,767	1,767	1,767	1,767	1,767	N/A	15:00	N/A	N/A	N/A	EB	15:00
406	DEAD RIVER RD	0.2 Mi W OF S.R. 19	C	31	19	26	7,060	7,158	6,174	7,611	6,191	7,060	578	15:45	578	262	316	WB	15:45
407	C.R. 452 (LAKESHORE DR)	0.06 Mi W OF COLLEY DR. (EAST)	C	34	19	26	1,313	1,313	1,328	1,538	1,421	1,348	144	14:45	140	47	93	WB	15:00
408	FAIRVIEW AV	0.1 Mi S OF ALFRED ST	C	27	19	26	680	680	680	680	680	680	N/A	16:00	N/A	N/A	N/A	SB	16:00
409	MAIN ST	0.3 Mi E OF DISSTON AV	C-1	28	19	26	2,654	2,654	2,654	2,654	2,654	2,654	N/A	16:30	N/A	N/A	N/A	EB	16:30
410	MAIN ST	0.04 Mi W OF SINCLAIR AV	C-1	29	19	26	7,249	7,249	7,249	7,249	7,249	7,249	N/A	16:30	N/A	N/A	N/A	WB	16:30
411	BAY RD	0.1 Mi S OF OLD 441	C-1	26	19	26	1,683	1,683	1,190	1,687	1,477	1,592	145	17:00	145	78	67	SB	17:00
412	DORA AV	0.07 Mi S OF ALFRED ST	C-1	28	19	26	1,746	1,746	1,497	1,595	1,437	1,580	175	16:45	175	62	112	SB	16:45
413	OLD 441/ALFRED ST	0.12 Mi E OF C.R. 19A/DORA AV	C-1	28	19	26	9,687	9,329	8,527	10,099	9,087	9,515	926	16:30	926	471	455	EB	16:30
414	SUNNYSIDE DR	0.106 Mi S OF SUNNYSIDE DR (EAST)	C-1	30	19	25	1,523	1,523	1,371	1,416	1,267	1,476	136	16:45	136	43	93	SB	16:45
415	OLD 441	0.09 Mi E OF LAKESHORE DR	C-1	30	19	27	10,949	10,854	9,998	13,796	10,943	10,411	900	17:00	900	477	423	WB	17:00
415A	OLD 441	B/W HELMS RD & LAKESHORE DR	C-1	25	19	26	N/A	N/A	N/A	10,995	10,173	10,867	978	16:30	978	516	462	WB	16:30
416	BAY RD	0.1 Mi N OF OLD 441	C-1	26	19	26	3,021	3,024	2,694	3,076	2,916	2,987	278	16:15	278	124	154	SB	16:15
417	OLD 441/SR 500A (ALFRED)	0.11 Mi E OF S.R. 19	C	29	19	26	9,322	8,978	9,294	9,523	8,274	9,131	830	16:45	830	515	315	NB	16:45
418	ST CLAIR ABRAMS AV	0.06 Mi N OF ALFRED ST	C	29	19	26	2,540	2,540	2,540	2,540	2,540	2,540	N/A	0:00	N/A	N/A	N/A	NB	15:00
419	LAKESHORE DR	0.06 Mi N OF OLD 441	C	30	19	27	670	670	664	503	771	729	84	16:15	84	35	49	SB	16:15
420	OLD 441	0.19 Mi W OF C.R. 19A/EUDORA RD	C	26	19	26	9,157	9,403	8,847	9,499	9,292	10,086	955	16:30	955	443	512	WB	16:30
421	OLD 441	0.20 Mi E OF EUDORA RD	C-1	25	19	26	17,708	15,655	14,802	15,426	14,093	14,719	1,329	16:30	1,329	644	686	WB	16:30
422	MORNINGSIDE DR (MT DORA)	0.14 Mi N OF OLD 441	C-1	25	19	26	1,803	1,694	1,775	2,139	2,078	2,064	196	15:30	196	92	104	SB	15:30
423	SUNNYSIDE DR	0.04 Mi W OF TOMATO HILL RD	C-1	29	19	25	2,767	2,709	2,403	2,760	2,594	2,484	265	16:15	265	168	97	EB	16:15
424	C.R. 19A	0.2 Mi S OF HOLLY DR	C	26	19	26	8,973	8,444	7,757	9,191	8,128	8,085	697	15:00	697	330	367	SB	15:00
425	LAKE ST	0.098 Mi S OF MAIN ST	C	25	19	24	3,235	3,235	3,235	3,235	3,235	3,235	N/A	10:45	N/A	N/A	N/A	NB	16:15
426	CANAL ST	0.035 Mi S OF MAIN ST	C	26	19	24	3,169	3,169	3,169	3,169	3,169	3,169	N/A	11:45	N/A	N/A	N/A	NB	15:00
427	LONE OAK DR	0.15 Mi S OF W MAIN ST	C	27	19	24	3,227	3,227	3,227	3,227	3,227	3,227	N/A	15:45	N/A	N/A	N/A	NB	15:45
428	MAIN ST	0.051 Mi E OF CANAL ST	C-1	25	19	24	4,943	4,943	4,943	4,943	4,943	4,943	N/A	16:30	N/A	N/A	N/A	EB	16:30
429	SUNNYSIDE DR	0.09 Mi S OF MAIN ST (S.R. 44)	C-1	25	19	24	4,348	4,217	4,014	4,367	4,064	4,208	393	16:45	393	258	135	NB	16:45
430	MAIN ST (LEESBURG)	0.10 Mi W OF U.S. 27/14th ST	C-1	27	19	24	11,458	10,525	10,998	10,771	9,800	9,952	897	14:45	865	436	428	WB	15:00
431	MAIN ST (LEESBURG)	0.08 Mi E OF U.S. 27/14th ST	C-1	26	19	24	10,474	9,826	9,882	9,888	8,795	8,560	727	16:30	727	323	404	WB	16:30
432	MAIN ST	0.05 Mi E OF S.R. 44 (TO U.S. 441)	C-1	25	19	24	5,375	5,213	4,818	4,830	4,335	4,793	416	14:45	409	264	145	EB	17:00

Traffic Trends - V2.0

CR 25A -- US 27 (North) to US 27 (South)

PIN#	0
Location	1

County:	Lake (11)
Station #:	250
Highway:	CR 25A



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	400	400
2022	400	400
2023	500	400
2024	400	500
2025	500	500
2029 Opening Year Trend		
2029	N/A	600
2035 Mid-Year Trend		
2035	N/A	700
2040 Design Year Trend		
2040	N/A	900
TRANPLAN Forecasts/Trends		

Trend R-squared:	33.33%
Compounded Annual Historic Growth Rate:	5.74%
Compounded Growth Rate (2025 to Design Year):	4.00%
Printed:	11-Sep-25
Exponential Growth Option	

*Axle-Adjusted

2025 Lake County Annual Traffic Counts

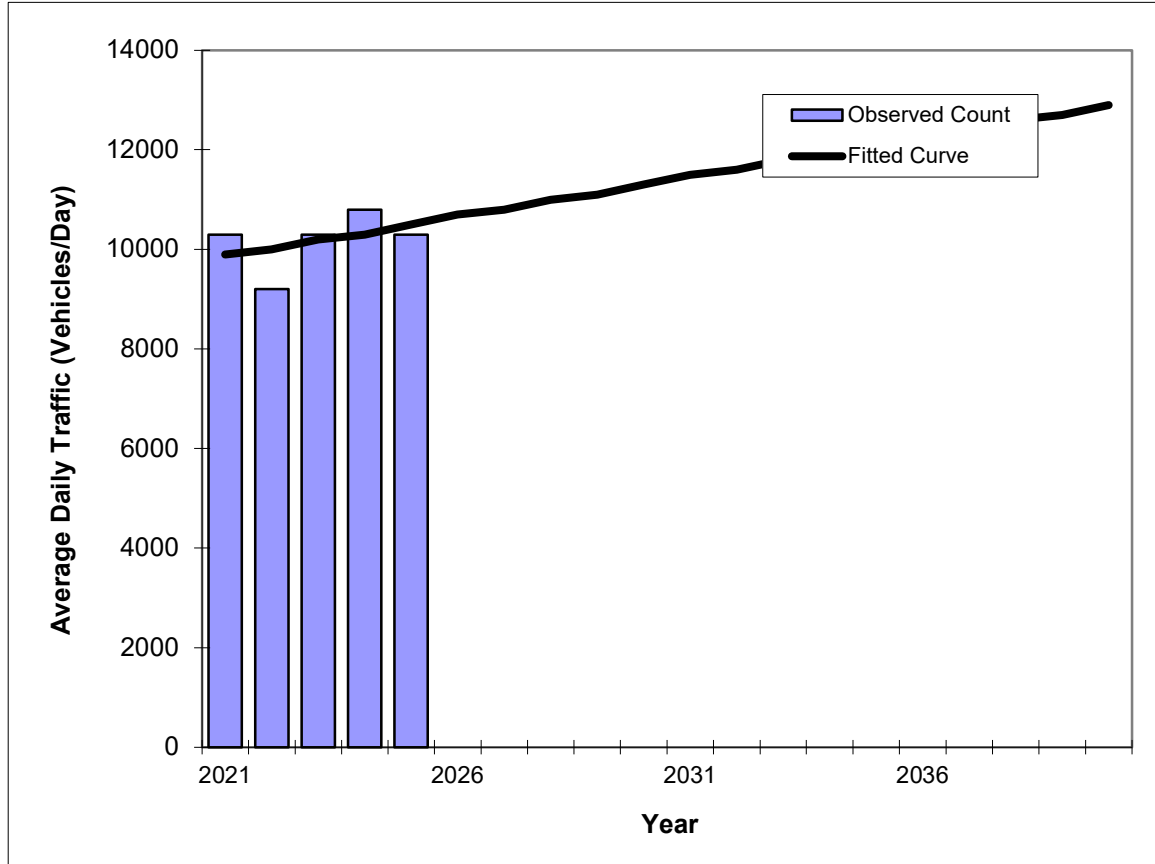
MAP STA #	ROAD NAME	LOCATION	Map Sheet	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)						ADJUSTED PEAK HR VOLUME 2025	BEGIN PEAK HOUR 2025	ADJUSTED 2025 PM PEAK HOUR VOLUME (3-7 PM reported as 15:00-18:45)				
							2020	2021	2022	2023	2024	2025			Total	NB/EB	SB/WB	Pk Dir	Time
							259	C.R. 48	0.12 Mi W OF C.R. 33	B	22	20			24	3,407	3,600	3,157	4,854
260	C.R. 33	0.28 Mi S OF C.R. 470/C.R. 48	D	15	20	24	10,033	10,210	8,811	11,209	10,477	9,859	853	16:15	853	303	551	SB	16:15
261	C.R. 448	AT ORANGE CO LINE	C	13	20	26	7,364	7,319	7,921	8,429	8,783	9,835	914	16:30	914	385	529	WB	16:30
262	C.R. 48	0.12 Mi W OF U.S. 27	C	14	20	24	10,282	9,086	8,175	10,782	10,194	10,396	894	15:45	894	429	465	WB	15:45
263	C.R. 48	0.18 Mi E OF C.R. 33	B	15	20	24	7,814	7,940	8,554	8,970	8,705	8,546	731	15:30	731	363	368	WB	15:30
264	C.R. 48	0.25 Mi E OF U.S. 27	B	14	20	24	11,331	13,118	8,849	10,735	10,617	10,741	898	16:30	898	496	401	EB	16:30
265	SHIRLEY SHORES RD	0.25 Mi N OF C.R. 448	B	15	20	26	2,608	2,789	2,770	2,901	2,750	3,036	290	16:45	290	161	129	NB	16:45
266	C.R. 470	0.536 Mi E OF TURNPIKE OVERPASS	B	17	20	24	7,451	11,256	7,952	9,497	8,691	9,401	787	15:45	787	486	302	EB	15:45
267	C.R. 470	0.06 Mi E OF SUMTER CO LINE	B	7	20	24	11,185	13,118	10,184	7,108	8,983	9,154	852	6:45	813	595	218	EB	15:30
268	C.R. 33	0.34 Mi W OF U.S. 27	B	11	20	24	10,645	10,254	9,162	10,286	10,824	10,301	855	14:45	833	392	441	EB	15:00
269	C.R. 448	0.45 Mi W OF C.R. 561	B	7	20	26	4,396	5,105	4,892	4,933	5,086	5,763	510	16:15	510	278	232	EB	16:15
270	C.R. 448	0.21 Mi E OF C.R. 561	B	8	20	26	9,589	10,485	10,987	10,209	10,306	12,731	1,088	16:30	1,088	467	620	WB	16:30
271	LANE PARK CUTOFF	0.1 Mi E OF S.R. 19	B	6	20	26	2,216	1,847	1,923	1,835	1,768	1,981	197	12:45	182	100	81	EB	15:15
272	O'BRIEN RD	1.24 Mi N OF S.R. 19	B	16	21	25	N/A	N/A	N/A	339	6,301	6,302	519	15:45	519	286	233	SB	15:45
273	CHERRY LAKE RD (C.R. 478)	0.25 Mi E OF CORALWOOD LN	B	4	22	25	N/A	N/A	N/A	1,871	2,387	1,995	250	7:15	168	83	85	NB	16:30
274	S BUCKHILL RD	0.24 Mi S OF C.R. 455	B	13	21	25	N/A	N/A	N/A	1,131	704	1,265	144	16:45	144	62	82	NB	16:45
275	S BUCKHILL RD	0.18 Mi N OF TURNPIKE RD	B	25	21	25	N/A	N/A	N/A	2,069	1,724	2,185	203	7:15	202	64	137	NB	15:15
276	LANE PARK RD	0.08 Mi E OF CROSBY RD	B	6	20	26	N/A	N/A	N/A	435	1,053	1,259	123	15:30	123	64	60	WB	15:30
277	NUMBER TWO RD	0.18 Mi S OF C.R. 48	B	18	20	25	N/A	N/A	N/A	547	1,430	1,730	166	15:30	166	87	79	WB	15:30
278	NUMBER TWO RD	0.5 Mi W OF S.R. 19	B	26	20	25	N/A	N/A	N/A	956	5,682	5,862	549	16:45	549	276	274	SB	16:45
279	TURKEY LAKE RD	0.5 Mi S OF NUMBER TWO RD	B	29	20	25	N/A	N/A	N/A	229	2,643	3,071	272	15:30	272	142	130	SB	15:30
280	LAKE EMMA RD	0.18 Mi S OF ORANGE AVE	B	31	21	25	N/A	N/A	N/A	1,668	2,120	2,096	217	7:00	199	60	138	NB	16:45
281	C.R. 48	0.13 Mi W OF BLOOMFIELD AVE	B	16	20	25	N/A	N/A	N/A	9,136	8,706	8,500	765	16:15	765	438	327	WB	16:15
282	FOSTGATE RD	0.13 Mi N OF RIDGEWOOD AVE	B	10	22	26	N/A	N/A	N/A	2,100	1,781	1,991	226	7:00	170	77	93	NB	15:00
283	C.R. 455	0.25 Mi S OF RIDGEWOOD AVE	B	11	22	26	N/A	N/A	N/A	5,829	5,833	5,722	693	7:00	665	336	329	SB	15:15
401	C.R. 561	0.26 Mi S OF S.R. 19	C	6	20	26	16,307	16,416	15,091	16,480	15,443	15,834	1,375	17:00	1,375	822	553	NB	17:00
402	WOODLEA RD	0.1 Mi W OF S.R. 19	C	31	19	26	3,238	3,277	3,288	3,181	2,529	3,570	297	15:45	297	159	138	WB	15:45
403	C.R. 25A (LEESBURG)	0.16 Mi W OF U.S. 27	C	34	19	24	384	384	384	508	388	521	89	7:45	50	21	29	NB	15:00
404	C.R. 452 (LAKESHORE DR)	0.13 Mi E OF BAY RD	C	35	19	26	1,481	1,481	1,358	1,322	1,564	1,371	139	16:45	139	68	71	WB	16:45
405	WELLS AV	0.12 Mi E OF S.R. 19	C	32	19	26	1,767	1,767	1,767	1,767	1,767	1,767	N/A	15:00	N/A	N/A	N/A	EB	15:00
406	DEAD RIVER RD	0.2 Mi W OF S.R. 19	C	31	19	26	7,060	7,158	6,174	7,611	6,191	7,060	578	15:45	578	262	316	WB	15:45
407	C.R. 452 (LAKESHORE DR)	0.06 Mi W OF COLLEY DR. (EAST)	C	34	19	26	1,313	1,313	1,328	1,538	1,421	1,348	144	14:45	140	47	93	WB	15:00
408	FAIRVIEW AV	0.1 Mi S OF ALFRED ST	C	27	19	26	680	680	680	680	680	680	N/A	16:00	N/A	N/A	N/A	SB	16:00
409	MAIN ST	0.3 Mi E OF DISSTON AV	C-1	28	19	26	2,654	2,654	2,654	2,654	2,654	2,654	N/A	16:30	N/A	N/A	N/A	EB	16:30
410	MAIN ST	0.04 Mi W OF SINCLAIR AV	C-1	29	19	26	7,249	7,249	7,249	7,249	7,249	7,249	N/A	16:30	N/A	N/A	N/A	WB	16:30
411	BAY RD	0.1 Mi S OF OLD 441	C-1	26	19	26	1,683	1,683	1,190	1,687	1,477	1,592	145	17:00	145	78	67	SB	17:00
412	DORA AV	0.07 Mi S OF ALFRED ST	C-1	28	19	26	1,746	1,746	1,497	1,595	1,437	1,580	175	16:45	175	62	112	SB	16:45
413	OLD 441/ALFRED ST	0.12 Mi E OF C.R. 19A/DORA AV	C-1	28	19	26	9,687	9,329	8,527	10,099	9,087	9,515	926	16:30	926	471	455	EB	16:30
414	SUNNYSIDE DR	0.106 Mi S OF SUNNYSIDE DR (EAST)	C-1	30	19	25	1,523	1,523	1,371	1,416	1,267	1,476	136	16:45	136	43	93	SB	16:45
415	OLD 441	0.09 Mi E OF LAKESHORE DR	C-1	30	19	27	10,949	10,854	9,998	13,796	10,943	10,411	900	17:00	900	477	423	WB	17:00
415A	OLD 441	B/W HELMS RD & LAKESHORE DR	C-1	25	19	26	N/A	N/A	N/A	10,995	10,173	10,867	978	16:30	978	516	462	WB	16:30
416	BAY RD	0.1 Mi N OF OLD 441	C-1	26	19	26	3,021	3,024	2,694	3,076	2,916	2,987	278	16:15	278	124	154	SB	16:15
417	OLD 441/SR 500A (ALFRED)	0.11 Mi E OF S.R. 19	C	29	19	26	9,322	8,978	9,294	9,523	8,274	9,131	830	16:45	830	515	315	NB	16:45
418	ST CLAIR ABRAMS AV	0.06 Mi N OF ALFRED ST	C	29	19	26	2,540	2,540	2,540	2,540	2,540	2,540	N/A	0:00	N/A	N/A	N/A	NB	15:00
419	LAKESHORE DR	0.06 Mi N OF OLD 441	C	30	19	27	670	670	664	503	771	729	84	16:15	84	35	49	SB	16:15
420	OLD 441	0.19 Mi W OF C.R. 19A/EUDORA RD	C	26	19	26	9,157	9,403	8,847	9,499	9,292	10,086	955	16:30	955	443	512	WB	16:30
421	OLD 441	0.20 Mi E OF EUDORA RD	C-1	25	19	26	17,708	15,655	14,802	15,426	14,093	14,719	1,329	16:30	1,329	644	686	WB	16:30
422	MORNINGSIDE DR (MT DORA)	0.14 Mi N OF OLD 441	C-1	25	19	26	1,803	1,694	1,775	2,139	2,078	2,064	196	15:30	196	92	104	SB	15:30
423	SUNNYSIDE DR	0.04 Mi W OF TOMATO HILL RD	C-1	29	19	25	2,767	2,709	2,403	2,760	2,594	2,484	265	16:15	265	168	97	EB	16:15
424	C.R. 19A	0.2 Mi S OF HOLLY DR	C	26	19	26	8,973	8,444	7,757	9,191	8,128	8,085	697	15:00	697	330	367	SB	15:00
425	LAKE ST	0.098 Mi S OF MAIN ST	C	25	19	24	3,235	3,235	3,235	3,235	3,235	3,235	N/A	10:45	N/A	N/A	N/A	NB	16:15
426	CANAL ST	0.035 Mi S OF MAIN ST	C	26	19	24	3,169	3,169	3,169	3,169	3,169	3,169	N/A	11:45	N/A	N/A	N/A	NB	15:00
427	LONE OAK DR	0.15 Mi S OF W MAIN ST	C	27	19	24	3,227	3,227	3,227	3,227	3,227	3,227	N/A	15:45	N/A	N/A	N/A	NB	15:45
428	MAIN ST	0.051 Mi E OF CANAL ST	C-1	25	19	24	4,943	4,943	4,943	4,943	4,943	4,943	N/A	16:30	N/A	N/A	N/A	EB	16:30
429	SUNNYSIDE DR	0.09 Mi S OF MAIN ST (S.R. 44)	C-1	25	19	24	4,348	4,217	4,014	4,367	4,064	4,208	393	16:45	393	258	135	NB	16:45
430	MAIN ST (LEESBURG)	0.10 Mi W OF U.S. 27/14th ST	C-1	27	19	24	11,458	10,525	10,998	10,771	9,800	9,952	897	14:45	865	436	428	WB	15:00
431	MAIN ST (LEESBURG)	0.08 Mi E OF U.S. 27/14th ST	C-1	26	19	24	10,474	9,826	9,882	9,888	8,795	8,560	727	16:30	727	323	404	WB	16:30
432	MAIN ST	0.05 Mi E OF S.R. 44 (TO U.S. 441)	C-1	25	19	24	5,375	5,213	4,818	4,830	4,335	4,793	416	14:45	409	264	145	EB	17:00

Traffic Trends - V2.0

SR 33/CR 33 -- US 27 to CR 48/CR 470

PIN#	0
Location	1

County:	Lake (11)
Station #:	260
Highway:	SR 33/CR 33



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	10300	9900
2022	9200	10000
2023	10300	10200
2024	10800	10300
2025	10300	10500
2029 Opening Year Trend		
2029	N/A	11100
2035 Mid-Year Trend		
2035	N/A	12100
2040 Design Year Trend		
2040	N/A	12900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	160
Trend R-squared:	18.44%
Trend Annual Historic Growth Rate:	1.52%
Trend Growth Rate (2025 to Design Year):	1.52%
Printed:	11-Sep-25
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 5116 - ON SR-25 (US-27), 0.169 MI. S OF SR-44 (UVL) NW

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	49500	S	N 24500		S 25000	9.00	53.70	5.10
2023	48500	F	N 24000		S 24500	9.00	53.20	4.70
2022	47500	C	N 23500		S 24000	9.00	54.50	4.00
2021	42500	S	N 22000		S 20500	9.00	53.80	4.70
2020	42500	F	N 22000		S 20500	9.00	54.10	4.60
2019	43500	C	N 22500		S 21000	9.00	54.30	7.10
2018	40000	F	N 20000		S 20000	9.00	54.20	5.10
2017	39000	C	N 19500		S 19500	9.00	54.20	5.20
2016	37500	C	N 18500		S 19000	9.00	53.90	9.50
2015	37000	C	N 18500		S 18500	9.00	54.60	4.20
2014	35500	C	N 17500		S 18000	9.00	54.50	6.40
2013	28500	C	N 13000		S 15500	9.00	54.70	6.10
2012	26500	C	N 12000		S 14500	9.00	55.10	5.80
2011	27000	C	N 13000		S 14000	9.00	54.20	5.30
2010	35000	C	N 17500		S 17500	9.86	54.75	5.10
2009	37000	C	N 18500		S 18500	9.96	54.94	4.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

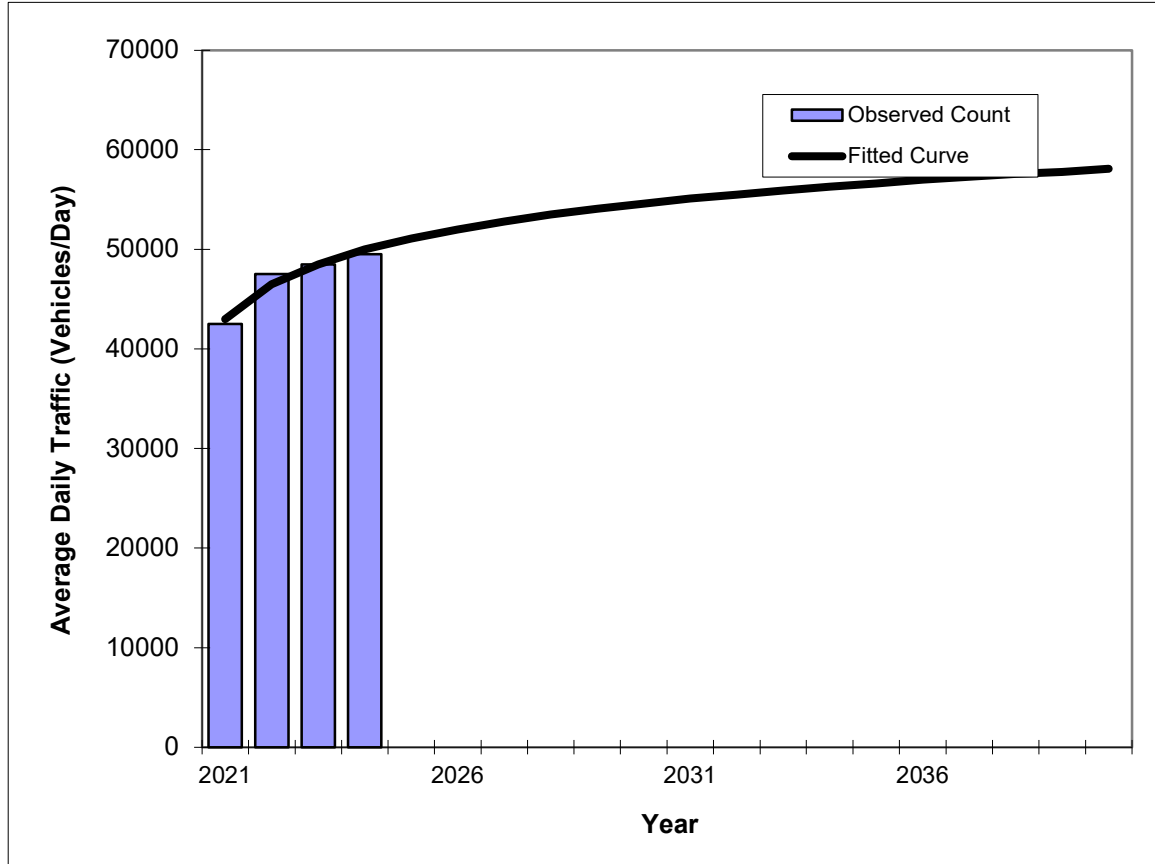
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 27 -- SR 44 to CR 25A

PIN#	0
Location	1

County:	Lake (11)
Station #:	115116
Highway:	US 27



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	42500	43000
2022	47500	46500
2023	48500	48500
2024	49500	50000
2029 Opening Year Trend		
2029	N/A	54100
2035 Mid-Year Trend		
2035	N/A	56600
2040 Design Year Trend		
2040	N/A	58100
TRANPLAN Forecasts/Trends		

Trend R-squared:	94.82%
Compounded Annual Historic Growth Rate:	5.16%
Compounded Growth Rate (2024 to Design Year):	0.94%
Printed:	11-Sep-25
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0014 - ON US-27, 0.170 MI. N OF CR-33 (UC)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	41000	F	N 20500		S 20500	9.00	53.70	5.80
2023	40000	C	N 20000		S 20000	9.00	53.20	5.80
2022	36500	F	N 18500		S 18000	9.00	54.50	12.10
2021	35500	C	N 18000		S 17500	9.00	53.80	12.10
2020	35000	S	N 18500		S 16500	9.00	54.10	10.60
2019	36000	F	N 19000		S 17000	9.00	54.30	10.60
2018	36000	C	N 19000		S 17000	9.00	54.20	10.60
2017	34500	C	N 16500		S 18000	9.00	54.20	7.40
2016	35000	C	N 17000		S 18000	9.00	53.90	11.80
2015	33000	C	N 16500		S 16500	9.00	54.60	9.70
2014	35500	C	N 16500		S 19000	9.00	54.50	11.70
2013	29500	C	N 14000		S 15500	9.00	54.70	14.10
2012	29000	C	N 14000		S 15000	9.00	55.10	8.70
2011	30500	C	N 15500		S 15000	9.00	54.20	14.60
2010	31500	C	N 16000		S 15500	9.86	54.75	9.90
2009	32000	C	N 16000		S 16000	9.96	54.94	8.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

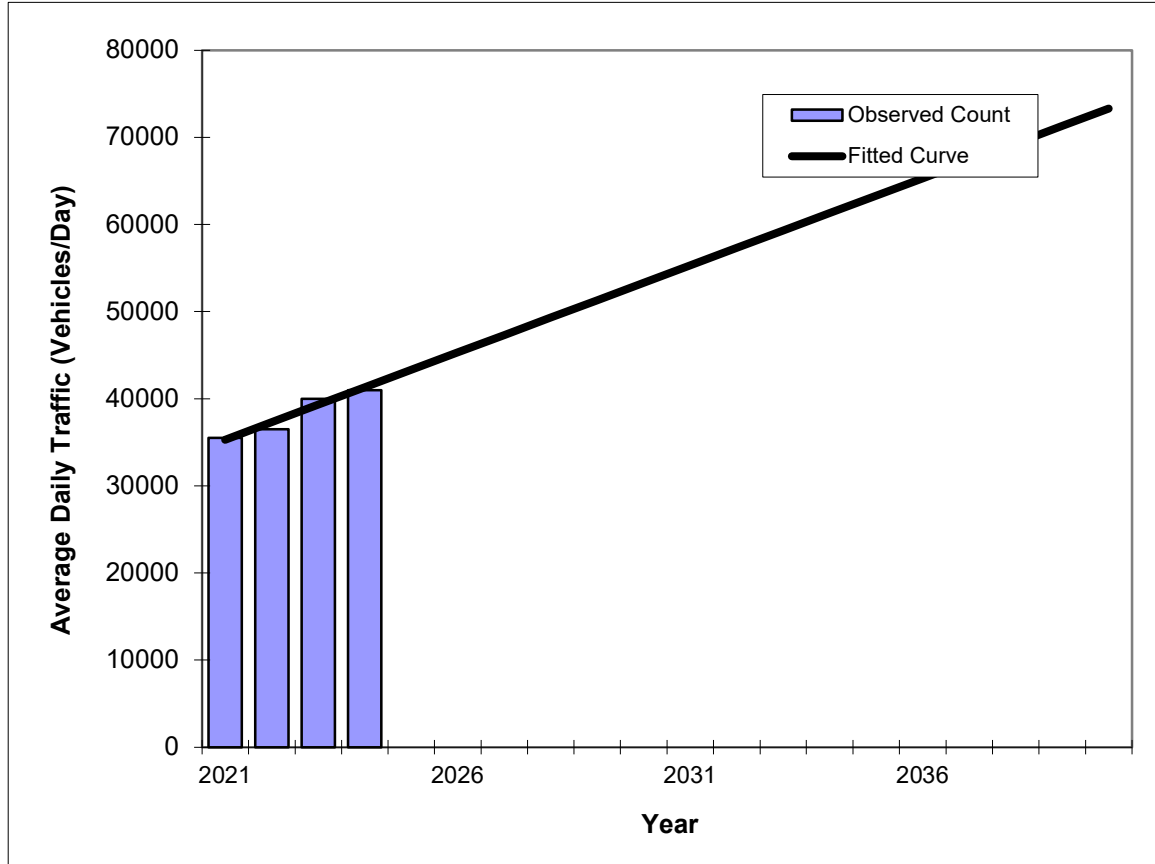
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 27 -- CR 25A to CR 33

PIN#	0
Location	1

County:	Lake (11)
Station #:	110014
Highway:	US 27



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2021	35500	35300
2022	36500	37300
2023	40000	39300
2024	41000	41300
2029 Opening Year Trend		
2029	N/A	51300
2035 Mid-Year Trend		
2035	N/A	63300
2040 Design Year Trend		
2040	N/A	73300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,000
Trend R-squared:	94.12%
Trend Annual Historic Growth Rate:	5.67%
Trend Growth Rate (2024 to Design Year):	4.84%
Printed:	11-Sep-25
Straight Line Growth Option	

*Axle-Adjusted

Appendix G

Intersection Traffic Counts, Seasonal Factor and Signal Timing Data

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

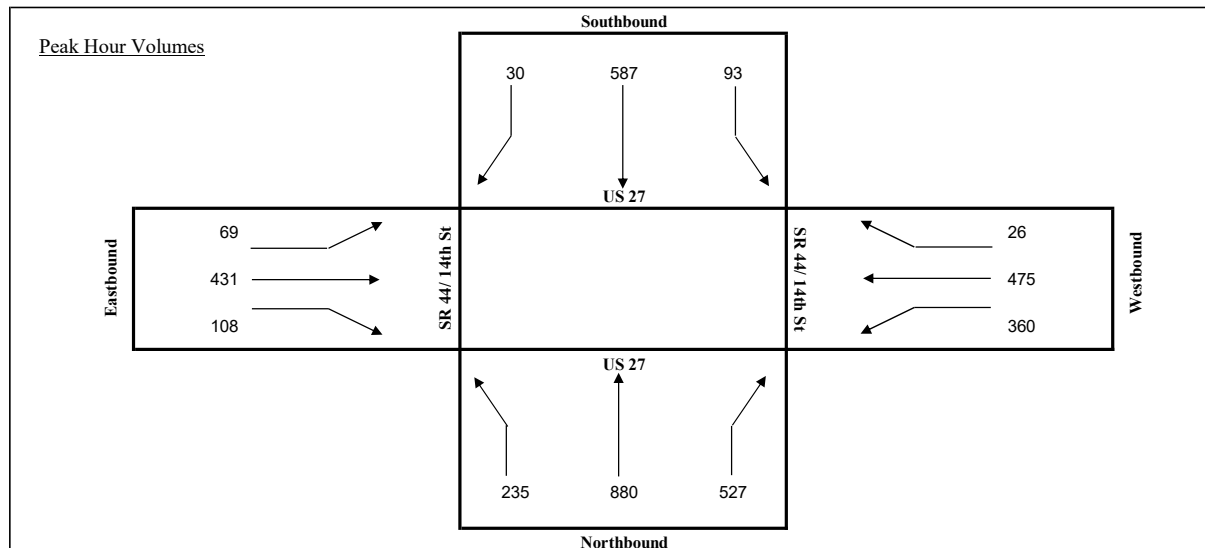
Intersection (N/S): US 27

Intersection (E/W): SR 44/ 14th St

Date: 8/27/2025

Start	End	US 27			US 27			SR 44/ 14th St			SR 44/ 14th St			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	58	149	93	18	127	5	10	72	20	69	125	6	752
7:15 AM	7:30 AM	62	215	117	22	146	3	8	105	29	79	115	8	909
7:30 AM	7:45 AM	64	209	123	31	147	9	12	116	21	94	125	9	960
7:45 AM	8:00 AM	48	252	125	24	157	4	13	93	30	83	105	5	939
8:00 AM	8:15 AM	59	214	149	16	138	8	23	98	32	97	104	8	946
8:15 AM	8:30 AM	64	205	130	22	145	9	21	124	25	86	141	4	976
8:30 AM	8:45 AM	50	216	147	27	156	5	21	111	26	60	124	6	949
8:45 AM	9:00 AM	53	222	136	22	140	6	15	113	25	39	109	4	884

Total for:	7:00 AM	8:00 AM	232	825	458	95	577	21	43	386	100	325	470	28	3560
Total for:	8:00 AM	9:00 AM	226	857	562	87	579	28	80	446	108	282	478	22	3755
Tota Peak Hour:	7:30 AM	8:30 AM	235	880	527	93	587	30	69	431	108	360	475	26	3821
Overall PHF:	0.98														



TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

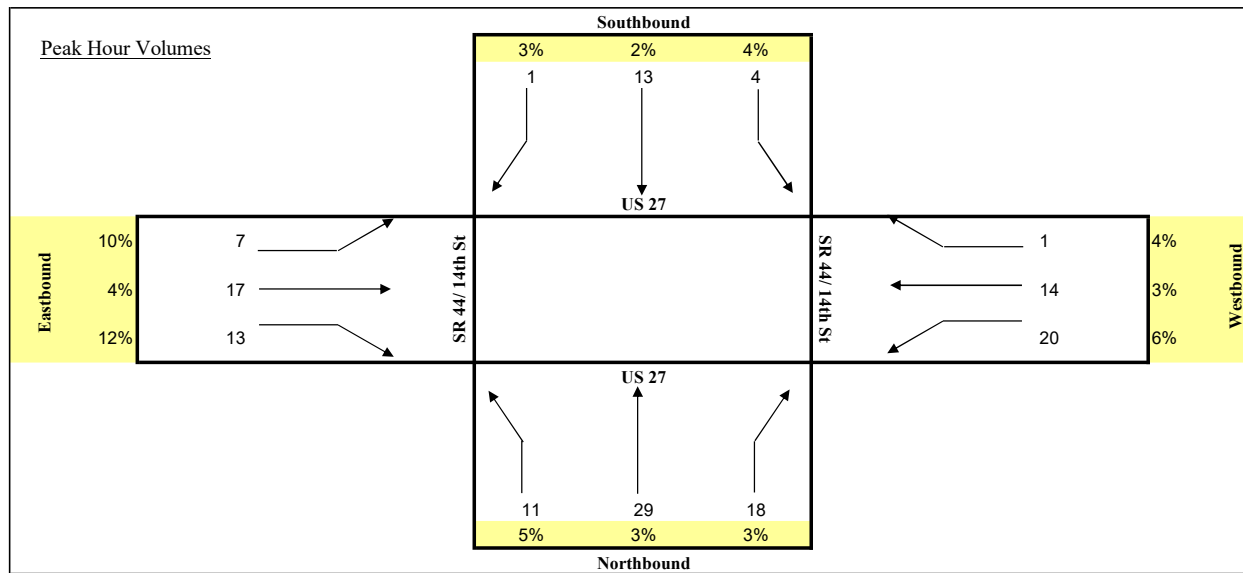
Intersection (N/S): US 27

Intersection (E/W): SR 44/ 14th St

Date: 8/27/2025

Start	End	US 27			US 27			SR 44/ 14th St			SR 44/ 14th St			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	1	7	3	1	7	0	2	2	0	5	2	1	31
7:15 AM	7:30 AM	2	11	2	0	7	1	1	6	3	2	4	1	40
7:30 AM	7:45 AM	5	6	4	2	5	2	1	5	1	4	1	0	36
7:45 AM	8:00 AM	1	8	4	1	2	0	0	5	4	5	6	0	36
8:00 AM	8:15 AM	4	5	5	1	6	0	2	2	2	3	2	1	33
8:15 AM	8:30 AM	4	8	2	1	1	1	4	7	1	6	4	0	39
8:30 AM	8:45 AM	2	8	7	1	4	0	1	3	6	6	2	0	40
8:45 AM	9:00 AM	3	12	3	2	2	1	1	2	3	3	2	1	35

Total for:	7:00 AM	8:00 AM	9	32	13	4	21	3	4	18	8	16	13	2	143
Total for:	8:00 AM	9:00 AM	13	33	17	5	13	2	8	14	12	18	10	2	147
Tota Peak Hour:	7:45 AM	8:45 AM	11	29	18	4	13	1	7	17	13	20	14	1	148
Overall PHF:	0.93														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

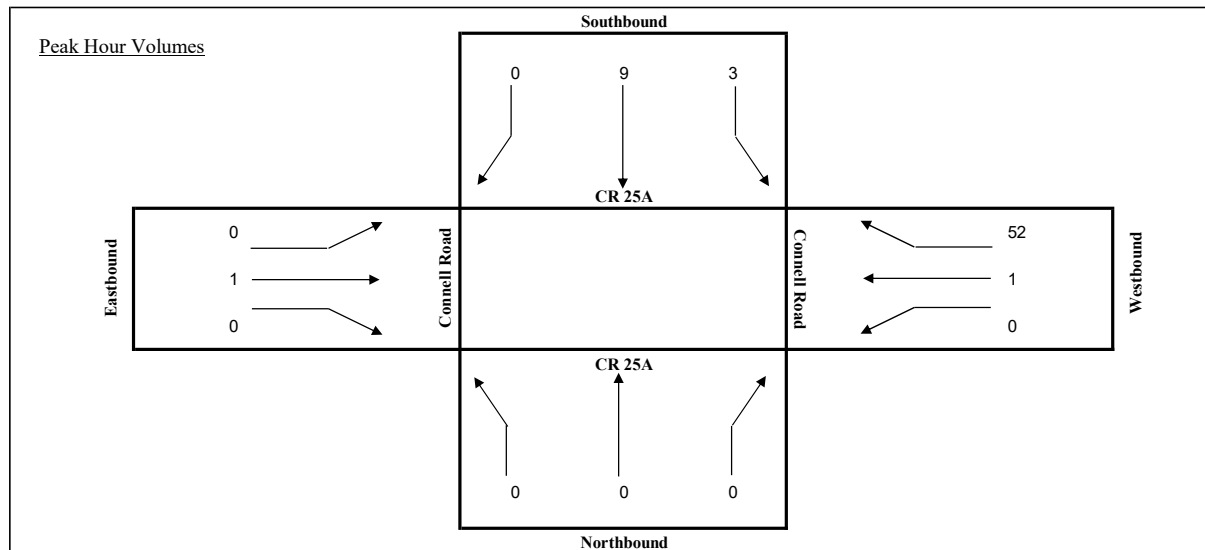
Intersection (N/S): CR 25A

Intersection (E/W): Connell Road

Date: 8/19/2025

Start	End	CR 25A NB			CR 25A SB			Connell Road EB			Connell Road WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	0	0	0	3	0	0	1	0	0	0	3	7
7:15 AM	7:30 AM	0	0	0	0	5	0	0	0	0	0	0	6	11
7:30 AM	7:45 AM	0	0	0	0	0	0	0	2	1	0	1	2	6
7:45 AM	8:00 AM	0	0	0	0	3	0	0	0	0	0	0	14	17
8:00 AM	8:15 AM	0	0	0	0	2	0	0	0	0	0	0	24	26
8:15 AM	8:30 AM	0	0	0	1	2	0	0	1	0	0	1	11	16
8:30 AM	8:45 AM	0	0	0	2	2	0	0	0	0	0	0	3	7
8:45 AM	9:00 AM	0	0	0	1	3	0	0	0	0	0	0	2	6

Total for:	7:00 AM	8:00 AM	0	0	0	0	11	0	0	3	1	0	1	25	41	
Total for:	8:00 AM	9:00 AM	0	0	0	4	9	0	0	1	0	0	1	40	55	
Tota Peak Hour:	7:45 AM	8:45 AM	0	0	0	3	9	0	0	1	0	0	1	52	66	
Overall PHF:	0.63															

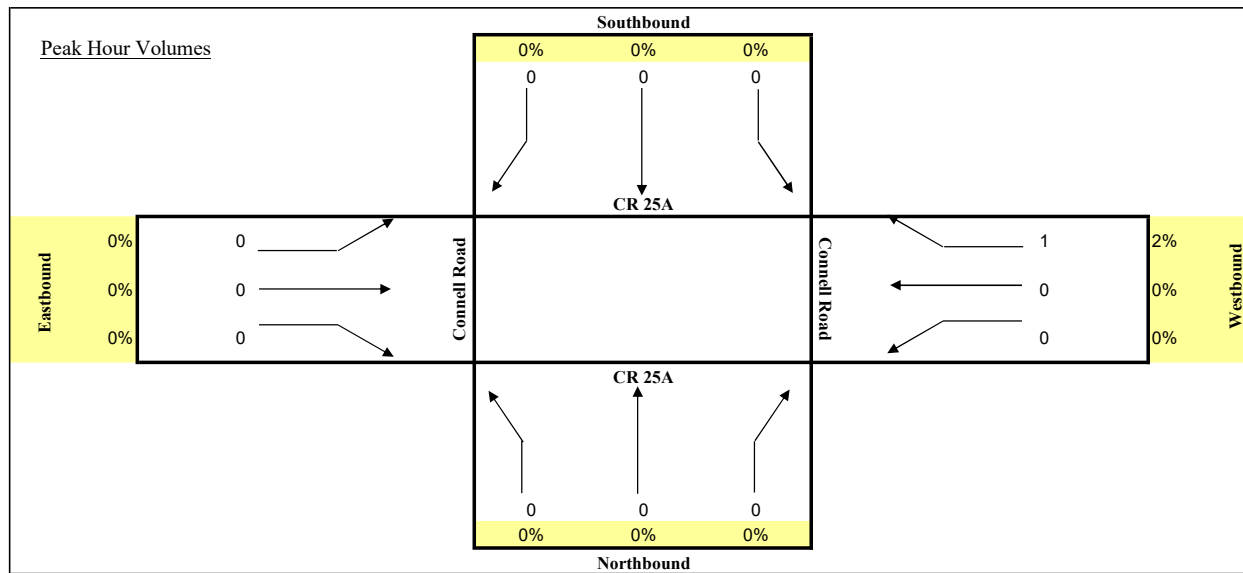


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): CR 25A
Intersection (E/W): Connell Road
Date: 8/19/2025

Start	End	CR 25A			CR 25A			Connell Road			Connell Road			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Total for:	7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	1	1
Tota Peak Hour:	7:15 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1
Overall PHF:	0.25													



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

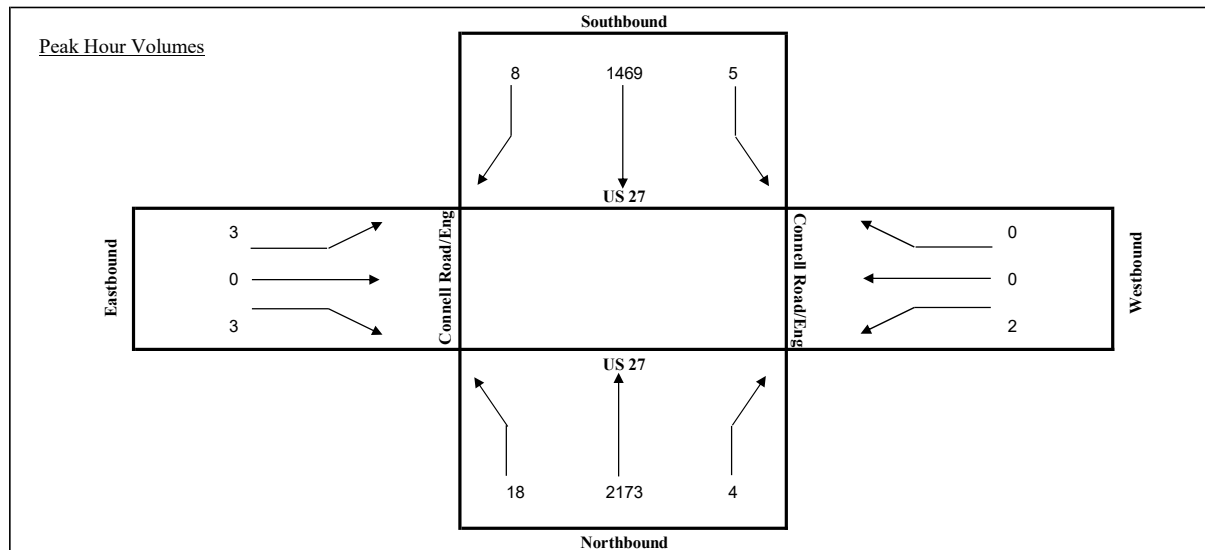
Intersection (N/S): US 27

Intersection (E/W): Connell Road/English Road

Date: 8/19/2025

Start	End	US 27			US 27			Connell Road/English Road			Connell Road/English Road			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R		
7:00 AM	7:15 AM	2	601	1	3	394	1	1	0	0	0	0	0	0	1003
7:15 AM	7:30 AM	4	527	2	1	346	2	0	0	1	1	0	0	0	884
7:30 AM	7:45 AM	2	512	0	0	385	1	2	0	0	0	0	0	0	902
7:45 AM	8:00 AM	10	533	1	1	344	4	0	0	2	1	0	0	0	896
8:00 AM	8:15 AM	15	475	1	2	366	9	0	0	0	2	0	0	0	870
8:15 AM	8:30 AM	8	452	2	0	339	4	2	0	3	0	0	1	0	811
8:30 AM	8:45 AM	1	484	0	1	363	2	2	0	1	0	0	0	0	854
8:45 AM	9:00 AM	1	475	1	0	349	1	1	0	2	1	0	1	0	832

Total for:	7:00 AM	8:00 AM	18	2173	4	5	1469	8	3	0	3	2	0	0	3685
Total for:	8:00 AM	9:00 AM	25	1886	4	3	1417	16	5	0	6	3	0	2	3367
Tota Peak Hour:	7:00 AM	8:00 AM	18	2173	4	5	1469	8	3	0	3	2	0	0	3685
Overall PHF:	0.92														



**TURNING MOVEMENT COUNT ANALYSIS
TRUCKS**

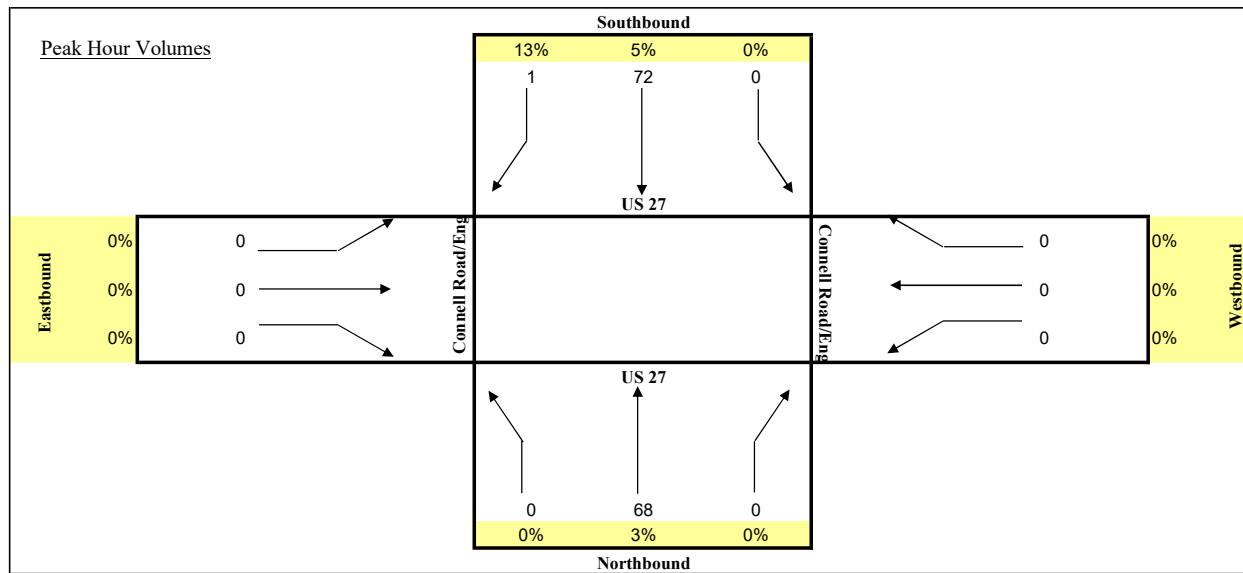
Intersection (N/S): US 27

Intersection (E/W): Connell Road/English Road

Date: 8/19/2025

Start	End	US 27			US 27			Connell Road/English Road			Connell Road/English Road			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	14	0	0	13	0	0	0	0	0	0	0	27
7:15 AM	7:30 AM	0	21	0	0	21	0	0	0	0	0	0	0	42
7:30 AM	7:45 AM	0	14	0	0	17	0	0	0	0	0	0	0	31
7:45 AM	8:00 AM	0	18	0	0	18	0	0	0	0	0	0	0	36
8:00 AM	8:15 AM	0	15	0	0	16	1	0	0	0	0	0	0	32
8:15 AM	8:30 AM	0	17	0	0	15	0	0	0	0	0	0	0	32
8:30 AM	8:45 AM	0	11	0	0	12	0	0	0	0	0	0	0	23
8:45 AM	9:00 AM	0	13	0	0	14	0	0	0	0	0	0	0	27

Total for:	7:00 AM	8:00 AM	0	67	0	0	69	0	0	0	0	0	0	136
Total for:	8:00 AM	9:00 AM	0	56	0	0	57	1	0	0	0	0	0	114
Tota Peak Hour:	7:15 AM	8:15 AM	0	68	0	0	72	1	0	0	0	0	0	141
Overall PHF:	0.84													



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

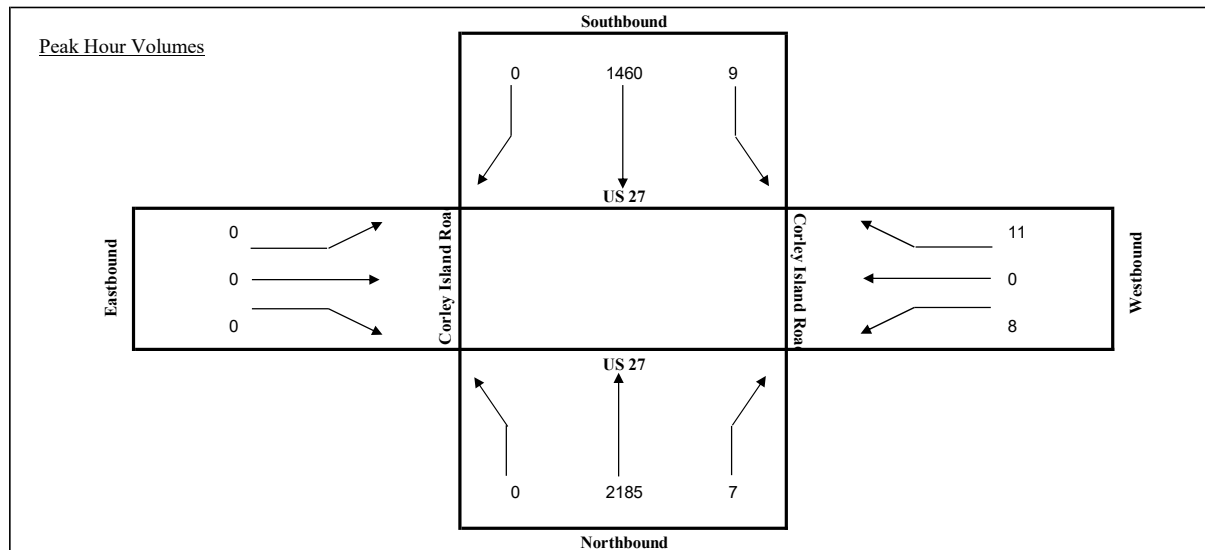
Intersection (N/S): US 27

Intersection (E/W): Corley Island Road

Date: 8/19/2025

Start	End	US 27 NB			US 27 SB			Corley Island Road EB			Corley Island Road WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	603	0	1	393	0	0	0	0	4	0	1	1002
7:15 AM	7:30 AM	0	532	1	1	345	0	0	0	0	1	0	2	882
7:30 AM	7:45 AM	0	510	3	2	383	0	0	0	0	0	0	4	902
7:45 AM	8:00 AM	0	540	3	5	339	0	0	0	0	3	0	4	894
8:00 AM	8:15 AM	0	490	3	5	362	0	0	0	0	3	0	1	864
8:15 AM	8:30 AM	0	461	4	2	337	0	0	0	0	2	0	1	807
8:30 AM	8:45 AM	0	484	1	4	359	0	0	0	0	4	0	1	853
8:45 AM	9:00 AM	0	475	2	2	347	0	0	0	0	1	0	2	829

Total for:	7:00 AM	8:00 AM	0	2185	7	9	1460	0	0	0	0	8	0	11	3680
Total for:	8:00 AM	9:00 AM	0	1910	10	13	1405	0	0	0	0	10	0	5	3353
Tota Peak Hour:	7:00 AM	8:00 AM	0	2185	7	9	1460	0	0	0	0	8	0	11	3680
Overall PHF:	0.92														



**TURNING MOVEMENT COUNT ANALYSIS
TRUCKS**

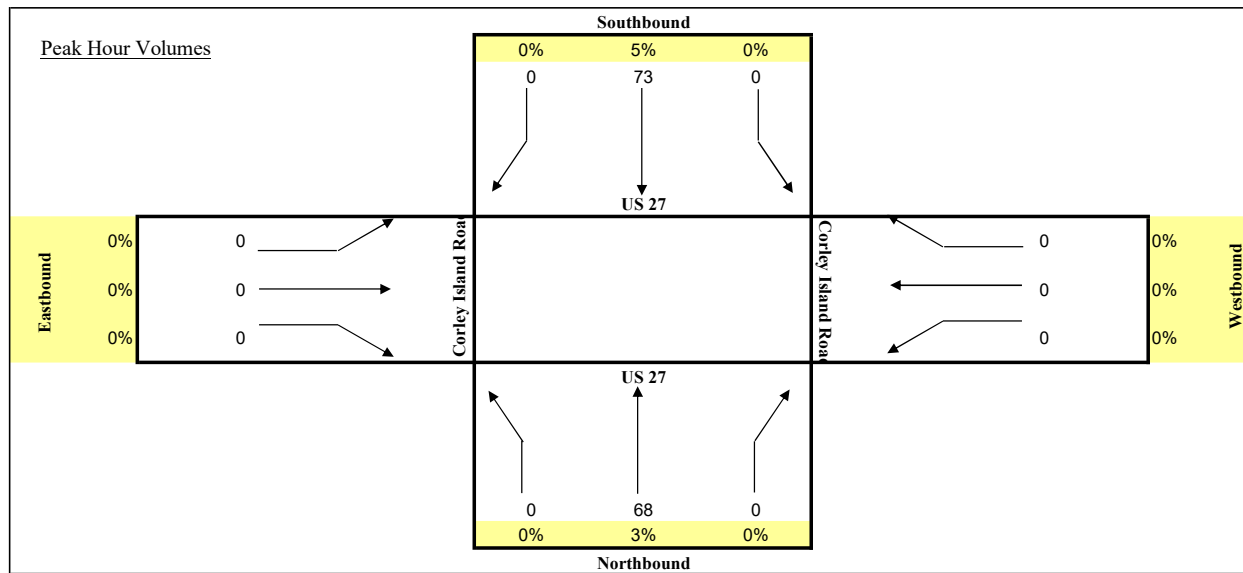
Intersection (N/S): US 27

Intersection (E/W): Corley Island Road

Date: 8/19/2025

		US 27			US 27			Corley Island Road			Corley Island Road			TOTAL
Start	End	NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	14	0	0	13	0	0	0	0	0	0	0	27
7:15 AM	7:30 AM	0	21	0	0	21	0	0	0	0	0	0	0	42
7:30 AM	7:45 AM	0	14	0	0	17	0	0	0	0	0	0	0	31
7:45 AM	8:00 AM	0	18	0	0	18	0	0	0	0	0	0	0	36
8:00 AM	8:15 AM	0	15	0	0	17	0	0	0	0	0	0	0	32
8:15 AM	8:30 AM	0	17	0	0	15	0	0	0	0	0	0	0	32
8:30 AM	8:45 AM	0	11	0	0	12	0	0	0	0	0	0	0	23
8:45 AM	9:00 AM	0	13	0	0	14	0	0	0	0	0	0	0	27

Total for:	7:00 AM	8:00 AM	0	67	0	0	69	0	0	0	0	0	0	136
Total for:	8:00 AM	9:00 AM	0	56	0	0	58	0	0	0	0	0	0	114
Tota Peak Hour:	7:15 AM	8:15 AM	0	68	0	0	73	0	0	0	0	0	0	141
Overall PHF:	0.84													



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

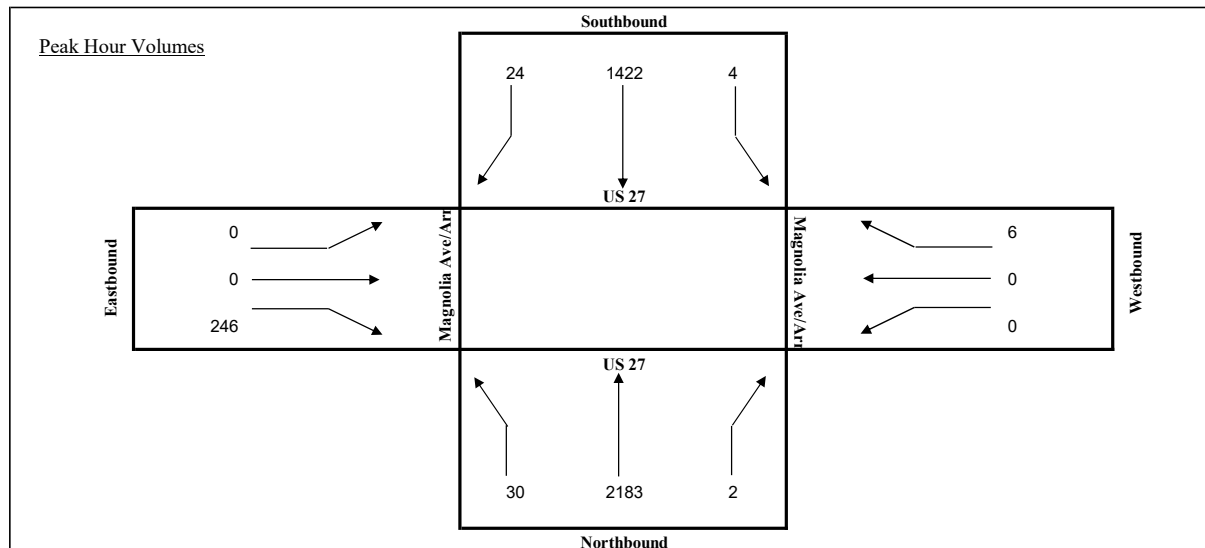
Intersection (N/S): US 27

Intersection (E/W): Magnolia Ave/Armoyan Blvd

Date: 8/19/2025

Start	End	US 27 NB			US 27 SB			Magnolia Ave/Armoyan Blvd EB			Magnolia Ave/Armoyan Blvd WB			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	7	601	0	1	383	3	0	0	61	0	0	2	1058
7:15 AM	7:30 AM	3	530	1	2	342	1	0	0	42	0	0	2	923
7:30 AM	7:45 AM	10	512	0	1	374	10	0	0	77	0	0	1	985
7:45 AM	8:00 AM	10	540	1	0	323	10	0	0	66	0	0	1	951
8:00 AM	8:15 AM	8	481	0	1	342	12	0	0	45	0	0	4	893
8:15 AM	8:30 AM	8	467	0	2	313	17	0	0	42	0	0	1	850
8:30 AM	8:45 AM	10	480	2	0	341	14	0	0	31	0	0	3	881
8:45 AM	9:00 AM	13	462	0	3	330	12	0	0	27	0	0	5	852

Total for:	7:00 AM	8:00 AM	30	2183	2	4	1422	24	0	0	246	0	0	6	3917
Total for:	8:00 AM	9:00 AM	39	1890	2	6	1326	55	0	0	145	0	0	13	3476
Tota Peak Hour:	7:00 AM	8:00 AM	30	2183	2	4	1422	24	0	0	246	0	0	6	3917
Overall PHF:	0.93														



TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

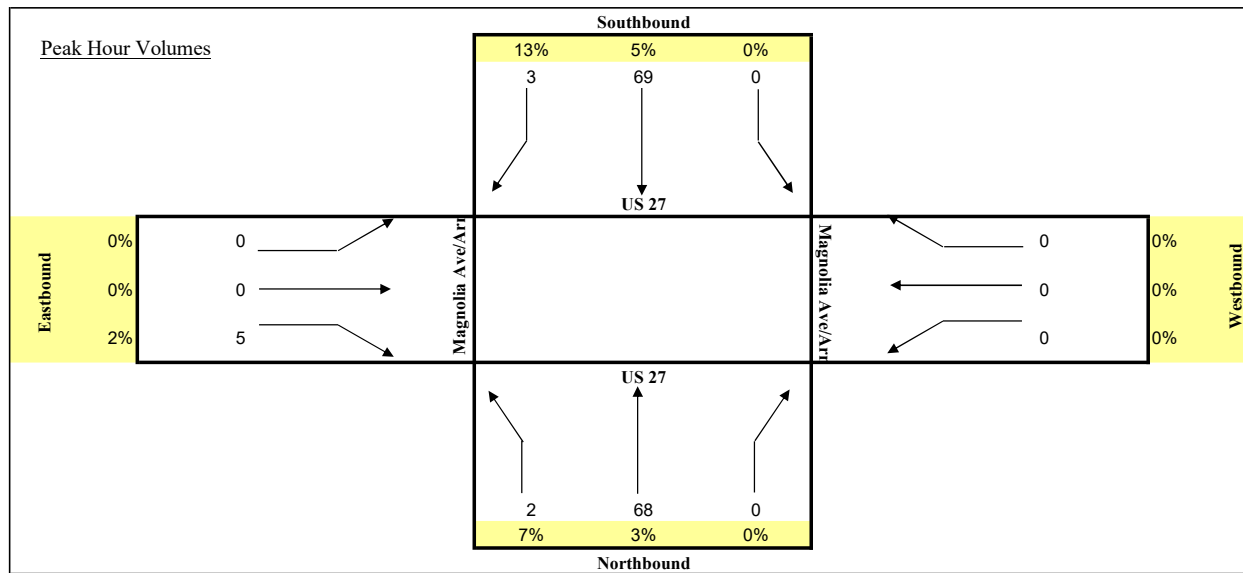
Intersection (N/S): US 27

Intersection (E/W): Magnolia Ave/Armoyan Blvd

Date: 8/19/2025

Start	End	US 27			US 27			Magnolia Ave/Armoyan Blvd			Magnolia Ave/Armoyan Blvd			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	14	0	0	13	0	0	0	0	0	0	0	27
7:15 AM	7:30 AM	0	21	0	0	20	1	0	0	0	0	0	0	42
7:30 AM	7:45 AM	0	14	0	0	16	1	0	0	1	0	0	0	32
7:45 AM	8:00 AM	2	18	0	0	16	1	0	0	2	0	0	0	39
8:00 AM	8:15 AM	0	15	0	0	17	0	0	0	2	0	0	0	34
8:15 AM	8:30 AM	0	17	0	0	14	0	0	0	1	0	0	0	32
8:30 AM	8:45 AM	1	10	0	0	13	0	0	0	1	0	0	1	26
8:45 AM	9:00 AM	0	13	0	0	15	0	0	0	0	0	0	0	28

Total for:	7:00 AM	8:00 AM	2	67	0	0	65	3	0	0	3	0	0	0	140
Total for:	8:00 AM	9:00 AM	1	55	0	0	59	0	0	0	4	0	0	1	120
Tota Peak Hour:	7:15 AM	8:15 AM	2	68	0	0	69	3	0	0	5	0	0	0	147
Overall PHF:	0.88														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

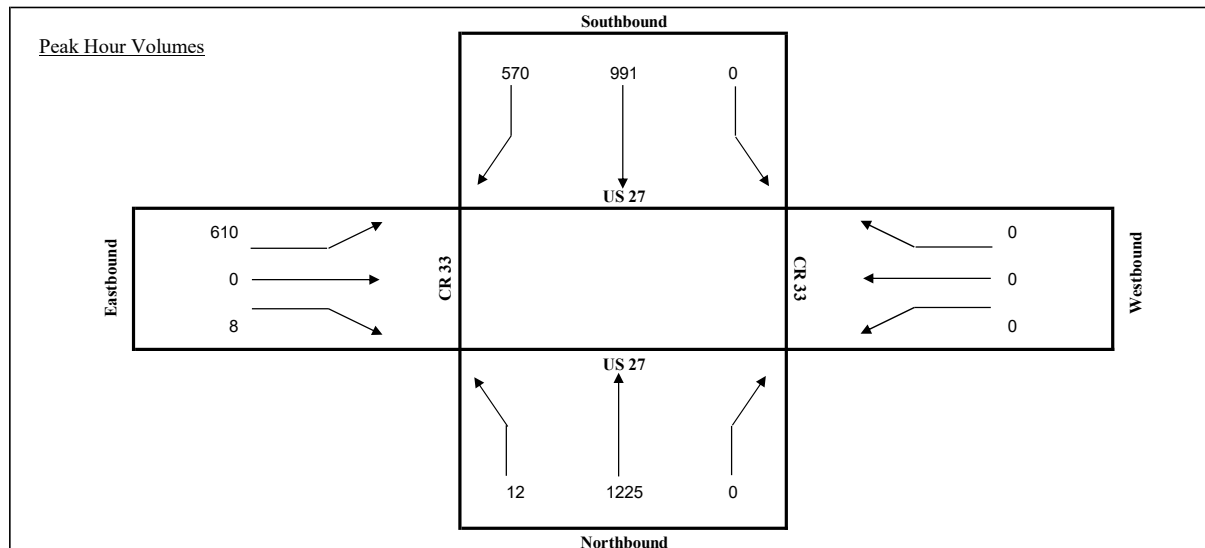
Intersection (N/S): US 27

Intersection (E/W): CR 33

Date: 8/19/2025

Start	End	US 27			US 27			CR 33			CR 33			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	1	342	0	0	308	163	101	0	1	0	0	0	916
7:15 AM	7:30 AM	7	303	0	0	224	163	150	0	2	0	0	0	849
7:30 AM	7:45 AM	2	286	0	0	224	124	196	0	2	0	0	0	834
7:45 AM	8:00 AM	2	294	0	0	235	120	163	0	3	0	0	0	817
8:00 AM	8:15 AM	1	315	0	0	207	79	123	0	3	0	0	0	728
8:15 AM	8:30 AM	1	298	0	0	241	85	165	0	7	0	0	0	797
8:30 AM	8:45 AM	3	268	0	0	217	86	85	0	3	0	0	0	662
8:45 AM	9:00 AM	4	267	0	0	206	62	153	0	5	0	0	0	697

Total for:	7:00 AM	8:00 AM	12	1225	0	0	991	570	610	0	8	0	0	0	3416
Total for:	8:00 AM	9:00 AM	9	1148	0	0	871	312	526	0	18	0	0	0	2884
Tota Peak Hour:	7:00 AM	8:00 AM	12	1225	0	0	991	570	610	0	8	0	0	0	3416
Overall PHF:	0.93														



**TURNING MOVEMENT COUNT ANALYSIS
TRUCKS**

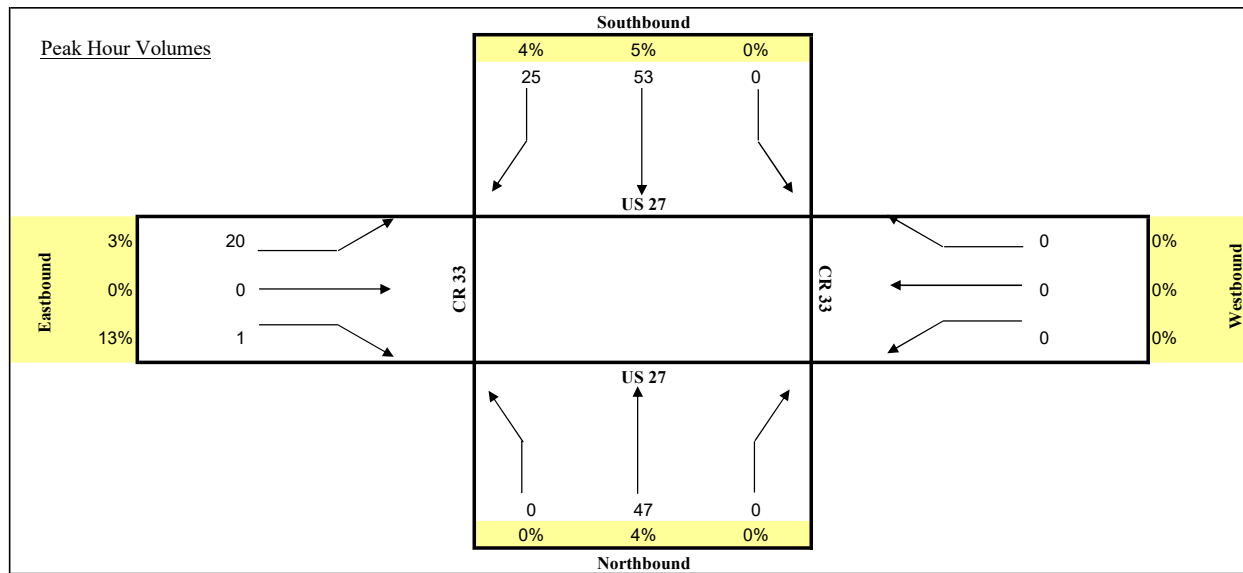
Intersection (N/S): US 27

Intersection (E/W): CR 33

Date: 8/19/2025

Start	End	US 27			US 27			CR 33			CR 33			TOTAL	
		NB			SB			EB			WB				
		L	T	R	L	T	R	L	T	R	L	T	R		
7:00 AM	7:15 AM	0	11	0	0	5	3	2	0	0	0	0	0	0	21
7:15 AM	7:30 AM	0	0	0	0	0	9	4	0	0	0	0	0	0	13
7:30 AM	7:45 AM	0	9	0	0	15	7	6	0	0	0	0	0	0	37
7:45 AM	8:00 AM	0	11	0	0	17	3	4	0	0	0	0	0	0	35
8:00 AM	8:15 AM	0	15	0	0	8	6	3	0	0	0	0	0	0	32
8:15 AM	8:30 AM	0	12	0	0	13	9	7	0	1	0	0	0	0	42
8:30 AM	8:45 AM	0	5	0	0	11	6	10	0	0	0	0	0	0	32
8:45 AM	9:00 AM	0	10	0	0	9	7	3	0	1	0	0	0	0	30

Total for:	7:00 AM	8:00 AM	0	31	0	0	37	22	16	0	0	0	0	0	0	106
Total for:	8:00 AM	9:00 AM	0	42	0	0	41	28	23	0	2	0	0	0	0	136
Tota Peak Hour:	7:30 AM	8:30 AM	0	47	0	0	53	25	20	0	1	0	0	0	0	146
Overall PHF:	0.87															



TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

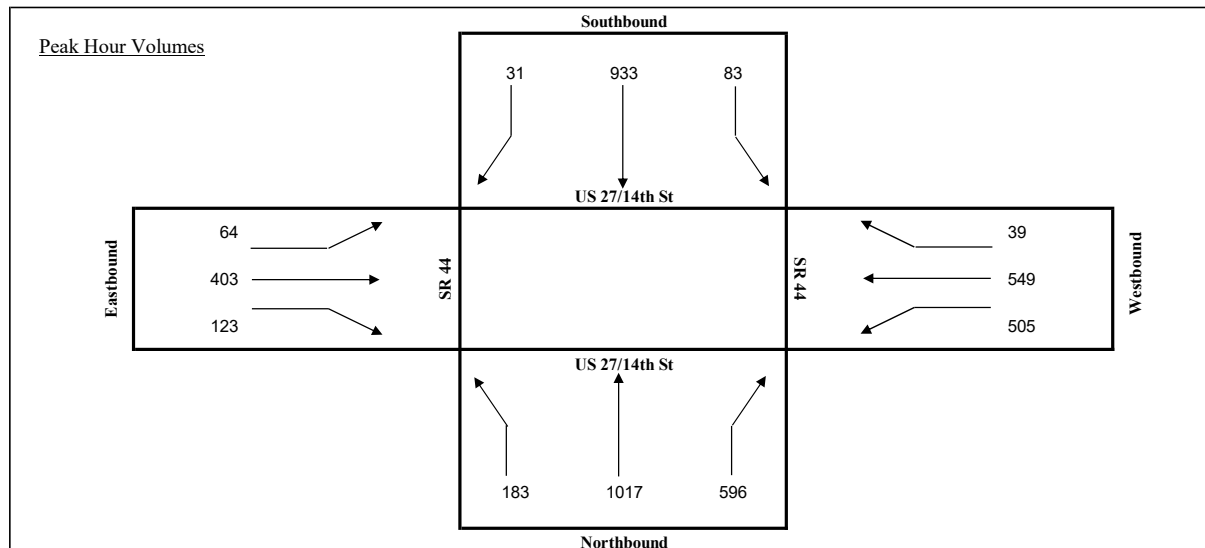
Intersection (N/S): US 27/14th St

Intersection (E/W): SR 44

Date: 8/27/2025

Start	End	US 27/14th St			US 27/14th St			SR 44			SR 44			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	54	235	131	11	204	9	21	80	32	99	165	12	1053
4:15 PM	4:30 PM	50	247	141	19	220	5	20	99	35	111	152	5	1104
4:30 PM	4:45 PM	57	261	115	24	242	7	17	112	26	113	158	10	1142
4:45 PM	5:00 PM	53	248	128	18	239	7	20	112	34	121	127	12	1119
5:00 PM	5:15 PM	42	266	146	19	223	10	17	100	28	132	134	7	1124
5:15 PM	5:30 PM	38	255	169	20	226	7	17	90	35	120	135	11	1123
5:30 PM	5:45 PM	50	248	153	26	245	7	10	101	26	132	153	9	1160
5:45 PM	6:00 PM	53	236	136	26	205	3	13	96	34	126	133	5	1066

Total for:	4:00 PM	5:00 PM	214	991	515	72	905	28	78	403	127	444	602	39	4418
Total for:	5:00 PM	6:00 PM	183	1005	604	91	899	27	57	387	123	510	555	32	4473
Tota Peak Hour:	4:45 PM	5:45 PM	183	1017	596	83	933	31	64	403	123	505	549	39	4526
Overall PHF:	0.98														

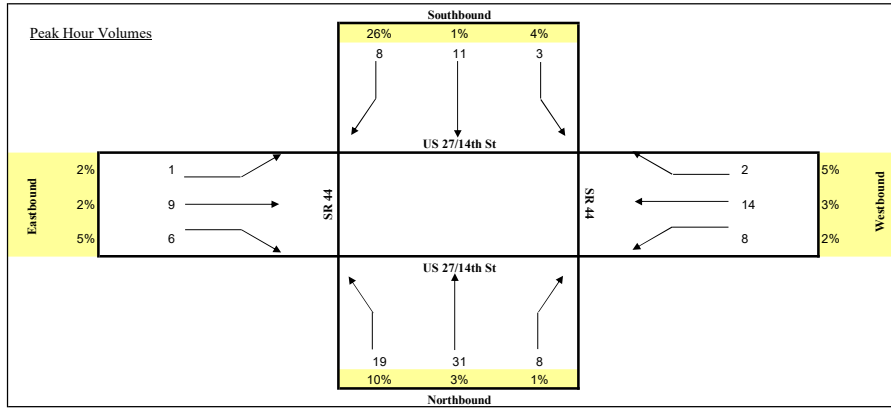


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): US 27/14th St
 Intersection (E/W): SR 44
 Date: 8/27/2025

Start	End	US 27/14th St			US 27/14th St			SR 44			SR 44			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	4	2	4	1	5	2	1	2	2	3	2	2	30
4:15 PM	4:30 PM	1	6	1	0	5	1	1	4	1	4	5	0	29
4:30 PM	4:45 PM	2	4	2	2	2	1	0	1	1	2	3	1	21
4:45 PM	5:00 PM	5	9	2	1	3	4	0	3	3	1	4	0	35
5:00 PM	5:15 PM	6	11	1	0	5	1	0	3	0	4	1	0	32
5:15 PM	5:30 PM	6	7	3	0	1	2	1	2	2	1	6	1	32
5:30 PM	5:45 PM	1	8	1	1	4	0	0	1	0	1	2	0	19
5:45 PM	6:00 PM	3	10	2	0	2	1	0	0	2	1	5	0	26

Total for:	4:00 PM	5:00 PM	12	21	9	4	15	8	2	10	7	10	14	3	115
Total for:	5:00 PM	6:00 PM	16	36	7	1	12	4	1	6	4	7	14	1	109
Total Peak Hour:	4:30 PM	5:30 PM	19	31	8	3	11	8	1	9	6	8	14	2	120
Overall PHF:	0.86														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

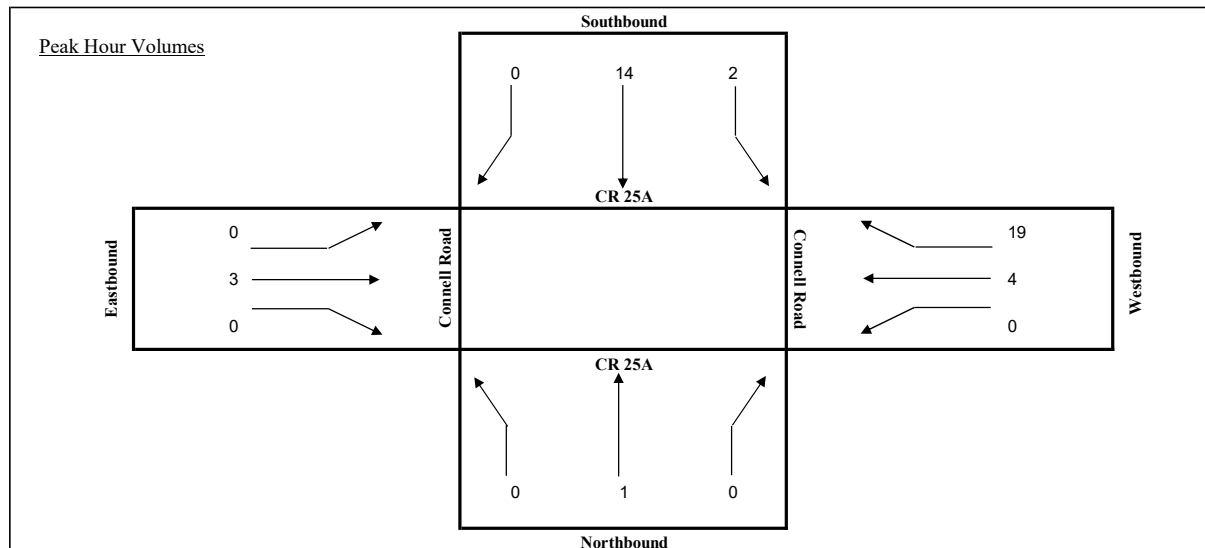
Intersection (N/S): CR 25A

Intersection (E/W): Connell Road

Date: 8/19/2025

Start	End	CR 25A			CR 25A			Connell Road			Connell Road			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	2	0	1	1	1	0	0	0	0	2	1	8
4:15 PM	4:30 PM	0	0	0	2	3	0	0	2	0	0	0	5	12
4:30 PM	4:45 PM	0	1	0	0	4	0	0	0	0	0	0	5	10
4:45 PM	5:00 PM	0	0	0	0	3	0	0	1	0	0	1	4	9
5:00 PM	5:15 PM	0	0	0	0	4	0	0	0	0	0	3	5	12
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	5
5:30 PM	5:45 PM	0	0	0	3	1	0	0	0	0	0	1	2	7
5:45 PM	6:00 PM	0	0	0	2	6	0	0	0	0	0	1	3	12

Total for:	4:00 PM	5:00 PM	0	3	0	3	11	1	0	3	0	0	3	15	39
Total for:	5:00 PM	6:00 PM	0	0	0	5	11	0	0	0	0	0	5	15	36
Tota Peak Hour:	4:15 PM	5:15 PM	0	1	0	2	14	0	0	3	0	0	4	19	43
Overall PHF:	0.90														

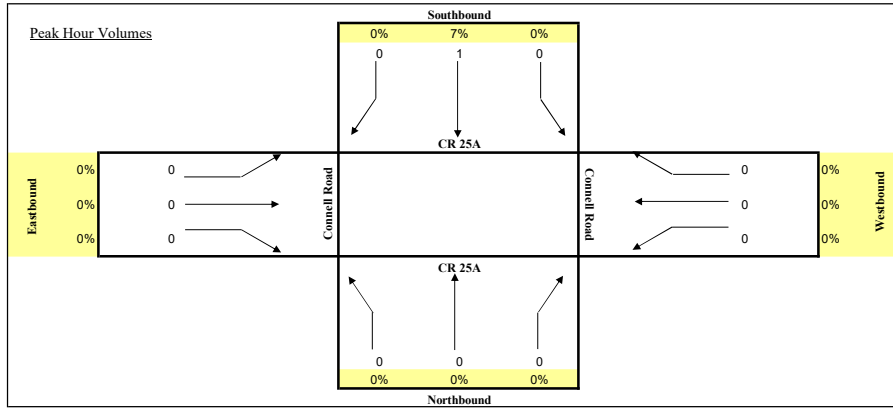


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): CR 25A
Intersection (E/W): Connell Road
Date: 8/19/2025

Start	End	CR 25A			CR 25A			Connell Road			Connell Road			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Total for:	4:00 PM	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total for:	5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Peak Hour:	4:00 PM	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Overall PHF:	0.25														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

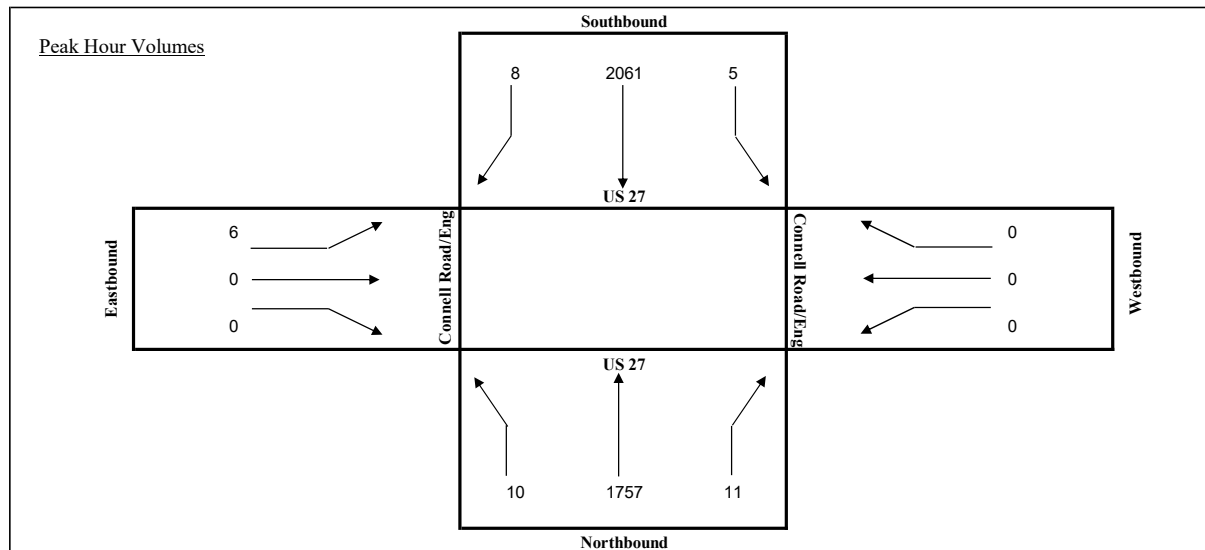
Intersection (N/S): US 27

Intersection (E/W): Connell Road/English Road

Date: 8/19/2025

Start	End	US 27			US 27			Connell Road/English Road			Connell Road/English Road			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R		
4:00 PM	4:15 PM	1	458	5	3	512	2	1	0	0	0	0	0	0	982
4:15 PM	4:30 PM	3	428	4	2	531	2	4	0	0	0	0	0	0	974
4:30 PM	4:45 PM	4	462	2	0	515	1	0	0	0	0	0	0	0	984
4:45 PM	5:00 PM	2	409	0	0	503	3	1	0	0	0	0	0	0	918
5:00 PM	5:15 PM	3	399	0	1	507	5	0	0	0	0	0	0	0	915
5:15 PM	5:30 PM	3	410	1	4	460	2	0	0	0	0	0	0	0	880
5:30 PM	5:45 PM	2	387	2	1	494	1	3	0	0	0	0	0	0	890
5:45 PM	6:00 PM	3	394	0	0	510	1	2	0	0	0	0	0	0	910

Total for:	4:00 PM	5:00 PM	10	1757	11	5	2061	8	6	0	0	0	0	0	0	3858
Total for:	5:00 PM	6:00 PM	11	1590	3	6	1971	9	5	0	0	0	0	0	0	3595
Tota Peak Hour:	4:00 PM	5:00 PM	10	1757	11	5	2061	8	6	0	0	0	0	0	0	3858
Overall PHF:	0.98															

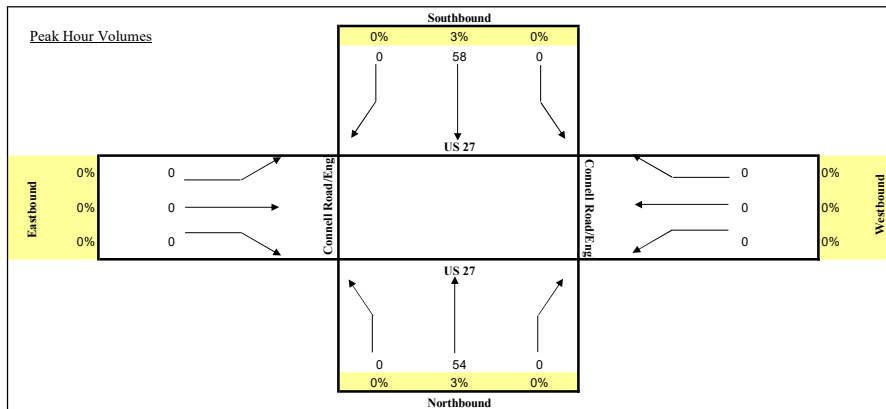


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Connell Road/English Road
Date: 8/19/2025

Start	End	US 27			US 27			Connell Road/English Road			Connell Road/English Road			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	14	0	0	11	0	0	0	0	0	0	25	
4:15 PM	4:30 PM	0	17	0	0	12	0	0	0	0	0	0	29	
4:30 PM	4:45 PM	0	18	0	0	15	0	0	0	0	0	0	33	
4:45 PM	5:00 PM	0	7	0	0	15	0	0	0	0	0	0	22	
5:00 PM	5:15 PM	0	12	0	0	16	0	0	0	0	0	0	28	
5:15 PM	5:30 PM	0	9	0	0	10	0	0	0	0	0	0	19	
5:30 PM	5:45 PM	0	11	0	0	12	0	0	0	0	0	0	23	
5:45 PM	6:00 PM	0	9	0	0	9	0	0	0	0	0	0	18	

Total for:	4:00 PM	5:00 PM	0	56	0	0	53	0	0	0	0	0	0	109
Total for:	5:00 PM	6:00 PM	0	41	0	0	47	0	0	0	0	0	0	88
Total Peak Hour:	4:15 PM	5:15 PM	0	54	0	0	58	0	0	0	0	0	0	112
Overall PHF:	0.85													



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

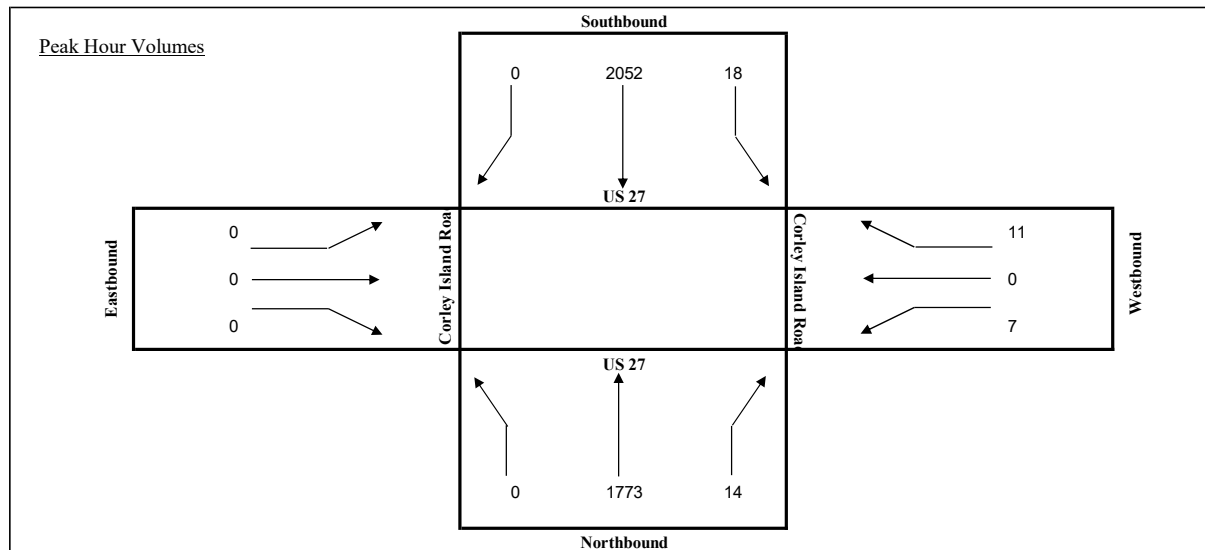
Intersection (N/S): US 27

Intersection (E/W): Corley Island Road

Date: 8/19/2025

Start	End	US 27			US 27			Corley Island Road			Corley Island Road			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	469	2	6	509	0	0	0	0	2	0	1	989
4:15 PM	4:30 PM	0	434	4	4	534	0	0	0	0	3	0	3	982
4:30 PM	4:45 PM	0	460	3	4	516	0	0	0	0	1	0	4	988
4:45 PM	5:00 PM	0	410	5	4	493	0	0	0	0	1	0	3	916
5:00 PM	5:15 PM	0	400	3	1	512	0	0	0	0	2	0	5	923
5:15 PM	5:30 PM	0	410	2	1	454	0	0	0	0	1	0	2	870
5:30 PM	5:45 PM	0	385	3	2	497	0	0	0	0	2	0	4	893
5:45 PM	6:00 PM	0	398	3	3	511	0	0	0	0	1	0	2	918

Total for:	4:00 PM	5:00 PM	0	1773	14	18	2052	0	0	0	0	7	0	11	3875
Total for:	5:00 PM	6:00 PM	0	1593	11	7	1974	0	0	0	0	6	0	13	3604
Tota Peak Hour:	4:00 PM	5:00 PM	0	1773	14	18	2052	0	0	0	0	7	0	11	3875
Overall PHF:	0.98														

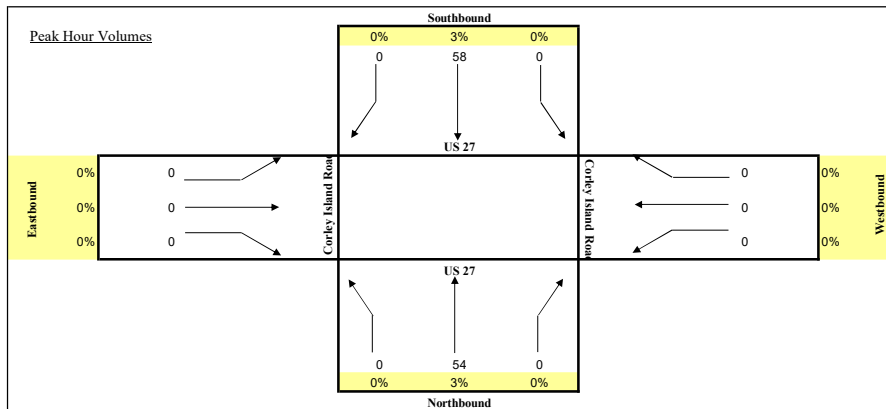


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Corley Island Road
Date: 8/19/2025

Start	End	US 27			US 27			Corley Island Road			Corley Island Road			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	14	0	0	11	0	0	0	0	0	0	0	25
4:15 PM	4:30 PM	0	17	0	0	12	0	0	0	0	0	0	0	29
4:30 PM	4:45 PM	0	18	0	0	15	0	0	0	0	0	0	0	33
4:45 PM	5:00 PM	0	7	0	0	15	0	0	0	0	0	0	0	22
5:00 PM	5:15 PM	0	12	0	0	16	0	0	0	0	0	0	0	28
5:15 PM	5:30 PM	0	9	0	0	10	0	0	0	0	0	0	0	19
5:30 PM	5:45 PM	0	11	0	0	12	0	0	0	0	0	0	0	23
5:45 PM	6:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	18

Total for:	4:00 PM	5:00 PM	0	56	0	0	53	0	0	0	0	0	0	0	109
Total for:	5:00 PM	6:00 PM	0	41	0	0	47	0	0	0	0	0	0	0	88
Total Peak Hour:	4:15 PM	5:15 PM	0	54	0	0	58	0	0	0	0	0	0	0	112
Overall PHF:	0.85														



TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

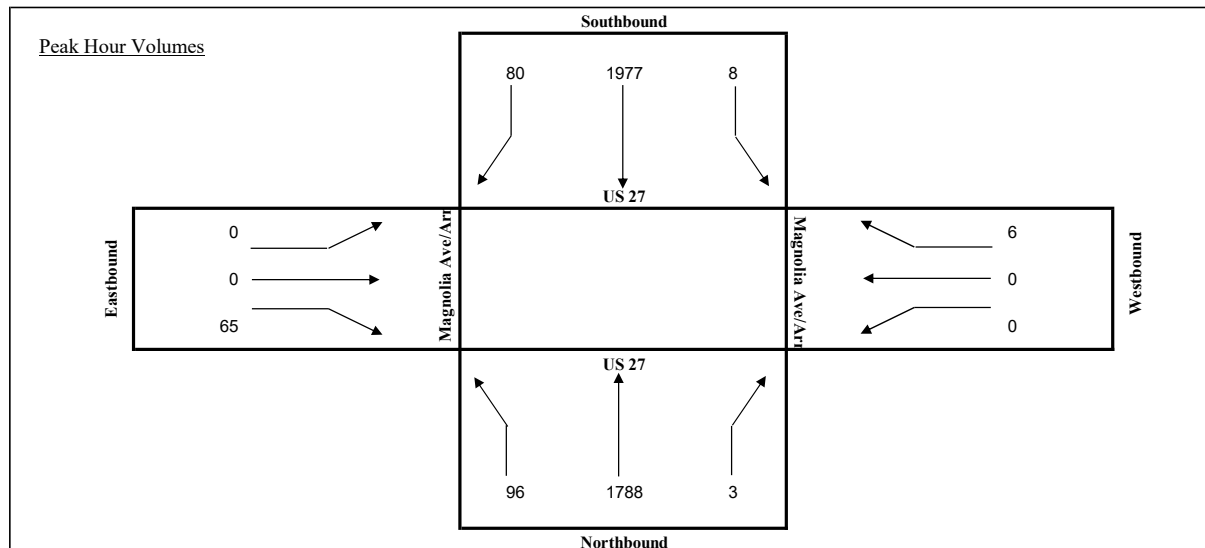
Intersection (N/S): US 27

Intersection (E/W): Magnolia Ave/Armoyan Blvd

Date: 8/19/2025

Start	End	US 27			US 27			Magnolia Ave/Armoyan Blvd			Magnolia Ave/Armoyan Blvd			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	23	470	1	1	494	17	0	0	22	0	0	1	1029
4:15 PM	4:30 PM	23	436	1	2	515	22	0	0	13	0	0	3	1015
4:30 PM	4:45 PM	24	468	0	2	501	18	0	0	14	0	0	2	1029
4:45 PM	5:00 PM	26	414	1	3	467	23	0	0	16	0	0	0	950
5:00 PM	5:15 PM	30	405	0	1	489	27	0	0	22	0	0	2	976
5:15 PM	5:30 PM	27	414	1	2	426	30	0	0	27	0	0	1	928
5:30 PM	5:45 PM	24	387	0	1	464	33	0	0	35	0	0	1	945
5:45 PM	6:00 PM	30	400	0	1	479	32	0	0	39	0	0	0	981

Total for:	4:00 PM	5:00 PM	96	1788	3	8	1977	80	0	0	65	0	0	6	4023
Total for:	5:00 PM	6:00 PM	111	1606	1	5	1858	122	0	0	123	0	0	4	3830
Tota Peak Hour:	4:00 PM	5:00 PM	96	1788	3	8	1977	80	0	0	65	0	0	6	4023
Overall PHF:	0.98														

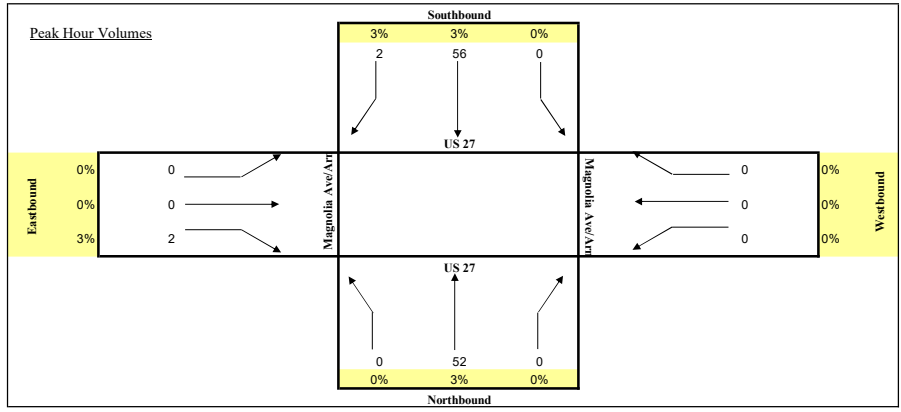


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): US 27
Intersection (E/W): Magnolia Ave/Armoyan Blvd
Date: 8/19/2025

Start	End	US 27			US 27			Magnolia Ave/Armoyan Blvd			Magnolia Ave/Armoyan Blvd			TOTAL
		NB			SB			EB			WB			
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	0	14	0	0	11	0	0	0	0	0	0	0	25
4:15 PM	4:30 PM	0	16	0	0	11	1	0	0	1	0	0	0	29
4:30 PM	4:45 PM	0	17	0	0	14	1	0	0	1	0	0	0	33
4:45 PM	5:00 PM	0	7	0	0	15	0	0	0	0	0	0	0	22
5:00 PM	5:15 PM	0	12	0	0	16	0	0	0	0	0	0	0	28
5:15 PM	5:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	20
5:30 PM	5:45 PM	0	10	0	0	12	0	0	0	0	0	0	0	22
5:45 PM	6:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	18

Total for:	4:00 PM	5:00 PM	0	54	0	0	51	2	0	0	2	0	0	0	109
Total for:	5:00 PM	6:00 PM	0	41	0	0	47	0	0	0	0	0	0	0	88
Total Peak Hour:	4:15 PM	5:15 PM	0	52	0	0	56	2	0	0	2	0	0	0	112
Overall PHF:	0.85														



TURNING MOVEMENT COUNT ANALYSIS
AUTOS & TRUCKS

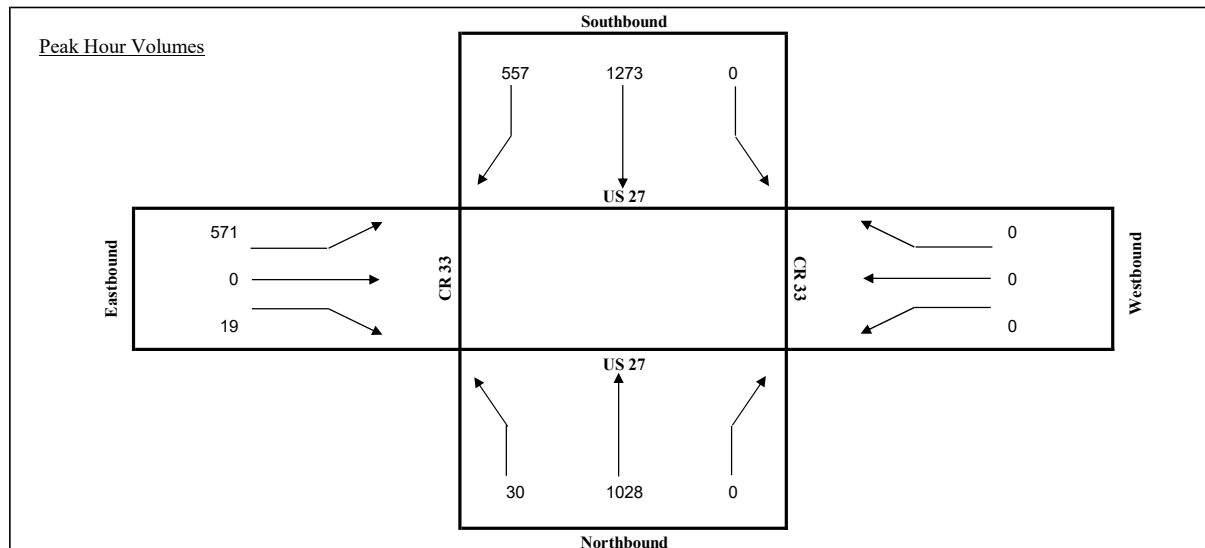
Intersection (N/S): US 27

Intersection (E/W): CR 33

Date: 8/19/2025

Start	End	US 27			US 27			CR 33			CR 33			TOTAL
		L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM	5	233	0	0	258	153	154	0	4	0	0	0	807
4:15 PM	4:30 PM	5	241	0	0	298	136	144	0	3	0	0	0	827
4:30 PM	4:45 PM	8	261	0	0	278	151	127	0	5	0	0	0	830
4:45 PM	5:00 PM	9	233	0	0	285	162	143	0	2	0	0	0	834
5:00 PM	5:15 PM	5	246	0	0	311	143	157	0	7	0	0	0	869
5:15 PM	5:30 PM	8	265	0	0	329	157	130	0	4	0	0	0	893
5:30 PM	5:45 PM	8	284	0	0	348	95	141	0	6	0	0	0	882
5:45 PM	6:00 PM	9	257	0	0	301	109	138	0	8	0	0	0	822

Total for:	4:00 PM	5:00 PM	27	968	0	0	1119	602	568	0	14	0	0	0	3298
Total for:	5:00 PM	6:00 PM	30	1052	0	0	1289	504	566	0	25	0	0	0	3466
Tota Peak Hour:	4:45 PM	5:45 PM	30	1028	0	0	1273	557	571	0	19	0	0	0	3478
Overall PHF:	0.97														

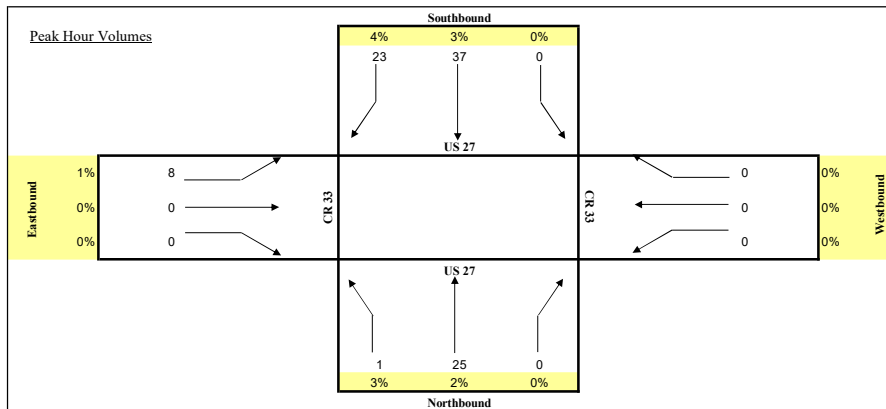


TURNING MOVEMENT COUNT ANALYSIS
TRUCKS

Intersection (N/S): US 27
Intersection (E/W): CR 33
Date: 8/19/2025

Start	End	US 27 NB			US 27 SB			CR 33 EB			CR 33 WB			TOTAL	
		L	T	R	L	T	R	L	T	R	L	T	R		
4:00 PM	4:15 PM	0	9	0	0	11	5	3	0	0	0	0	0	0	28
4:15 PM	4:30 PM	0	7	0	0	7	5	2	0	0	0	0	0	0	21
4:30 PM	4:45 PM	1	6	0	0	10	7	1	0	0	0	0	0	0	25
4:45 PM	5:00 PM	0	3	0	0	9	6	2	0	0	0	0	0	0	20
5:00 PM	5:15 PM	0	5	0	0	8	3	2	0	0	0	0	0	0	18
5:15 PM	5:30 PM	0	5	0	0	5	5	2	0	0	0	0	0	0	17
5:30 PM	5:45 PM	0	7	0	0	6	1	1	0	1	0	0	0	0	16
5:45 PM	6:00 PM	0	4	0	0	3	2	2	0	0	0	0	0	0	11

Total for:	4:00 PM	5:00 PM	1	25	0	0	37	23	8	0	0	0	0	0	0	94
Total for:	5:00 PM	6:00 PM	0	21	0	0	22	11	7	0	1	0	0	0	0	62
Total Peak Hour:	4:00 PM	5:00 PM	1	25	0	0	37	23	8	0	0	0	0	0	0	94
Overall PHF:	0.84															



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 H
Projected Intersection Volumes

Project No. 25121.02.01 Dominion Leesburg Apartments

Intersection Volumes

Analysis Period	Factors			Tgen		Legend
	SF	AGR	Years	Enter	Exit	
AM Peak	1.03	2.00%	4	26	84	Bg'd + (Project) = Total

Intersection: US 27 & SR 44 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	235	1.03	242	1.08	261	0	0%	10%	8	269	261 + (8) = 269
	T	2	880	1.03	906	1.08	978	0	0%	30%	25	1003	978 + (25) = 1003
	R	1	527	1.03	543	1.08	586	0	0%	25%	21	607	586 + (21) = 607
SB	L	1	93	1.03	96	1.08	104	0	0%	0%	0	104	104
	T	2	587	1.03	605	1.08	653	0	30%	0%	8	661	653 + (8) = 661
	R	0	30	1.03	31	1.08	33	0	0%	0%	0	33	33
EB	L	1	69	1.03	71	1.08	77	0	0%	0%	0	77	77
	T	2	431	1.03	444	1.08	480	0	0%	0%	0	480	480
WB	R	0	108	1.03	111	1.08	120	0	10%	0%	3	123	120 + (3) = 123
	L	2	360	1.03	371	1.08	401	0	25%	0%	7	408	401 + (7) = 408
	T	2	475	1.03	489	1.08	528	0	0%	0%	0	528	528
	R	0	26	1.03	27	1.08	29	0	0%	0%	0	29	29
													1.7%

Intersection: CR 25A & Connell Road/Access A 2

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	0	0	1.03	0	1.16	0	0	0%	0%	0	0	
	T	1	0	1.03	0	1.16	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.16	0	0	0%	0%	0	0	
SB	L	0	3	1.03	3	1.16	3	0	0%	0%	0	3	3
	T	1	9	1.03	9	1.16	10	0	0%	0%	0	10	10
	R	0	0	1.03	0	1.16	0	0	10%	0%	3	3	(3)
EB	L	0	0	1.03	0	1.08	0	0	0%	10%	8	8	(8)
	T	1	1	1.03	1	1.08	1	0	0%	35%	29	30	1 + (29) = 30
	R	0	0	1.03	0	1.08	0	0	0%	15%	13	13	(13)
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	1	1	1.03	1	1.08	1	0	50%	0%	13	14	1 + (13) = 14
	R	0	52	1.03	54	1.08	58	0	0%	0%	0	58	58
													47.5%

Intersection: US 27 & Connell Road/English Road 3

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	18	1.03	19	1.19	23	0	20%	0%	5	28	23 + (5) = 28
	T	2	2173	1.03	2,238	1.19	2671	0	0%	25%	21	2692	2671 + (21) = 2692
	R	0	4	1.03	4	1.19	5	0	0%	0%	0	5	5
SB	L	1	5	1.03	5	1.19	6	0	0%	0%	0	6	6
	T	2	1469	1.03	1,513	1.19	1806	0	25%	0%	7	1813	1806 + (7) = 1813
	R	1	8	1.03	8	1.19	10	0	30%	0%	8	18	10 + (8) = 18
EB	L	0	3	1.03	3	1.08	3	0	0%	30%	25	28	3 + (25) = 28
	T	1	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	3	1.03	3	1.08	3	0	0%	5%	4	7	3 + (4) = 7
WB	L	0	2	1.03	2	1.08	2	0	0%	0%	0	2	2
	T	1	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
													1.5%

Project No. 25121.02.01 Dominion Leesburg Apartments												
Intersection Volumes												
Analysis Period	Factors			Tgen		Legend						
	SF	AGR	Years	Enter	Exit	Bg'd + (Project) = Total						
AM Peak	1.03	2.00%	4	26	84							

Intersection: US 27 & Corley Island Road/Access B 4													
App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	0	1.03	0	1.19	0	0	15%	0%	3	3	(3)
	T	2	2185	1.03	2,251	1.19	2687	0	20%	0%	5	2692	2687 + (5) = 2692
	R	0	7	1.03	7	1.19	8	0	0%	0%	0	8	8
SB	L	1	9	1.03	9	1.19	11	0	0%	0%	0	11	11
	T	2	1460	1.03	1,504	1.19	1795	0	0%	20%	17	1812	1795 + (17) = 1812
	R	0	0	1.03	0	1.19	0	0	25%	0%	7	7	(7)
EB	L	0	0	1.03	0	1.08	0	0	0%	25%	21	21	(21)
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	15%	13	13	(13)
WB	L	0	8	1.03	8	1.08	9	0	0%	0%	0	9	9
	T	1	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	11	1.03	11	1.08	12	0	0%	0%	0	12	12
												1.4%	

Intersection: US 27 & Magnolia Avenue/Armoyan Boulevard 5													
App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	30	1.03	31	1.19	37	0	0%	0%	0	37	37
	T	2	2183	1.03	2,248	1.19	2683	0	35%	0%	8	2691	2683 + (8) = 2691
	R	0	2	1.03	2	1.19	2	0	0%	0%	0	2	2
SB	L	1	4	1.03	4	1.19	5	0	0%	0%	0	5	5
	T	2	1422	1.03	1,465	1.19	1749	0	0%	35%	30	1779	1749 + (30) = 1779
	R	1	24	1.03	25	1.19	30	0	0%	0%	0	30	30
EB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	1	246	1.03	253	1.08	273	0	0%	0%	0	273	273
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	1	6	1.03	6	1.08	6	0	0%	0%	0	6	6
												0.8%	

Intersection: US 27 & CR 33 6													
App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	12	1.03	12	1.08	13	0	0%	0%	0	13	13
	T	2	1225	1.03	1,262	1.08	1363	0	25%	0%	5	1368	1363 + (5) = 1368
	R	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
SB	L	0	0	1.03	0	1.19	0	0	0%	0%	0	0	
	T	2	991	1.03	1,021	1.19	1219	0	0%	25%	21	1240	1219 + (21) = 1240
	R	0	570	1.03	587	1.19	701	0	0%	10%	9	710	701 + (9) = 710
EB	L	1	610	1.03	628	1.08	678	0	10%	0%	3	681	678 + (3) = 681
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	1	8	1.03	8	1.08	9	0	0%	0%	0	9	9
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
												0.9%	

Project No. 25121.02.01 Dominion Leesburg Apartments

Intersection Volumes

Analysis Period	Factors			Tgen		Legend
	SF	AGR	Years	Enter	Exit	
PM Peak	1.03	2.00%	4	87	53	Bg'd + (Project) = Total

Intersection: US 27 & SR 44 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	183	1.03	188	1.08	203	0	0%	10%	5	208	203 + (5) = 208
	T	2	1017	1.03	1,048	1.08	1132	0	0%	30%	16	1148	1132 + (16) = 1148
	R	1	596	1.03	614	1.08	663	0	0%	25%	13	676	663 + (13) = 676
SB	L	1	83	1.03	85	1.08	92	0	0%	0%	0	92	92
	T	2	933	1.03	961	1.08	1038	0	30%	0%	26	1064	1038 + (26) = 1064
	R	0	31	1.03	32	1.08	35	0	0%	0%	0	35	35
EB	L	1	64	1.03	66	1.08	71	0	0%	0%	0	71	71
	T	2	403	1.03	415	1.08	448	0	0%	0%	0	448	448
	R	0	123	1.03	127	1.08	137	0	10%	0%	9	146	137 + (9) = 146
WB	L	2	505	1.03	520	1.08	562	0	25%	0%	22	584	562 + (22) = 584
	T	2	549	1.03	565	1.08	610	0	0%	0%	0	610	610
	R	0	39	1.03	40	1.08	43	0	0%	0%	0	43	43

1.8%

Intersection: CR 25A & Connell Road/Access A 2

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	0	0	1.03	0	1.16	0	0	0%	0%	0	0	
	T	1	1	1.03	1	1.16	1	0	0%	0%	0	1	1
	R	0	0	1.03	0	1.16	0	0	0%	0%	0	0	
SB	L	0	2	1.03	2	1.16	2	0	0%	0%	0	2	2
	T	1	14	1.03	14	1.16	15	0	0%	0%	0	15	15
	R	0	0	1.03	0	1.16	0	0	10%	0%	9	9	(9)
EB	L	0	0	1.03	0	1.08	0	0	0%	10%	5	5	(5)
	T	1	3	1.03	3	1.08	3	0	0%	35%	19	22	3 + (19) = 22
	R	0	0	1.03	0	1.08	0	0	0%	15%	8	8	(8)
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	1	4	1.03	4	1.08	4	0	50%	0%	43	47	4 + (43) = 47
	R	0	19	1.03	20	1.08	22	0	0%	0%	0	22	22

64.1%

Intersection: US 27 & Connell Road/English Road 3

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	10	1.03	10	1.19	12	0	20%	0%	17	29	12 + (17) = 29
	T	2	1757	1.03	1,810	1.19	2160	0	0%	25%	13	2173	2160 + (13) = 2173
	R	0	11	1.03	11	1.19	13	0	0%	0%	0	13	13
SB	L	1	5	1.03	5	1.19	6	0	0%	0%	0	6	6
	T	2	2061	1.03	2,123	1.19	2534	0	25%	0%	22	2556	2534 + (22) = 2556
	R	1	8	1.03	8	1.19	10	0	30%	0%	26	36	10 + (26) = 36
EB	L	0	6	1.03	6	1.08	6	0	0%	30%	16	22	6 + (16) = 22
	T	1	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	5%	3	3	(3)
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	1	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	0%	0	0	

2.0%

Project No. 25121.02.01 Dominion Leesburg Apartments

Intersection Volumes

Analysis Period	Factors			Tgen		Legend
	SF	AGR	Years	Enter	Exit	
PM Peak	1.03	2.00%	4	87	53	Bg'd + (Project) = Total

Intersection: US 27 & Corley Island Road/Access B 4

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	0	1.03	0	1.19	0	0	15%	0%	13	13	(13)
	T	2	1773	1.03	1,826	1.19	2180	0	20%	0%	17	2197	2180 + (17) = 2197
	R	0	14	1.03	14	1.19	17	0	0%	0%	0	17	17
SB	L	1	18	1.03	19	1.19	23	0	0%	0%	0	23	23
	T	2	2052	1.03	2,114	1.19	2523	0	0%	20%	11	2534	2523 + (11) = 2534
	R	0	0	1.03	0	1.19	0	0	25%	0%	22	22	(22)
EB	L	0	0	1.03	0	1.08	0	0	0%	25%	13	13	(13)
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	15%	8	8	(8)
WB	L	0	7	1.03	7	1.08	8	0	0%	0%	0	8	8
	T	1	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	11	1.03	11	1.08	12	0	0%	0%	0	12	12

1.7%

Intersection: US 27 & Magnolia Avenue/Armoyan Boulevard 5

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	96	1.03	99	1.19	118	0	0%	0%	0	118	118
	T	2	1788	1.03	1,842	1.19	2199	0	35%	0%	30	2229	2199 + (30) = 2229
	R	0	3	1.03	3	1.19	4	0	0%	0%	0	4	4
SB	L	1	8	1.03	8	1.19	10	0	0%	0%	0	10	10
	T	2	1977	1.03	2,036	1.19	2430	0	0%	35%	19	2449	2430 + (19) = 2449
	R	1	80	1.03	82	1.19	98	0	0%	0%	0	98	98
EB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	1	65	1.03	67	1.08	72	0	0%	0%	0	72	72
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	1	6	1.03	6	1.08	6	0	0%	0%	0	6	6

1.0%

Intersection: US 27 & CR 33 6

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
NB	L	1	30	1.03	31	1.08	33	0	0%	0%	0	33	33
	T	2	1028	1.03	1,059	1.08	1144	0	25%	0%	22	1166	1144 + (22) = 1166
	R	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
SB	L	0	0	1.03	0	1.19	0	0	0%	0%	0	0	
	T	2	1273	1.03	1,311	1.19	1565	0	0%	25%	13	1578	1565 + (13) = 1578
	R	0	557	1.03	574	1.19	685	0	0%	10%	6	691	685 + (6) = 691
EB	L	1	571	1.03	588	1.08	635	0	10%	0%	8	643	635 + (8) = 643
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	1	19	1.03	20	1.08	22	0	0%	0%	0	22	22
WB	L	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	T	0	0	1.03	0	1.08	0	0	0%	0%	0	0	
	R	0	0	1.03	0	1.08	0	0	0%	0%	0	0	

1.2%

Appendix I
HCM Results Summary

HCM 7th Signalized Intersection Summary

1: US 27 & SR 44

AM Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	444	111	371	489	27	242	906	543	96	605	31
Future Volume (veh/h)	71	444	111	371	489	27	242	906	543	96	605	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1722	1811	1856	1841	1826	1856	1856	1841	1870	1856
Adj Flow Rate, veh/h	72	453	113	379	499	28	247	924	391	98	617	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	10	4	12	6	3	4	5	3	3	4	2	3
Cap, veh/h	90	532	132	428	901	50	435	1640	932	245	1411	73
Arrive On Green	0.05	0.19	0.19	0.13	0.27	0.27	0.10	0.47	0.47	0.05	0.41	0.41
Sat Flow, veh/h	1668	2778	688	3346	3394	190	1739	3526	1572	1753	3437	178
Grp Volume(v), veh/h	72	284	282	379	259	268	247	924	391	98	319	330
Grp Sat Flow(s),veh/h/ln	1668	1749	1717	1673	1763	1821	1739	1763	1572	1753	1777	1838
Q Serve(g_s), s	6.0	21.9	22.2	15.6	17.7	17.8	11.1	26.6	18.9	4.5	18.0	18.1
Cycle Q Clear(g_c), s	6.0	21.9	22.2	15.6	17.7	17.8	11.1	26.6	18.9	4.5	18.0	18.1
Prop In Lane	1.00		0.40	1.00		0.10	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	90	335	329	428	468	483	435	1640	932	245	730	755
V/C Ratio(X)	0.80	0.85	0.86	0.89	0.55	0.56	0.57	0.56	0.42	0.40	0.44	0.44
Avail Cap(c_a), veh/h	209	436	428	466	468	483	557	1640	932	314	730	755
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	65.5	54.6	54.7	60.1	44.3	44.3	20.8	27.1	15.4	23.6	29.6	29.6
Incr Delay (d2), s/veh	14.7	11.5	12.7	17.3	1.4	1.4	1.2	1.4	1.4	1.1	1.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	16.1	16.2	12.2	12.6	13.0	8.2	17.1	11.5	3.5	12.9	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.1	66.1	67.5	77.4	45.7	45.7	21.9	28.5	16.8	24.6	31.5	31.5
LnGrp LOS	F	E	E	E	D	D	C	C	B	C	C	C
Approach Vol, veh/h		638			906			1562			747	
Approach Delay, s/veh		68.3			59.0			24.6			30.6	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	71.1	23.4	32.9	20.2	63.5	13.1	43.3				
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1				
Max Green Setting (Gmax), s	11.9	50.0	19.5	34.9	23.4	38.0	17.5	36.9				
Max Q Clear Time (g_c+I1), s	6.5	28.6	17.6	24.2	13.1	20.1	8.0	19.8				
Green Ext Time (p_c), s	0.1	8.5	0.3	2.6	0.5	3.8	0.1	2.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			41.1									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary

1: US 27 & SR 44

AM Background

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	480	120	401	528	29	261	978	586	104	653	33
Future Volume (veh/h)	77	480	120	401	528	29	261	978	586	104	653	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1722	1811	1856	1841	1826	1856	1856	1841	1870	1856
Adj Flow Rate, veh/h	79	490	122	409	539	30	266	998	435	106	666	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	10	4	12	6	3	4	5	3	3	4	2	3
Cap, veh/h	98	567	140	453	953	53	407	1553	906	221	1306	67
Arrive On Green	0.06	0.20	0.20	0.14	0.28	0.28	0.11	0.44	0.44	0.05	0.38	0.38
Sat Flow, veh/h	1668	2778	688	3346	3396	189	1739	3526	1572	1753	3440	176
Grp Volume(v), veh/h	79	307	305	409	279	290	266	998	435	106	344	356
Grp Sat Flow(s),veh/h/ln	1668	1749	1717	1673	1763	1822	1739	1763	1572	1753	1777	1839
Q Serve(g_s), s	6.5	23.8	24.0	16.9	19.0	19.0	12.6	30.9	22.7	5.1	20.8	20.9
Cycle Q Clear(g_c), s	6.5	23.8	24.0	16.9	19.0	19.0	12.6	30.9	22.7	5.1	20.8	20.9
Prop In Lane	1.00		0.40	1.00		0.10	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	98	357	350	453	495	511	407	1553	906	221	675	698
V/C Ratio(X)	0.80	0.86	0.87	0.90	0.56	0.57	0.65	0.64	0.48	0.48	0.51	0.51
Avail Cap(c_a), veh/h	209	436	428	466	495	511	510	1553	906	281	675	698
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	65.1	53.8	53.9	59.6	43.0	43.1	23.4	30.6	17.4	26.7	33.4	33.4
Incr Delay (d2), s/veh	14.0	13.8	15.0	20.2	1.5	1.5	2.1	2.1	1.8	1.6	2.7	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	17.5	17.5	13.2	13.3	13.7	9.2	19.6	13.5	4.1	14.6	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.1	67.6	68.9	79.8	44.5	44.5	25.5	32.6	19.2	28.3	36.1	36.1
LnGrp LOS	E	E	E	E	D	D	C	C	B	C	D	D
Approach Vol, veh/h		691			978			1699			806	
Approach Delay, s/veh		69.5			59.3			28.1			35.1	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	67.7	24.5	34.7	21.7	59.1	13.7	45.4				
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1				
Max Green Setting (Gmax), s	11.9	50.0	19.5	34.9	23.4	38.0	17.5	36.9				
Max Q Clear Time (g_c+I1), s	7.1	32.9	18.9	26.0	14.6	22.9	8.5	21.0				
Green Ext Time (p_c), s	0.1	8.4	0.1	2.5	0.5	3.9	0.1	3.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			43.6									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary

1: US 27 & SR 44

AM Buildout



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	480	123	408	528	29	269	1003	607	104	661	33
Future Volume (veh/h)	77	480	123	408	528	29	269	1003	607	104	661	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1722	1811	1856	1841	1826	1856	1856	1841	1870	1856
Adj Flow Rate, veh/h	79	490	126	416	539	30	274	1023	456	106	674	34
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	10	4	12	6	3	4	5	3	3	4	2	3
Cap, veh/h	98	566	145	459	963	54	405	1541	903	214	1284	65
Arrive On Green	0.06	0.21	0.21	0.14	0.28	0.28	0.11	0.44	0.44	0.05	0.37	0.37
Sat Flow, veh/h	1668	2758	705	3346	3396	189	1739	3526	1572	1753	3442	174
Grp Volume(v), veh/h	79	310	306	416	279	290	274	1023	456	106	348	360
Grp Sat Flow(s),veh/h/ln	1668	1749	1714	1673	1763	1822	1739	1763	1572	1753	1777	1839
Q Serve(g_s), s	6.5	23.9	24.2	17.1	18.9	19.0	13.1	32.2	24.3	5.2	21.4	21.4
Cycle Q Clear(g_c), s	6.5	23.9	24.2	17.1	18.9	19.0	13.1	32.2	24.3	5.2	21.4	21.4
Prop In Lane	1.00		0.41	1.00		0.10	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	98	359	352	459	500	517	405	1541	903	214	663	686
V/C Ratio(X)	0.80	0.86	0.87	0.91	0.56	0.56	0.68	0.66	0.50	0.50	0.52	0.53
Avail Cap(c_a), veh/h	209	436	427	466	500	517	501	1541	903	273	663	686
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	65.1	53.7	53.8	59.5	42.7	42.7	24.0	31.2	17.9	27.5	34.2	34.2
Incr Delay (d2), s/veh	14.0	14.0	15.2	21.0	1.4	1.4	2.6	2.3	2.0	1.8	3.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	17.6	17.6	13.4	13.3	13.7	9.6	20.4	14.3	4.1	15.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.1	67.8	69.1	80.5	44.1	44.1	26.7	33.5	19.9	29.2	37.2	37.1
LnGrp LOS	E	E	E	F	D	D	C	C	B	C	D	D
Approach Vol, veh/h		695			985			1753			814	
Approach Delay, s/veh		69.6			59.5			28.9			36.1	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	67.2	24.7	34.8	22.2	58.2	13.7	45.8				
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1				
Max Green Setting (Gmax), s	11.9	50.0	19.5	34.9	23.4	38.0	17.5	36.9				
Max Q Clear Time (g_c+I1), s	7.2	34.2	19.1	26.2	15.1	23.4	8.5	21.0				
Green Ext Time (p_c), s	0.1	8.2	0.1	2.5	0.5	3.9	0.1	3.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			44.0									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary

1: US 27 & SR 44

PM Existing

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	415	127	520	565	40	188	1048	614	85	961	32
Future Volume (veh/h)	66	415	127	520	565	40	188	1048	614	85	961	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1870	1856	1826	1752	1856	1870	1841	1885	1515
Adj Flow Rate, veh/h	67	423	130	531	577	41	192	1069	438	87	981	33
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	2	3	5	10	3	2	4	1	26
Cap, veh/h	85	488	148	569	997	71	280	1640	998	195	1504	51
Arrive On Green	0.05	0.18	0.18	0.16	0.30	0.30	0.08	0.47	0.47	0.04	0.43	0.43
Sat Flow, veh/h	1781	2683	817	3456	3339	237	1668	3526	1585	1753	3536	119
Grp Volume(v), veh/h	67	279	274	531	304	314	192	1069	438	87	497	517
Grp Sat Flow(s),veh/h/ln	1781	1777	1723	1728	1763	1813	1668	1763	1585	1753	1791	1864
Q Serve(g_s), s	6.0	24.4	24.8	24.3	23.4	23.5	10.1	37.2	22.6	4.5	35.3	35.3
Cycle Q Clear(g_c), s	6.0	24.4	24.8	24.3	23.4	23.5	10.1	37.2	22.6	4.5	35.3	35.3
Prop In Lane	1.00		0.47	1.00		0.13	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	323	313	569	526	541	280	1640	998	195	762	793
V/C Ratio(X)	0.79	0.86	0.88	0.93	0.58	0.58	0.69	0.65	0.44	0.45	0.65	0.65
Avail Cap(c_a), veh/h	228	399	387	572	526	541	323	1640	998	299	762	793
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	75.4	63.5	63.7	66.0	47.6	47.6	28.2	32.8	15.1	28.0	36.6	36.6
Incr Delay (d2), s/veh	14.7	14.9	16.9	22.5	1.6	1.6	4.9	2.0	1.4	1.6	4.3	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	18.2	18.2	18.3	16.0	16.4	7.9	23.1	13.4	3.6	23.2	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.1	78.4	80.6	88.5	49.1	49.1	33.1	34.9	16.5	29.6	40.9	40.7
LnGrp LOS	F	E	F	F	D	D	C	C	B	C	D	D
Approach Vol, veh/h		620			1149			1699			1101	
Approach Delay, s/veh		80.7			67.3			29.9			39.9	
Approach LOS		F			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	80.4	31.8	35.2	18.9	74.1	13.1	53.9				
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1				
Max Green Setting (Gmax), s	15.9	58.0	26.5	35.9	16.4	57.0	20.5	41.9				
Max Q Clear Time (g_c+I1), s	6.5	39.2	26.3	26.8	12.1	37.3	8.0	25.5				
Green Ext Time (p_c), s	0.1	9.4	0.1	2.3	0.2	6.7	0.1	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			48.6									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary

1: US 27 & SR 44























PM Background

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	448	137	562	610	43	203	1132	663	92	1038	35
Future Volume (veh/h)	71	448	137	562	610	43	203	1132	663	92	1038	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1870	1856	1826	1752	1856	1870	1841	1885	1515
Adj Flow Rate, veh/h	72	457	140	573	622	44	207	1155	488	94	1059	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	2	3	5	10	3	2	4	1	26
Cap, veh/h	91	518	157	572	1028	73	258	1585	975	176	1435	49
Arrive On Green	0.05	0.19	0.19	0.17	0.31	0.31	0.08	0.45	0.45	0.04	0.41	0.41
Sat Flow, veh/h	1781	2684	816	3456	3340	236	1668	3526	1585	1753	3534	120
Grp Volume(v), veh/h	72	301	296	573	328	338	207	1155	488	94	537	558
Grp Sat Flow(s),veh/h/ln	1781	1777	1723	1728	1763	1813	1668	1763	1585	1753	1791	1864
Q Serve(g_s), s	6.4	26.4	26.7	26.5	25.3	25.4	11.3	42.9	27.4	5.0	40.6	40.7
Cycle Q Clear(g_c), s	6.4	26.4	26.7	26.5	25.3	25.4	11.3	42.9	27.4	5.0	40.6	40.7
Prop In Lane	1.00		0.47	1.00		0.13	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	91	343	333	572	542	558	258	1585	975	176	727	757
V/C Ratio(X)	0.79	0.88	0.89	1.00	0.60	0.61	0.80	0.73	0.50	0.53	0.74	0.74
Avail Cap(c_a), veh/h	228	399	387	572	542	558	289	1585	975	274	727	757
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	75.1	62.7	62.9	66.8	47.1	47.1	32.3	36.1	17.1	31.5	40.3	40.3
Incr Delay (d2), s/veh	14.3	17.7	19.6	37.9	1.9	1.9	13.5	3.0	1.8	2.5	6.6	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	19.7	19.6	21.0	17.1	17.5	9.3	26.4	15.8	4.1	26.6	27.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	80.4	82.5	104.6	49.0	49.0	45.8	39.0	19.0	34.0	46.9	46.6
LnGrp LOS	F	F	F	F	D	D	D	D	B	C	D	D
Approach Vol, veh/h		669			1239			1850			1189	
Approach Delay, s/veh		82.3			74.7			34.5			45.7	
Approach LOS		F			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	77.9	32.0	37.0	20.0	71.0	13.7	55.3				
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1				
Max Green Setting (Gmax), s	15.9	58.0	26.5	35.9	16.4	57.0	20.5	41.9				
Max Q Clear Time (g_c+I1), s	7.0	44.9	28.5	28.7	13.3	42.7	8.4	27.4				
Green Ext Time (p_c), s	0.1	8.1	0.0	2.1	0.2	6.3	0.1	3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			53.7									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary

1: US 27 & SR 44

PM Buildout

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	448	146	584	610	43	208	1148	676	92	1064	35
Future Volume (veh/h)	71	448	146	584	610	43	208	1148	676	92	1064	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1870	1856	1826	1752	1856	1870	1841	1885	1515
Adj Flow Rate, veh/h	72	457	149	596	622	44	212	1171	501	94	1086	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	5	2	3	5	10	3	2	4	1	26
Cap, veh/h	91	516	167	572	1036	73	253	1575	971	172	1420	47
Arrive On Green	0.05	0.20	0.20	0.17	0.31	0.31	0.09	0.45	0.45	0.04	0.40	0.40
Sat Flow, veh/h	1781	2640	854	3456	3340	236	1668	3526	1585	1753	3538	117
Grp Volume(v), veh/h	72	306	300	596	328	338	212	1171	501	94	550	572
Grp Sat Flow(s),veh/h/ln	1781	1777	1717	1728	1763	1813	1668	1763	1585	1753	1791	1864
Q Serve(g_s), s	6.4	26.8	27.2	26.5	25.2	25.3	11.6	44.0	28.7	5.0	42.4	42.4
Cycle Q Clear(g_c), s	6.4	26.8	27.2	26.5	25.2	25.3	11.6	44.0	28.7	5.0	42.4	42.4
Prop In Lane	1.00		0.50	1.00		0.13	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	91	347	336	572	547	562	253	1575	971	172	719	748
V/C Ratio(X)	0.79	0.88	0.89	1.04	0.60	0.60	0.84	0.74	0.52	0.55	0.76	0.76
Avail Cap(c_a), veh/h	228	399	385	572	547	562	280	1575	971	269	719	748
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	75.1	62.6	62.7	66.8	46.8	46.8	33.3	36.7	17.6	32.2	41.4	41.4
Incr Delay (d2), s/veh	14.3	18.3	20.4	48.8	1.8	1.8	18.3	3.2	2.0	2.7	7.6	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	20.1	19.9	22.5	17.0	17.5	10.0	27.0	16.5	4.1	27.7	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	89.4	80.9	83.1	115.5	48.6	48.6	51.6	39.9	19.5	34.9	49.0	48.7
LnGrp LOS	F	F	F	F	D	D	D	D	B	C	D	D
Approach Vol, veh/h		678			1262			1884			1216	
Approach Delay, s/veh		82.8			80.2			35.8			47.8	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	77.5	32.0	37.4	20.4	70.2	13.7	55.7				
Change Period (Y+Rc), s	6.1	6.0	5.5	6.1	6.6	6.0	5.5	6.1				
Max Green Setting (Gmax), s	15.9	58.0	26.5	35.9	16.4	57.0	20.5	41.9				
Max Q Clear Time (g_c+I1), s	7.0	46.0	28.5	29.2	13.6	44.4	8.4	27.3				
Green Ext Time (p_c), s	0.1	7.7	0.0	2.1	0.2	6.0	0.1	3.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			56.1									
HCM 7th LOS			E									

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	0	1	54	0	0	0	3	9	0
Future Vol, veh/h	0	1	0	0	1	54	0	0	0	3	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	0	2	86	0	0	0	5	14	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	25	24	14	25	24	0	14	0	0	0	0	0
Stage 1	24	24	-	0	0	-	-	-	-	-	-	-
Stage 2	1	0	-	25	24	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	986	870	1066	986	870	-	1604	-	-	-	-	-
Stage 1	994	875	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	993	875	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	870	1066	985	870	-	1604	-	-	-	-	-
Mov Cap-2 Maneuver	-	870	-	985	870	-	-	-	-	-	-	-
Stage 1	994	875	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	991	875	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	0							
HCM LOS	-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	0	1	58	0	0	0	3	10	0
Future Vol, veh/h	0	1	0	0	1	58	0	0	0	3	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	0	2	92	0	0	0	5	16	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	26	25	16	26	25	0	16	0	0	0	0	0
Stage 1	25	25	-	0	0	-	-	-	-	-	-	-
Stage 2	1	0	-	26	25	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	984	868	1063	984	868	-	1602	-	-	-	-	-
Stage 1	992	874	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	991	874	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	868	1063	982	868	-	1602	-	-	-	-	-
Mov Cap-2 Maneuver	-	868	-	982	868	-	-	-	-	-	-	-
Stage 1	992	874	-	-	-	-	-	-	-	-	-	-
Stage 2	1022	-	-	990	874	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	0											
HCM LOS	-											

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	30	13	0	14	58	0	0	0	3	10	3
Future Vol, veh/h	8	30	13	0	14	58	0	0	0	3	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	48	21	0	22	92	0	0	0	5	16	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	39	28	18	49	30	0	21	0	0	0	0	0
Stage 1	28	28	-	0	0	-	-	-	-	-	-	-
Stage 2	11	0	-	49	30	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	966	865	1060	951	863	-	1595	-	-	-	-	-
Stage 1	989	872	-	-	-	-	-	-	-	-	-	-
Stage 2	1010	-	-	964	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	865	1060	881	863	-	1595	-	-	-	-	-
Mov Cap-2 Maneuver	-	865	-	881	863	-	-	-	-	-	-	-
Stage 1	989	872	-	-	-	-	-	-	-	-	-	-
Stage 2	1010	-	-	894	870	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	0							
HCM LOS	-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1595	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	-	-	-
HCM Lane LOS	A	-	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	0	4	20	0	1	0	2	14	0
Future Vol, veh/h	0	3	0	0	4	20	0	1	0	2	14	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	3	0	0	4	22	0	1	0	2	16	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	23	21	16	23	21	1	16	0	0	1	0	0
Stage 1	20	20	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	22	20	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	988	873	1064	989	873	1083	1602	-	-	1622	-	-
Stage 1	999	879	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	997	879	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	962	871	1064	984	871	1083	1602	-	-	1622	-	-
Mov Cap-2 Maneuver	962	871	-	984	871	-	-	-	-	-	-	-
Stage 1	997	877	-	1022	895	-	-	-	-	-	-	-
Stage 2	993	895	-	992	877	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.15		8.55		0		0.9	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	871	1041	225	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.026	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	0	0	4	22	0	1	0	2	15	0
Future Vol, veh/h	0	3	0	0	4	22	0	1	0	2	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	0	3	0	0	4	24	0	1	0	2	17	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	24	22	17	24	22	1	17	0	0	1	0	0
Stage 1	21	21	-	1	1	-	-	-	-	-	-	-
Stage 2	3	1	-	23	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	987	871	1062	988	871	1083	1601	-	-	1622	-	-
Stage 1	997	878	-	1022	895	-	-	-	-	-	-	-
Stage 2	1019	895	-	995	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	958	870	1062	982	870	1083	1601	-	-	1622	-	-
Mov Cap-2 Maneuver	958	870	-	982	870	-	-	-	-	-	-	-
Stage 1	996	876	-	1022	895	-	-	-	-	-	-	-
Stage 2	991	895	-	990	876	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.15		8.55		0		0.85	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1601	-	-	870	1044	212	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.028	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	8.5	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	22	8	0	47	22	0	1	0	2	15	9
Future Vol, veh/h	5	22	8	0	47	22	0	1	0	2	15	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	7	2
Mvmt Flow	6	24	9	0	52	24	0	1	0	2	17	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	53	27	22	34	32	1	27	0	0	1	0	0
Stage 1	26	26	-	1	1	-	-	-	-	-	-	-
Stage 2	27	1	-	33	31	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	945	866	1056	972	860	1083	1587	-	-	1622	-	-
Stage 1	991	873	-	1022	895	-	-	-	-	-	-	-
Stage 2	990	895	-	983	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	866	865	1056	935	859	1083	1587	-	-	1622	-	-
Mov Cap-2 Maneuver	866	865	-	935	859	-	-	-	-	-	-	-
Stage 1	990	872	-	1022	895	-	-	-	-	-	-	-
Stage 2	911	895	-	946	868	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	9.17		9.27		0		0.56	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1587	-	-	902	920	129	-	-
HCM Lane V/C Ratio	-	-	-	0.043	0.083	0.001	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	9.3	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↗
Traffic Vol, veh/h	3	0	3	2	0	0	19	2238	4	5	1513	8
Future Vol, veh/h	3	0	3	2	0	0	19	2238	4	5	1513	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	13
Mvmt Flow	3	0	3	2	0	0	21	2433	4	5	1645	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2913	4134	822	3309	4140	1218	1653	0	0	2437	0	0
Stage 1	1655	1655	-	2476	2476	-	-	-	-	-	-	-
Stage 2	1258	2478	-	833	1664	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	7	2	317	3	2	172	386	-	-	190	-	-
Stage 1	102	154	-	30	59	-	-	-	-	-	-	-
Stage 2	181	58	-	329	152	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	6	2	317	3	2	172	386	-	-	190	-	-
Mov Cap-2 Maneuver	79	44	-	27	47	-	-	-	-	-	-	-
Stage 1	99	149	-	29	55	-	-	-	-	-	-	-
Stage 2	171	55	-	316	148	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	35.15		149.7		0.12		0.08	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	386	-	-	126	27	190	-	-
HCM Lane V/C Ratio	0.053	-	-	0.052	0.081	0.029	-	-
HCM Ctrl Dly (s/v)	14.8	-	-	35.1	149.7	24.5	-	-
HCM Lane LOS	B	-	-	E	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.2	0.1	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↗
Traffic Vol, veh/h	3	0	3	2	0	0	23	2671	5	6	1806	10
Future Vol, veh/h	3	0	3	2	0	0	23	2671	5	6	1806	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	13
Mvmt Flow	3	0	3	2	0	0	25	2903	5	7	1963	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	3478	4935	982	3951	4943	1454	1974	0	0	2909	0	0
Stage 1	1976	1976	-	2956	2956	-	-	-	-	-	-	-
Stage 2	1502	2959	-	995	1987	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 2	1	248	~ 1	1	119	290	-	-	123	-	-
Stage 1	64	106	-	15	32	-	-	-	-	-	-	-
Stage 2	128	32	-	263	105	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	1	248	~ 1	1	119	290	-	-	123	-	-
Mov Cap-2 Maneuver	49	21	-	13	25	-	-	-	-	-	-	-
Stage 1	60	100	-	13	30	-	-	-	-	-	-	-
Stage 2	116	30	-	245	99	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	53.18	\$ 343.07	0.16	0.12
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	290	-	-	81	13	123	-	-
HCM Lane V/C Ratio	0.086	-	-	0.08	0.173	0.053	-	-
HCM Ctrl Dly (s/v)	18.6	-	-	53.2	343.1	35.9	-	-
HCM Lane LOS	C	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.5	0.2	-	-

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

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↗
Traffic Vol, veh/h	28	0	7	2	0	0	28	2692	5	6	1813	18
Future Vol, veh/h	28	0	7	2	0	0	28	2692	5	6	1813	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	13
Mvmt Flow	30	0	8	2	0	0	30	2926	5	7	1971	20

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	3508	4976	985	3988	4993	1466	1990	0	0	2932	0	0
Stage 1	1984	1984	-	2990	2990	-	-	-	-	-	-	-
Stage 2	1524	2992	-	998	2003	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 2	1	247	~ 1	1	117	285	-	-	120	-	-
Stage 1	63	105	-	14	31	-	-	-	-	-	-	-
Stage 2	123	31	-	261	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	1	247	~ 1	0	117	285	-	-	120	-	-
Mov Cap-2 Maneuver	47	19	-	12	24	-	-	-	-	-	-	-
Stage 1	60	99	-	12	28	-	-	-	-	-	-	-
Stage 2	110	28	-	239	97	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	152.73		\$ 373.14		0.2		0.12	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	285	-	-	56	12	120	-	-
HCM Lane V/C Ratio	0.107	-	-	0.674	0.186	0.054	-	-
HCM Ctrl Dly (s/v)	19.1	-	-	152.7	\$ 373.1	36.6	-	-
HCM Lane LOS	C	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.8	0.5	0.2	-	-

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

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	6	0	0	0	0	0	10	1810	11	5	2123	8
Future Vol, veh/h	6	0	0	0	0	0	10	1810	11	5	2123	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	0	0	0	0	0	10	1847	11	5	2166	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3120	4055	1083	2966	4058	929	2174	0	0	1858	0	0
Stage 1	2177	2177	-	1873	1873	-	-	-	-	-	-	-
Stage 2	944	1879	-	1093	2185	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 5	3	212	6	3	269	242	-	-	322	-	-
Stage 1	47	84	-	74	120	-	-	-	-	-	-	-
Stage 2	282	119	-	228	83	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 4	2	212	6	2	269	242	-	-	322	-	-
Mov Cap-2 Maneuver	43	60	-	63	55	-	-	-	-	-	-	-
Stage 1	47	82	-	71	115	-	-	-	-	-	-	-
Stage 2	270	114	-	225	82	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	101.19	0	0.11	0.04
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	242	-	-	43	-	322	-	-
HCM Lane V/C Ratio	0.042	-	-	0.141	-	0.016	-	-
HCM Ctrl Dly (s/v)	20.6	-	-	101.2	0	16.4	-	-
HCM Lane LOS	C	-	-	F	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

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	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	↗
Traffic Vol, veh/h	6	0	0	0	0	0	12	2160	13	6	2534	10
Future Vol, veh/h	6	0	0	0	0	0	12	2160	13	6	2534	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	6	0	0	0	0	0	12	2204	13	6	2586	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3724	4840	1293	3540	4843	1109	2596	0	0	2217	0	0
Stage 1	2598	2598	-	2235	2235	-	-	-	-	-	-	-
Stage 2	1127	2242	-	1305	2608	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 2	1	154	2	1	204	164	-	-	232	-	-
Stage 1	25	50	-	43	78	-	-	-	-	-	-	-
Stage 2	218	78	-	169	50	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	1	154	2	1	204	164	-	-	232	-	-
Mov Cap-2 Maneuver	23	36	-	36	30	-	-	-	-	-	-	-
Stage 1	24	49	-	40	72	-	-	-	-	-	-	-
Stage 2	202	72	-	165	49	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	211.24		0		0.16		0.05			
HCM LOS	F		A							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	23	-	232	-	-
HCM Lane V/C Ratio	0.075	-	-	0.267	-	0.026	-	-
HCM Ctrl Dly (s/v)	28.7	-	-	211.2	0	20.9	-	-
HCM Lane LOS	D	-	-	F	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	-	0.1	-	-

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

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	↕
Traffic Vol, veh/h	22	0	3	0	0	0	29	2173	13	6	2556	36
Future Vol, veh/h	22	0	3	0	0	0	29	2173	13	6	2556	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	215	-	-	160	-	270
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	22	0	3	0	0	0	30	2217	13	6	2608	37

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3788	4910	1304	3599	4940	1115	2645	0	0	2231	0	0
Stage 1	2620	2620	-	2283	2283	-	-	-	-	-	-	-
Stage 2	1168	2290	-	1316	2657	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 1	1	151	2	1	202	157	-	-	230	-	-
Stage 1	24	49	-	40	74	-	-	-	-	-	-	-
Stage 2	206	73	-	166	47	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	1	151	2	0	202	157	-	-	230	-	-
Mov Cap-2 Maneuver	~ 22	32	-	30	15	-	-	-	-	-	-	-
Stage 1	24	48	-	33	60	-	-	-	-	-	-	-
Stage 2	167	59	-	159	46	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 420.83	0	0.43	0.05
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	157	-	-	25	-	230	-	-
HCM Lane V/C Ratio	0.188	-	-	1.037	-	0.027	-	-
HCM Ctrl Dly (s/v)	33.2	-	-	\$ 420.8	0	21.1	-	-
HCM Lane LOS	D	-	-	F	A	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-	3.1	-	0.1	-	-

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

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	Y		Y	Y
Traffic Vol, veh/h	8	11	0	2251	7	9	1504
Future Vol, veh/h	8	11	0	2251	7	9	1504
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	5
Mvmt Flow	9	12	0	2447	8	10	1635

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3288	1227	1635	0	0	2454
Stage 1	2451	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	~ 7	170	129	-	-	187
Stage 1	51	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 6	170	129	-	-	187
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	51	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	71.34	0	0.15
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	129	-	-	74	187
HCM Lane V/C Ratio	-	-	-	0.279	0.052
HCM Ctrl Dly (s/v)	0	-	-	71.3	25.3
HCM Lane LOS	A	-	-	F	D
HCM 95th %tile Q(veh)	0	-	-	1	0.2

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

Intersection							
Int Delay, s/veh	0.9						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	Y		Y	Y
Traffic Vol, veh/h	9	12	0	2687	8	11	1795
Future Vol, veh/h	9	12	0	2687	8	11	1795
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	5
Mvmt Flow	10	13	0	2921	9	12	1951

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3924	1465	1951	0	0	2929
Stage 1	2925	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	~ 2	117	80	-	-	121
Stage 1	27	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 2	117	80	-	-	121
Mov Cap-2 Maneuver	23	-	-	-	-	-
Stage 1	27	-	-	-	-	-
Stage 2	285	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	164.05	0	0.23
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	80	-	-	42	121
HCM Lane V/C Ratio	-	-	-	0.54	0.099
HCM Ctrl Dly (s/v)	0	-	-	164	38.1
HCM Lane LOS	A	-	-	F	E
HCM 95th %tile Q(veh)	0	-	-	2	0.3

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

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Vol, veh/h	21	0	13	9	0	12	3	2692	8	11	1812	7
Future Vol, veh/h	21	0	13	9	0	12	3	2692	8	11	1812	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	345	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	5	2
Mvmt Flow	23	0	14	10	0	13	3	2926	9	12	1970	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	3467	4939	989	3946	4938	1467	1977	0	0	2935	0	0
Stage 1	1997	1997	-	2937	2937	-	-	-	-	-	-	-
Stage 2	1470	2941	-	1009	2001	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 3	1	246	~ 1	1	117	289	-	-	120	-	-
Stage 1	62	104	-	15	33	-	-	-	-	-	-	-
Stage 2	134	33	-	257	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	1	246	~ 1	1	117	289	-	-	120	-	-
Mov Cap-2 Maneuver	34	16	-	13	22	-	-	-	-	-	-	-
Stage 1	56	93	-	15	33	-	-	-	-	-	-	-
Stage 2	117	33	-	218	93	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	178.8	\$ 351.8	0.02	0.23
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	289	-	-	51	26	120	-
HCM Lane V/C Ratio	0.011	-	-	0.728	0.878	0.1	-
HCM Ctrl Dly (s/v)	17.6	-	-	178.8	\$ 351.8	38.3	-
HCM Lane LOS	C	-	-	F	F	E	-
HCM 95th %tile Q(veh)	0	-	-	3	2.7	0.3	-

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

HCM 7th TWSC
4: US 27 & Corley Island Road

PM Existing

Intersection							
Int Delay, s/veh	0.2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	7	11	0	1826	14	19	2114
Future Vol, veh/h	7	11	0	1826	14	19	2114
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	3	2	2	3
Mvmt Flow	7	11	0	1863	14	19	2157

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2988	939	2157	0	0	1878
Stage 1	1870	-	-	-	-	-
Stage 2	1117	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	11	265	58	-	-	316
Stage 1	107	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	10	265	58	-	-	316
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	107	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	36.93	0	0.15
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	58	-	-	131	316
HCM Lane V/C Ratio	-	-	-	0.14	0.061
HCM Ctrl Dly (s/v)	0	-	-	36.9	17.1
HCM Lane LOS	A	-	-	E	C
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y	↑↑		Y	↑↑
Traffic Vol, veh/h	8	12	0	2180	17	23	2523
Future Vol, veh/h	8	12	0	2180	17	23	2523
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	345	-	-	140	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	3	2	2	3
Mvmt Flow	8	12	0	2224	17	23	2574

Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3567	1121	2574	0	0	2242
Stage 1	2233	-	-	-	-	-
Stage 2	1334	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.22
Pot Cap-1 Maneuver	~ 4	200	31	-	-	227
Stage 1	67	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 4	200	31	-	-	227
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	67	-	-	-	-	-
Stage 2	189	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	59.18	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	31	-	-	86	227
HCM Lane V/C Ratio	-	-	-	0.236	0.103
HCM Ctrl Dly (s/v)	0	-	-	59.2	22.7
HCM Lane LOS	A	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	0.8	0.3

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

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	0	8	8	0	12	13	2197	17	23	2534	22
Future Vol, veh/h	13	0	8	8	0	12	13	2197	17	23	2534	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	345	-	-	140	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	98	92	98	92	98	98	98	98	92
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	3	2
Mvmt Flow	14	0	9	8	0	12	14	2242	17	23	2586	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3794	4932	1305	3619	4935	1130	2610	0	0	2259	0	0
Stage 1	2645	2645	-	2279	2279	-	-	-	-	-	-	-
Stage 2	1149	2287	-	1340	2657	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 1	1	151	~ 2	1	198	162	-	-	224	-	-
Stage 1	23	48	-	41	74	-	-	-	-	-	-	-
Stage 2	211	73	-	161	47	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	1	151	~ 1	1	198	162	-	-	224	-	-
Mov Cap-2 Maneuver	17	20	-	26	18	-	-	-	-	-	-	-
Stage 1	21	43	-	37	68	-	-	-	-	-	-	-
Stage 2	181	67	-	136	42	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	\$ 355.57	84.64	0.18	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	162	-	-	26	26	91	224	-	-
HCM Lane V/C Ratio	0.087	-	-	0.884	0.206	0.165	0.105	-	-
HCM Ctrl Dly (s/v)	29.3	-	-	\$ 355.6	173.5	52.3	23	-	-
HCM Lane LOS	D	-	-	F	F	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.7	0.6	0.6	0.3	-	-

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

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕		↗	↕	↗
Traffic Vol, veh/h	0	0	253	0	0	6	31	2248	2	4	1465	25
Future Vol, veh/h	0	0	253	0	0	6	31	2248	2	4	1465	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	7	3	2	2	5	13
Mvmt Flow	0	0	272	0	0	6	33	2417	2	4	1575	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	788	-	-	1210	1602	0	0	2419	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.24	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.27	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	334	0	0	175	382	-	-	193	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	334	-	-	175	382	-	-	193	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	49.42		26.39		0.21		0.06			
HCM LOS	E		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	382	-	-	334	175	193	-	-
HCM Lane V/C Ratio	0.087	-	-	0.814	0.037	0.022	-	-
HCM Ctrl Dly (s/v)	15.3	-	-	49.4	26.4	24.1	-	-
HCM Lane LOS	C	-	-	E	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	6.9	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖	↕		↖	↕	↗
Traffic Vol, veh/h	0	0	273	0	0	6	37	2683	2	5	1749	30
Future Vol, veh/h	0	0	273	0	0	6	37	2683	2	5	1749	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	7	3	2	2	5	13
Mvmt Flow	0	0	294	0	0	6	40	2885	2	5	1881	32

Major/Minor	Minor2	Minor1	Major1	Major2								
Conflicting Flow All	-	-	940	-	-	1444	1913	0	0	2887	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.24	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.27	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	~ 265	0	0	121	287	-	-	126	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 265	-	-	121	287	-	-	126	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	129.14	36.32	0.27	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	287	-	-	265	121	126	-
HCM Lane V/C Ratio	0.139	-	-	1.109	0.053	0.043	-
HCM Ctrl Dly (s/v)	19.6	-	-	129.1	36.3	35	-
HCM Lane LOS	C	-	-	F	E	D	-
HCM 95th %tile Q(veh)	0.5	-	-	12.5	0.2	0.1	-

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

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖	↕		↖	↕	↗
Traffic Vol, veh/h	0	0	273	0	0	6	37	2691	2	5	1779	30
Future Vol, veh/h	0	0	273	0	0	6	37	2691	2	5	1779	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	7	3	2	2	5	13
Mvmt Flow	0	0	294	0	0	6	40	2894	2	5	1913	32

Major/Minor	Minor2	Minor1	Major1	Major2								
Conflicting Flow All	-	-	956	-	-	1448	1945	0	0	2896	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.24	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.27	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	~ 258	0	0	121	278	-	-	125	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 258	-	-	121	278	-	-	125	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	139.65	36.55	0.27	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	278	-	-	258	121	125	-	-
HCM Lane V/C Ratio	0.143	-	-	1.137	0.054	0.043	-	-
HCM Ctrl Dly (s/v)	20.1	-	-	139.7	36.5	35.2	-	-
HCM Lane LOS	C	-	-	F	E	E	-	-
HCM 95th %tile Q(veh)	0.5	-	-	12.9	0.2	0.1	-	-

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

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖	↕		↖	↕	↗
Traffic Vol, veh/h	0	0	67	0	0	6	99	1842	3	8	2036	82
Future Vol, veh/h	0	0	67	0	0	6	99	1842	3	8	2036	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	3	2	2	2	2	3	2	2	3	3
Mvmt Flow	0	0	68	0	0	6	101	1880	3	8	2078	84

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1039	-	-	941	2161	0	0	1883	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	226	0	0	264	244	-	-	315	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	226	-	-	264	244	-	-	315	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	27.72		18.95		1.51		0.06			
HCM LOS	D		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	244	-	-	226	264	315	-	-
HCM Lane V/C Ratio	0.413	-	-	0.303	0.023	0.026	-	-
HCM Ctrl Dly (s/v)	29.7	-	-	27.7	18.9	16.8	-	-
HCM Lane LOS	D	-	-	D	C	C	-	-
HCM 95th %tile Q(veh)	1.9	-	-	1.2	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖	↕		↖	↕	↗
Traffic Vol, veh/h	0	0	72	0	0	6	118	2199	4	10	2430	98
Future Vol, veh/h	0	0	72	0	0	6	118	2199	4	10	2430	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	3	2	2	2	2	3	2	2	3	3
Mvmt Flow	0	0	73	0	0	6	120	2244	4	10	2480	100

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1240	-	-	1124	2580	0	0	2248	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	165	0	0	200	167	-	-	226	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	165	-	-	200	167	-	-	226	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	43.12		23.62		3.48		0.09			
HCM LOS	E		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	167	-	-	165	200	226	-	-
HCM Lane V/C Ratio	0.722	-	-	0.444	0.031	0.045	-	-
HCM Ctrl Dly (s/v)	68.5	-	-	43.1	23.6	21.7	-	-
HCM Lane LOS	F	-	-	E	C	C	-	-
HCM 95th %tile Q(veh)	4.4	-	-	2	0.1	0.1	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↖	↕		↖	↕	↗
Traffic Vol, veh/h	0	0	72	0	0	6	118	2229	4	10	2449	98
Future Vol, veh/h	0	0	72	0	0	6	118	2229	4	10	2449	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	360	-	-	265	-	265
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	3	2	2	2	2	3	2	2	3	3
Mvmt Flow	0	0	73	0	0	6	120	2274	4	10	2499	100

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1249	-	-	1139	2599	0	0	2279	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.96	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.33	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	163	0	0	195	164	-	-	220	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	163	-	-	195	164	-	-	220	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Ctrl Dly, s/v	44.1		24.08		3.58		0.09			
HCM LOS	E		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	164	-	-	163	195	220	-	-
HCM Lane V/C Ratio	0.735	-	-	0.451	0.031	0.046	-	-
HCM Ctrl Dly (s/v)	71.4	-	-	44.1	24.1	22.2	-	-
HCM Lane LOS	F	-	-	E	C	C	-	-
HCM 95th %tile Q(veh)	4.5	-	-	2.1	0.1	0.1	-	-

HCM 7th Signalized Intersection Summary

6: US 27 & CR 33

AM Existing



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	628	8	12	1262	1021	587
Future Volume (veh/h)	628	8	12	1262	1021	587
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1707	1870	1841	1826	1841
Adj Flow Rate, veh/h	683	0	13	1357	1098	443
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	13	2	4	5	4
Cap, veh/h	823	337	142	2069	1248	492
Arrive On Green	0.23	0.00	0.02	0.59	0.51	0.51
Sat Flow, veh/h	3534	1447	1781	3589	2521	958
Grp Volume(v), veh/h	683	0	13	1357	776	765
Grp Sat Flow(s),veh/h/ln	1767	1447	1781	1749	1735	1653
Q Serve(g_s), s	16.1	0.0	0.3	22.7	34.6	36.7
Cycle Q Clear(g_c), s	16.1	0.0	0.3	22.7	34.6	36.7
Prop In Lane	1.00	1.00	1.00			0.58
Lane Grp Cap(c), veh/h	823	337	142	2069	891	849
V/C Ratio(X)	0.83	0.00	0.09	0.66	0.87	0.90
Avail Cap(c_a), veh/h	1300	532	368	2069	938	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	17.8	12.0	18.8	19.3
Incr Delay (d2), s/veh	2.6	0.0	0.3	0.8	8.7	11.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	0.0	0.2	12.7	21.1	22.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	34.7	0.0	18.1	12.7	27.5	31.1
LnGrp LOS	C		B	B	C	C
Approach Vol, veh/h	683			1370	1541	
Approach Delay, s/veh	34.7			12.8	29.3	
Approach LOS	C			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.9	52.8			59.7	28.2
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.3	38.7			24.7	18.1
Green Ext Time (p_c), s	0.0	6.4			11.2	2.3

Intersection Summary

HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

6: US 27 & CR 33

AM Background



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	678	9	13	1363	1219	701
Future Volume (veh/h)	678	9	13	1363	1219	701
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1707	1870	1841	1826	1841
Adj Flow Rate, veh/h	738	0	14	1466	1311	566
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	13	2	4	5	4
Cap, veh/h	870	356	107	2056	1233	501
Arrive On Green	0.25	0.00	0.02	0.59	0.51	0.51
Sat Flow, veh/h	3534	1447	1781	3589	2499	977
Grp Volume(v), veh/h	738	0	14	1466	921	956
Grp Sat Flow(s),veh/h/ln	1767	1447	1781	1749	1735	1650
Q Serve(g_s), s	18.5	0.0	0.3	27.6	47.5	47.5
Cycle Q Clear(g_c), s	18.5	0.0	0.3	27.6	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.59
Lane Grp Cap(c), veh/h	870	356	107	2056	889	845
V/C Ratio(X)	0.85	0.00	0.13	0.71	1.04	1.13
Avail Cap(c_a), veh/h	1231	504	318	2056	889	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	22.7	13.6	22.6	22.6
Incr Delay (d2), s/veh	4.1	0.0	0.5	1.2	40.1	73.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.3	15.3	37.2	47.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	0.0	23.2	14.7	62.7	96.2
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	738			1480	1877	
Approach Delay, s/veh	37.4			14.8	79.8	
Approach LOS	D			B	E	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	55.2			62.2	30.5
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.3	49.5			29.6	20.5
Green Ext Time (p_c), s	0.0	0.0			10.5	2.4

Intersection Summary

HCM 7th Control Delay, s/veh	48.7
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

6: US 27 & CR 33

AM Buildout



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	681	9	13	1368	1240	710
Future Volume (veh/h)	681	9	13	1368	1240	710
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1707	1870	1841	1826	1841
Adj Flow Rate, veh/h	741	0	14	1471	1333	575
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	13	2	4	5	4
Cap, veh/h	872	357	107	2054	1234	498
Arrive On Green	0.25	0.00	0.02	0.59	0.51	0.51
Sat Flow, veh/h	3534	1447	1781	3589	2503	974
Grp Volume(v), veh/h	741	0	14	1471	933	975
Grp Sat Flow(s),veh/h/ln	1767	1447	1781	1749	1735	1651
Q Serve(g_s), s	18.5	0.0	0.3	27.8	47.5	47.5
Cycle Q Clear(g_c), s	18.5	0.0	0.3	27.8	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.59
Lane Grp Cap(c), veh/h	872	357	107	2054	888	845
V/C Ratio(X)	0.85	0.00	0.13	0.72	1.05	1.15
Avail Cap(c_a), veh/h	1230	503	317	2054	888	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	22.7	13.6	22.7	22.7
Incr Delay (d2), s/veh	4.1	0.0	0.6	1.2	44.7	82.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	0.3	15.5	39.0	51.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	0.0	23.2	14.9	67.4	105.3
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	741			1485	1908	
Approach Delay, s/veh	37.4			14.9	86.8	
Approach LOS	D			B	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.0	55.2			62.2	30.6
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.3	49.5			29.8	20.5
Green Ext Time (p_c), s	0.0	0.0			10.5	2.4

Intersection Summary

HCM 7th Control Delay, s/veh	52.1
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

6: US 27 & CR 33

PM Existing



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	588	20	31	1059	1311	574
Future Volume (veh/h)	588	20	31	1059	1311	574
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1856	1841
Adj Flow Rate, veh/h	626	0	32	1092	1352	417
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	3	4
Cap, veh/h	760	338	135	2190	1406	419
Arrive On Green	0.21	0.00	0.03	0.62	0.53	0.53
Sat Flow, veh/h	3563	1585	1767	3647	2770	798
Grp Volume(v), veh/h	626	0	32	1092	874	895
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1777	1763	1712
Q Serve(g_s), s	15.2	0.0	0.7	15.4	42.2	47.1
Cycle Q Clear(g_c), s	15.2	0.0	0.7	15.4	42.2	47.1
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	760	338	135	2190	926	899
V/C Ratio(X)	0.82	0.00	0.24	0.50	0.94	1.00
Avail Cap(c_a), veh/h	1272	566	325	2190	926	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	21.8	9.6	20.2	21.4
Incr Delay (d2), s/veh	2.3	0.0	0.9	0.2	17.6	28.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	0.0	0.7	9.2	27.6	32.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	36.3	0.0	22.6	9.8	37.9	50.3
LnGrp LOS	D		C	A	D	D
Approach Vol, veh/h	626			1124	1769	
Approach Delay, s/veh	36.3			10.2	44.2	
Approach LOS	D			B	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	55.2			63.5	27.0
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.7	49.1			17.4	17.2
Green Ext Time (p_c), s	0.0	0.0			9.6	2.1

Intersection Summary

HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

6: US 27 & CR 33

PM Background



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	635	22	33	1144	1565	685
Future Volume (veh/h)	635	22	33	1144	1565	685
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1856	1841
Adj Flow Rate, veh/h	676	0	34	1179	1613	531
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	3	4
Cap, veh/h	809	360	134	2153	1362	424
Arrive On Green	0.23	0.00	0.03	0.61	0.51	0.51
Sat Flow, veh/h	3563	1585	1767	3647	2738	824
Grp Volume(v), veh/h	676	0	34	1179	1045	1099
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1777	1763	1707
Q Serve(g_s), s	16.7	0.0	0.8	18.0	47.5	47.5
Cycle Q Clear(g_c), s	16.7	0.0	0.8	18.0	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.48
Lane Grp Cap(c), veh/h	809	360	134	2153	908	879
V/C Ratio(X)	0.84	0.00	0.25	0.55	1.15	1.25
Avail Cap(c_a), veh/h	1247	555	317	2153	908	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	22.1	10.7	22.4	22.4
Incr Delay (d2), s/veh	3.1	0.0	1.0	0.3	80.6	122.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.9	0.0	0.7	10.6	53.7	68.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.1	0.0	23.0	11.0	103.0	144.7
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	676			1213	2144	
Approach Delay, s/veh	37.1			11.3	124.4	
Approach LOS	D			B	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.4	55.2			63.6	28.7
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.8	49.5			20.0	18.7
Green Ext Time (p_c), s	0.0	0.0			10.2	2.3

Intersection Summary

HCM 7th Control Delay, s/veh	75.8
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

6: US 27 & CR 33

PM Buildout



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	643	22	33	1166	1578	691
Future Volume (veh/h)	643	22	33	1166	1578	691
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1870	1856	1841
Adj Flow Rate, veh/h	684	0	34	1202	1627	537
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	3	4
Cap, veh/h	817	363	133	2147	1357	424
Arrive On Green	0.23	0.00	0.03	0.60	0.51	0.51
Sat Flow, veh/h	3563	1585	1767	3647	2736	826
Grp Volume(v), veh/h	684	0	34	1202	1054	1110
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1777	1763	1707
Q Serve(g_s), s	16.9	0.0	0.8	18.7	47.5	47.5
Cycle Q Clear(g_c), s	16.9	0.0	0.8	18.7	47.5	47.5
Prop In Lane	1.00	1.00	1.00			0.48
Lane Grp Cap(c), veh/h	817	363	133	2147	905	876
V/C Ratio(X)	0.84	0.00	0.25	0.56	1.17	1.27
Avail Cap(c_a), veh/h	1244	553	317	2147	905	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	22.1	10.9	22.5	22.5
Incr Delay (d2), s/veh	3.2	0.0	1.0	0.3	86.3	129.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	0.0	0.7	11.0	56.0	71.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.2	0.0	23.1	11.3	108.8	151.5
LnGrp LOS	D		C	B	F	F
Approach Vol, veh/h	684			1236	2164	
Approach Delay, s/veh	37.2			11.6	130.7	
Approach LOS	D			B	F	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.4	55.2			63.6	28.9
Change Period (Y+Rc), s	5.5	* 7.7			7.7	7.7
Max Green Setting (Gmax), s	12.5	* 48			47.3	32.3
Max Q Clear Time (g_c+I1), s	2.8	49.5			20.7	18.9
Green Ext Time (p_c), s	0.0	0.0			10.4	2.3

Intersection Summary

HCM 7th Control Delay, s/veh	79.0
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix J
Access Management

1.3 FDOT Policy on Medians and Median Openings

Median opening decisions are guided by the following principles:

- **Traffic Safety**
- **Traffic Efficiency**
- **Functional Integrity**

1.3.1 Rule 14-97

Administrative Rule Chapter 14-97 establishes the seven classifications for state highways that contain separation standards for access features. Essentially, FDOT determines which roads are the most critical to providing highly efficient, higher volume traffic. These facilities are classified with the highest standards.

Medians and median openings are regulated through the requirement for a restrictive median in certain classes. For those classes, spacings between median openings are regulated. The Access Management Standards and how these are measured are found in Exhibit 11. Class 1 applies specifically to freeways, so it is not included in this exhibit.

Exhibit 11
Access Management Standards From Rule 14-97

Class	Medians	Median Openings		Signal	Connection	
		Full	Directional		More than 45 mph Posted Speed	45 mph and less Posted Speed
2	Restrictive w/Service Roads	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 at greater than 45 mph Posted Speed	660	2,640 at greater than 45 mph Posted Speed	440	245
		1,320 At 45 mph or less Posted Speed		1,320 At 45 mph or less Posted Speed		
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

It is critical to know what access classification and posted speed limit has been assigned to the highway/road segment under consideration and to determine what roadway features and access connection modifications are appropriate to adhere to the access management process. The Florida Transportation Information DVD is an easy to use resource to determine the access management classification and posted speed limits for all FDOT roads, as shown in Exhibit 12.

Appendix K
Turn Lane Guidelines

2. Turn Lanes

Turn lanes consist of left-turn lanes and right-turn lanes (deceleration lanes). Turn lanes shall be installed on the road which is being accessed at the proposed entrance(s) to the development, as deemed necessary by the County Manager or Designee. The County Manager or Designee may also require turn lanes at adjacent or nearby intersections in lieu of, or in addition to, turn lanes at the development entrances.

Conditions which are to be considered in determining the need for turn lanes include the following:

- a) If the property accessing the road is projected to generate 500 or more vehicle trips per day, or 50 or more vehicle trips in any hour;
- b) If a traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or on adjacent or nearby intersections.
- c) If entrances are proposed at locations where grade, topography, site distance, traffic, or other unusual conditions indicate that turn lanes would be needed for traffic safety. The need for turn lanes to accommodate right turn movements and left turn movements shall be based upon anticipated traffic distribution and projected turning movement volumes among other considerations, including traffic safety.

C. Traffic Analysis

1. Transportation Concurrency Management System

Transportation Concurrency Management System is administered by the Lake-Sumter Metropolitan Planning Organization (LSMPO). All information regarding traffic study could be found on LSPMO website www.lakesumtermpo.com/concurrency/index.aspx

D. Road Classification

1. Arterial Roads

An arterial road is a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed and of high mobility importance.

Arterial roads are grouped into the following sub-categories:

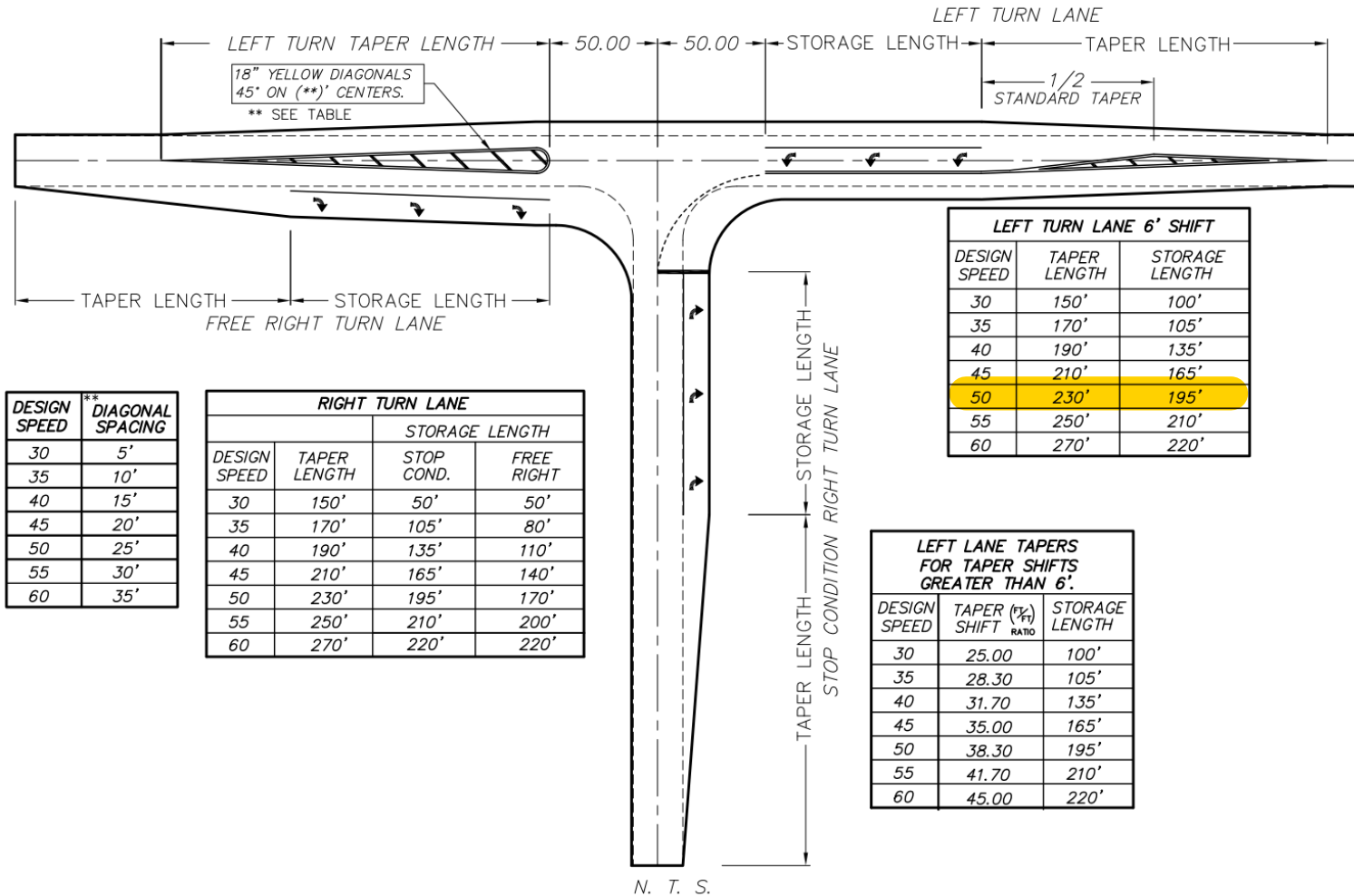
- a) Principal Arterial
- b) Minor Arterial

The classification of roads as arterials shall be based upon criteria established by the Florida Department of Transportation utilizing their most recent, adopted functional classification system.

2. Collector Roads

A collector road is a route providing services which is of relatively moderate traffic volume, moderate trip length and moderate operating speed. Collector roads collect and distribute the traffic between local roads and arterial roads and serves as a linkage between land access and mobility needs.

LAKE COUNTY STANDARD TURN LANES



DESIGN SPEED	** DIAGONAL SPACING
30	5'
35	10'
40	15'
45	20'
50	25'
55	30'
60	35'

RIGHT TURN LANE			
DESIGN SPEED	TAPER LENGTH	STORAGE LENGTH	
		STOP COND.	FREE RIGHT
30	150'	50'	50'
35	170'	105'	80'
40	190'	135'	110'
45	210'	165'	140'
50	230'	195'	170'
55	250'	210'	200'
60	270'	220'	220'

LEFT TURN LANE 6' SHIFT		
DESIGN SPEED	TAPER LENGTH	STORAGE LENGTH
30	150'	100'
35	170'	105'
40	190'	135'
45	210'	165'
50	230'	195'
55	250'	210'
60	270'	220'

LEFT LANE TAPERS FOR TAPER SHIFTS GREATER THAN 6'.		
DESIGN SPEED	TAPER SHIFT RATIO	STORAGE LENGTH
30	25.00	100'
35	28.30	105'
40	31.70	135'
45	35.00	165'
50	38.30	195'
55	41.70	210'
60	45.00	220'

Typical Details

O:_CAD STANDARDS\DWG\Turn LanesR1.dwg (02/06/2007)

THIS SHOULD BE USED AS A GUIDE LINE ONLY.
ALL DESIGNS SHALL BE SUBMITTED FOR REVIEW.

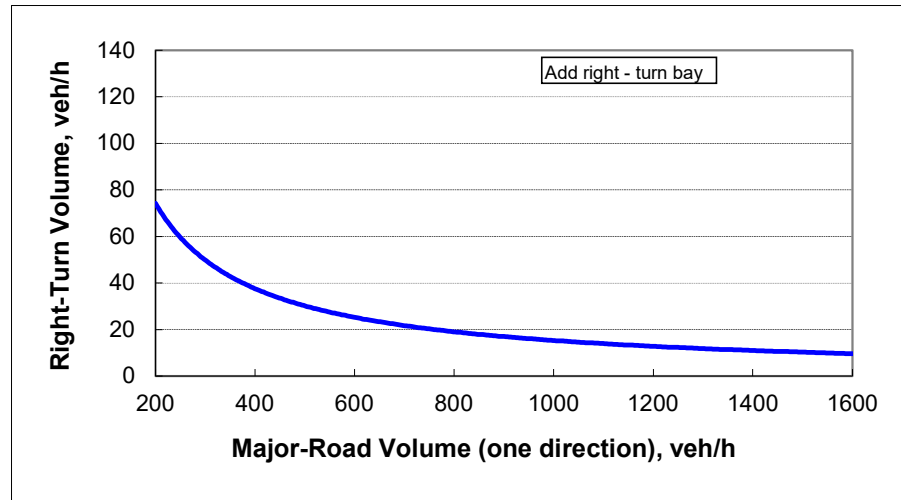
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

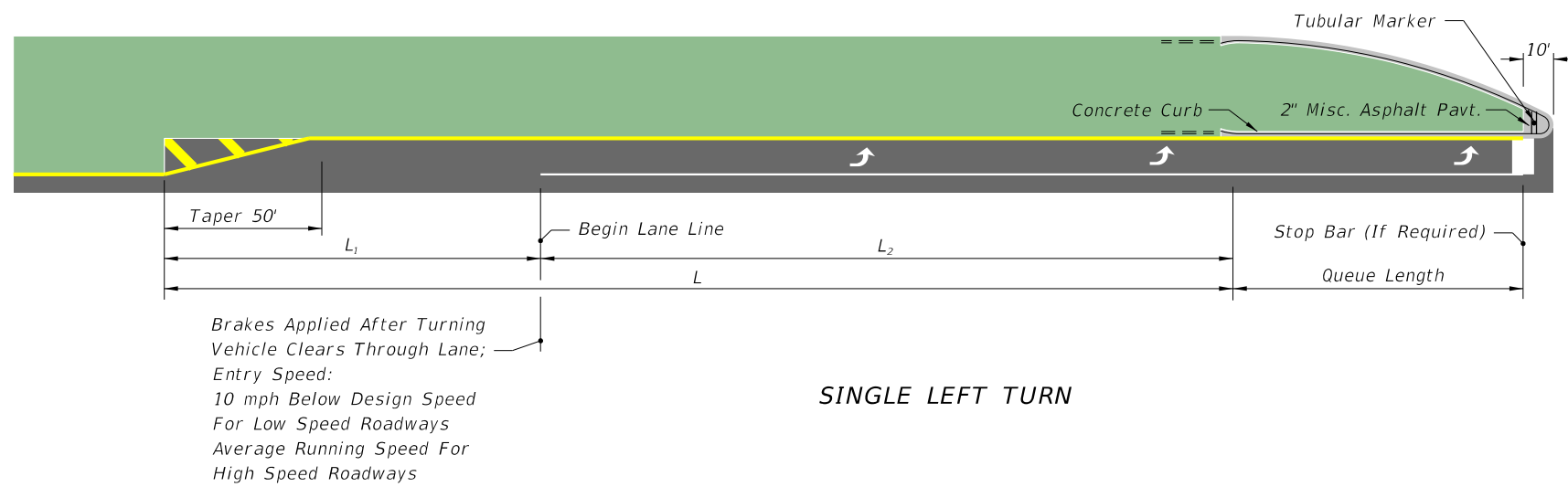
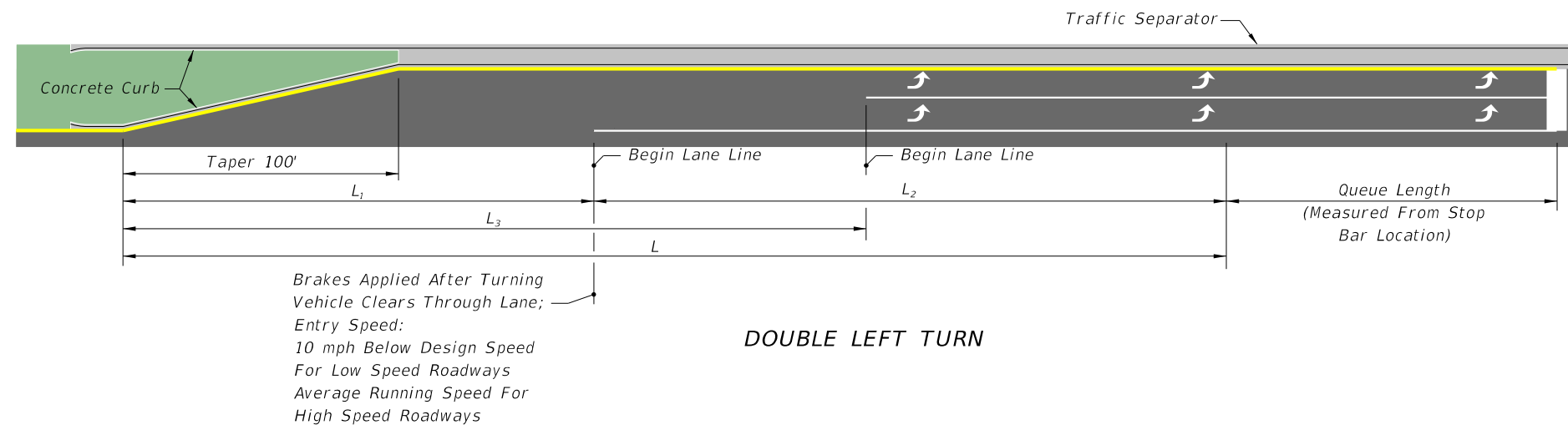
Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	2579
Right-turn volume, veh/h:	22

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	6
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

- 1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
 - Entry Speed of 40 mph
 - Brake to stop distance (L_2) of 135 ft.
 - Total deceleration distance (L) of 240 ft.
- 2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

Appendix L
Crash Data

US 27 at Connell Road/English Road

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT
89908015	2020	11/19/2020 10:07	S 14TH ST	ENGLISH RD	Daylight	Cloudy	Dry	Off Road	Possible Injury	DAY
24773194	2021	11/14/2021 9:50	S 14TH ST	CONNELL RD	Daylight	Clear	Dry	Angle	Possible Injury	DAY
24313692	2021	1/31/2021 11:30	S 14TH ST	ENGLISH RD	Daylight	Clear	Dry	Rear End	No Injury	DAY
89908182	2021	1/11/2021 9:08	US HIGHWAY 27	ENGLISH RD	Daylight	Clear	Dry	Rear End	No Injury	DAY
24182378	2021	4/11/2021 21:23	SR 25	CR 25A	Dark - Lighted	Cloudy	Wet	Off Road	Non-Incapacitating Injury	NIGHT
25418961	2022	11/28/2022 9:20	US HIGHWAY 27	ENGLISH RD	Daylight	Clear	Dry	Rear End	Non-Incapacitating Injury	DAY
25844626	2023	3/27/2023 11:18	US-27 (S 14TH ST)	CONNELL RD	Daylight	Clear	Dry	Angle	Possible Injury	DAY
26175309	2024	3/30/2024 21:35	US-27	CONNELL RD	Dark - Not Lighted	Clear	Dry	Sideswipe	No Injury	NIGHT

US 27 and Corley Island Road

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	ON_STREET_ROAD_HIGHWAY	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE_SIMPLI	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT
24313769	2021	2/16/2021 19:17	US HIGHWAY 27	CORLEY ISLAND RD	Dark - Not Lighted	Clear	Dry	Angle	No Injury	NIGHT
24314203	2021	6/11/2021 11:59	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Left Turn	No Injury	DAY
24773367	2021	12/20/2021 13:20	US HIGHWAY 27		Daylight	Cloudy	Dry	Off Road	No Injury	DAY
25418798	2022	10/18/2022 11:35	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Cloudy	Dry	Left Turn	No Injury	DAY
25418729	2022	9/28/2022 14:22	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Rain	Wet	Off Road	No Injury	DAY
24773634	2022	3/2/2022 19:35	US 27	CORLEY ISLAND RD	Dark - Not Lighted	Clear	Dry	Angle	No Injury	NIGHT
24774052	2022	6/27/2022 14:10	US HIGHWAY 27	MAGNOLIA DR	Daylight	Cloudy	Dry	Off Road	Non-Incapacitating Injury	DAY
25844960	2023	7/5/2023 16:15	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Left Turn	No Injury	DAY
25419293	2023	2/17/2023 12:10	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Angle	No Injury	DAY
25845266	2023	10/2/2023 7:55	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Cloudy	Dry	Off Road	No Injury	DAY
26601656	2024	12/18/2024 14:18	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Angle	Non-Incapacitating Injury	DAY
26175265	2024	3/15/2024 11:11	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Clear	Dry	Left Turn	Non-Incapacitating Injury	DAY
26175222	2024	3/6/2024 19:24	US 27	CORLEY ISLAND RD	Dark - Not Lighted	Clear	Dry	Left Turn	Possible Injury	NIGHT
26175753	2024	7/30/2024 16:30	US HIGHWAY 27	CORLEY ISLAND RD	Daylight	Cloudy	Dry	Sideswipe	No Injury	DAY
26601480	2024	11/7/2024 5:39	US HIGHWAY 27	CORLEY ISLAND RD	Dusk	Clear	Dry	Sideswipe	Possible Injury	NIGHT

REPORT CARPJ96
 DATE 01/10/2020
 TIME 12:14:06

FLORIDA - DEPARTMENT OF TRANSPORTATION
 C A R - CRASH ANALYSIS REPORTING SYSTEM
 CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE
 STATEWIDE FOR 2013 - 2017

PAGE NO 2
 AS OF 12/20/2019 21:15:13

COMMENTS:

USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
17 - RURAL 2-3LN 2WY DIVD PAVD	0.265 795	2542/ 9601.722	0.366 179	1444/ 3941.624	0.187 3	6/ 32.030		
18 - RURAL 2-3LN 2WY UNDIVD	0.191 6206	9194/ 48140.556	0.229 1191	2556/ 11156.723	0.412 7	16/ 38.817	0.130 1	1/ 7.701
20 - URBAN 4-5LN 2WY DIVD RASD	0.419 6329	117902/ 281627.821	0.623 2662	80671/ 129510.639	0.750 40	1380/ 1840.846	1.401 5	554/ 395.422
21 - URBAN 4-5LN 2WY DIVD PAVD	0.533 4072	93538/ 175601.549	0.769 2130	73425/ 95513.995	1.210 25	1637/ 1353.073	0.966 11	508/ 526.074
22 - URBAN 4-5LN 2WY UNDIVD	0.563 770	13368/ 23757.046	0.800 526	13255/ 16568.869	0.730 9	243/ 332.953	1	27.046
23 - SUBURBAN 4-5LN 2WY DIVD RASD	0.270 4865	61348/ 227608.192	0.517 1381	35737/ 69058.480	1.031 16	937/ 908.740	1.678 1	109/ 64.970
24 - SUBURBAN 4-5LN 2WY DIVD PAVD	0.314 445	7232/ 23023.133	0.542 166	4221/ 7790.391	0.194 1	8/ 41.281		
25 - SUBURBAN 4-5LN 2WY UNDIVD	0.195 78	389/ 1991.221	0.188 35	184/ 978.181				
26 - RURAL 4-5LN 2WY DIVD RASD	0.202 1696	7350/ 36343.356	0.210 479	3263/ 15530.769	0.923 3	105/ 113.788		
27 - RURAL 4-5LN 2WY DIVD PAVD	0.136 23	51/ 375.083	0.096 3	13/ 135.022				
28 - RURAL 4-5LN 2WY UNDIVD	0.076 4	2/ 26.243	3.217 1	33/ 10.256				
30 - URBAN 6+LN 2WY DIVD RASD	0.479 9151	344769/ 719927.885	0.884 3137	227937/ 257723.745	1.139 34	3928/ 3448.318	1.214 4	339/ 279.202
31 - URBAN 6+LN 2WY DIVD PAVD	0.473 504	17014/ 35943.159	0.686 255	12312/ 17951.660	0.900 4	355/ 394.492		
32 - URBAN 6+LN 2WY UNDIVD	1.829 7	153/ 83.647	2.572 4	235/ 91.359				
33 - SUBURBAN 6+LN 2WY DIVD RASD	0.343 1850	52472/ 152905.887	0.749 643	42028/ 56142.241	1.862 10	1593/ 855.585	0.433 1	41/ 94.717



**AGENDA OF A REGULAR MEETING
LEESBURG PLANNING COMMISSION
THIRD FLOOR, CITY HALL, 501 WEST MEADOW STREET
THURSDAY, NOVEMBER 20, 2025 – 4:30 P.M.**

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

**APPROVAL OF THE OCTOBER 23, 2025 SUMMARY MINUTES OF THE
PLANNING COMMISSION**

OLD BUSINESS

NEW BUSINESS

**1) PUBLIC HEARING CASE # SSCP-25-1269 – DOMINIUM APARTMENTS –
SMALL SCALE COMPREHENSIVE PLAN AMENDMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE FUTURE LAND USE DESIGNATION OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG GENERAL COMMERCIAL AND LOW DENSITY RESIDENTIAL TO CITY OF LEESBURG GENERAL COMMERCIAL FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments SSCP) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

**2) PUBLIC HEARING CASE # PUD-25-1270 – DOMINIUM APARTMENTS –
PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 18.71 +/- ACRES FROM CITY OF LEESBURG

PUD (PLANNED UNIT DEVELOPMENT) TO CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) FOR A PROPERTY GENERALLY LOCATED WEST OF US HIGHWAY 27 AND NORTH OF PALM DRIVE, AS LEGALLY DESCRIBED IN SECTION 2 TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 8, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 12, 2025).** (Dominium Apartments PUD) **(POSTPONED BY STAFF FROM SEPTEMBER 18TH TO OCTOBER 23RD PLANNING COMMISSION; POSTPONED BY APPLICANT FROM OCTOBER 23RD TO NOVEMBER 20TH PLANNING COMMISSION)**

3) **PUBLIC HEARING CASE # SPUD-25-704 – LEESBURG FLEX – SMALL PLANNED UNIT DEVELOPMENT**

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING OF APPROXIMATELY 7.80 +/- ACRES FROM CITY OF LEESBURG C-3 (HIGHWAY COMMERCIAL) AND PUD (PLANNED UNIT DEVELOPMENT) TO A SPUD (SMALL PLANNED UNIT DEVELOPMENT), FOR A PROPERTY GENERALLY LOCATED NORTH OF COMMANDER ROAD AND EAST OF US HIGHWAY 27, AS LEGALLY DESCRIBED IN SECTION 11, TOWNSHIP 201 SOUTH, AND 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. **(CITY COMMISSION DATES ARE TENTATIVELY SCHEDULED FOR FIRST READING ON MONDAY, DECEMBER 15, 2025 AND SECOND READING IS TENTATIVELY SCHEDULED FOR MONDAY, JANUARY 26, 2026).**
(Leesburg Flex SPUD)

ANNOUNCEMENTS

DISCUSSION ITEMS

ADJOURNMENT

NOTICE: "F.S.S. 286.01 PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES DEPARTMENT, ADA COORDINATOR, AT 352.728.9740, 48 HOURS IN ADVANCE OF THE MEETING.

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



Closeup of Sign from US Highway 27.



Looking North along CR 25A and US Highway 27 from Subject Property.



Looking East across US Highway 27 from the Subject Property



Looking South along US Highway 27 from Subject Property.



Looking West into the Subject Property from US Highway 27.



Closeup of Sign from County Road 25A.



Looking North along County Road 25A from Subject Property.



Looking East across County Road 25A from the Subject Property



Looking South along County Road 25A from Subject Property.



Looking West into the Subject Property from County Road 25A.

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 6.A.3.

Meeting Date: January 12, 2026

From: Dan Miller, (Planning and Zoning Director)

Subject: An Ordinance of the City of Leesburg, Florida, changing the zoning on approximately 7.80 +/- acres from City of Leesburg PUD (Planned Unit Development) to SPUD (Small Planned Unit Development) to allow for commercial and light industrial uses for a property generally located north of Commander Road and east of U.S. Highway 27, lying in Section 11, Township 20 South, Range 24 East, Lake County, Florida; and providing an effective date. (Leesburg Flex)

Staff Recommendation:

Planning and Zoning Staff and Planning Commission recommend approval of the request to rezone the subject property from City of Leesburg PUD (Planned Unit Development) to SPUD (Small Planned Unit Development) to allow for commercial and light industrial uses.

Analysis:

The project site is approximately 7.80 +/- acres, and is generally located north of Commander Road and east of U.S. Highway 27 as shown on the attached maps. At this time, the property is undeveloped acreage. The proposal will allow for the construction of a commercial/industrial flex space with commercial and light industrial uses. The existing land uses surrounding the property are vacant commercial, residential, commercial, medical, and offices. City of Leesburg utilities are available nearby.

The Planning Commission held a public hearing on the application on November 20, 2025, and recommended approval.

Procurement Analysis:

N/A

Options:

1. Approve the proposed rezoning to SPUD (Small Planned Unit Development) or;
2. Other such action as the Commission may deem appropriate.

Fiscal Impact:

Future development of this site will create a positive fiscal impact on the City of Leesburg, in the form of impact and utility fees, plus ad valorem taxes. The project is expected to bring in approximately fifty (50)

jobs as well.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LEESBURG, FLORIDA, CHANGING THE ZONING ON APPROXIMATELY 7.80 +/- ACRES FROM CITY OF LEESBURG PUD (PLANNED UNIT DEVELOPMENT) TO SPUD (SMALL PLANNED UNIT DEVELOPMENT) TO ALLOW FOR COMMERCIAL AND LIGHT INDUSTRIAL USES FOR A PROPERTY GENERALLY LOCATED NORTH OF COMMANDER ROAD AND EAST OF U.S. HIGHWAY 27, LYING IN SECTION 11, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA; AND PROVIDING AN EFFECTIVE DATE. (LEESBURG FLEX)

BE IT ENACTED BY THE PEOPLE OF THE CITY OF LEESBURG, FLORIDA, that:

Section 1.

Based upon the petition of Blount Birchmier Leesburg Flex LLC for Senior Living Consulting Group of the property hereinafter described, which petition has heretofore been approved by the City Commission of the City of Leesburg Florida, pursuant to the provisions of the Laws of Florida, the said property located in Lake County, Florida, is hereby rezoned from City of Leesburg PUD (Planned Unit Development) to SPUD (Small Planned Unit Development), to-wit:

**(Legal Description)
(See Exhibit A)**

Section 2.

This ordinance shall become effective upon its passage and adoption, according to law.

PASSED AND ADOPTED at the regular meeting of the City Commission of the City of Leesburg, Florida, held on the 12th day of January 2026.

THE CITY OF LEESBURG, FLORIDA

Mayor

ATTEST:

City Clerk

Legal Description

That part of the South 1/2 of the Southwest 1/4 of the Southeast 1/4 of Section 11, Township 20 South, Range 24 East, Lake County, Florida, lying East of the Easterly line of right of way of U S Highway No. 27 bounded and described as follows: Begin at the Northeast corner of the South 1/2 of the Southwest 1/4 of the Southeast 1/4 of said Section 11, run thence North 89°45'46" West along the North line of the South 1/2 of the Southwest 1/4 of the Southeast 1/4 a distance of 450.00 feet; thence South 00°14'03" West, 12.27 feet to a point on an existing jurisdictional wetland line; thence along said jurisdictional wetland line the following eleven (11) courses: South 82°52'53" West, 9.13 feet; South 56°25'22" West, 35.09 feet; South 47°49'11" West, 69.56 feet; South 30°35'51" West, 72.44 feet; South 05°13'13" West 69.96 feet; South 04°10'26" West, 72.23 feet; South 00°49'30" East, 71.06 feet; South 15°57'15" East, 56.37 feet; South 51°36'50" East, 42.26 feet; South 34°19'45" East, 74.85 feet; South 41°11'04" East, 40.56 feet; thence leaving said jurisdictional wetland line run South 10°45'27" East, 109.08 feet to a point on a line that is 25.00 feet North of when measured at right angles to the South line of the Southeast 1/4 of said Section 11; thence South 89°45'30" East along said line 450.00 feet to an intersection with the East line of the Southwest 1/4 of the Southeast 1/4 of said Section 11; thence North 00°02'53" West along said line 634.62 feet to the Point of Beginning.

**LEESBURG FLEX
SPUD (SMALL PLANNED UNIT DEVELOPMENT AGREEMENT)
November 20, 2025**

This Planned Unit Development Agreement for a SPUD (Small Planned Unit Development) zoning district is granted by the City of Leesburg Planning Commission, Lake County, Florida to **Blount Birchmier Leesburg Flex LLC, c/o Rick Blount and Randy Birchmier, "Permittee", 549 North Wymore Road, Suite 206, Maitland, FL 32751**, on behalf of the Senior Living Consulting Group, Owner, for the purposes described herein, and subject to the terms and conditions as set forth in this document, pursuant to authority contained in Chapter 25 "Zoning", Section 25-278 "Planned Unit Development" of the City of Leesburg Code of Ordinances, as amended.

BACKGROUND

The "Permittee" is requesting a Small Planned Unit Development (SPUD) zoning district to allow future construction of proposed industrial flex uses consisting of approximately 7.80 +/- acres generally located east of US 27 and north of Commander Road, on a site within the City of Leesburg in accordance with their SPUD application and supplemental information.

PURPOSE

The purpose of this document is to provide appropriate zoning standards for a high-quality built environment through the application of flexible and diversified land development requirements, which shall be implemented in conjunction with a master site development plan and the City of Leesburg Code of Ordinances, therefore allowing for more efficient and optimal use of the subject property, and to increase the overall economic opportunity and employment base of Leesburg, Florida.

CONDITIONS

The following conditions shall apply to the development proposed herein. If any instance where the conditions of this document may conflict with the City of Leesburg Code of Ordinances, this document shall prevail as the determining requirement.

1. **PERMISSION** is hereby granted to **Blount Birchmier Leesburg Flex LLC, c/o Rick Blount and Randy Birchmier, "Permittee", 549 North Wymore Road, Suite 206, Maitland, FL 32751**, to construct, operate, and maintain a Small Planned Unit Development in and on real property in the City of Leesburg, in accordance with the requirements set forth herein. The property is more particularly described below.
2. **LEGAL DESCRIPTION**

See attached **Exhibit B, Legal Description**.

3. LAND USE

The above-described property, containing approximately 7.80 +/- acres, shall be used for industrial/commercial development substantially consistent with the **Conceptual Plan, Exhibit C**, attached hereto, pursuant to City of Leesburg development codes and standards.

A. Permitted Uses

1. Industrial flex space and multi-tenant small-bay flex uses.
2. Warehousing, distribution, logistics, and e-commerce fulfillment (e.g., indoor storage, inventory management, etc.).
3. Light manufacturing, fabrication, and assembly of non-hazardous products (e.g., welding, building materials, clothing, machine parts, tools, etc.).
4. Contractor and trade offices/shops with associated indoor storage (e.g., plumbing, heating, electrical, etc.).
5. Business-to-business wholesale trade and accessory retail/showroom uses (e.g., woodworking, cabinetry, furniture, upholstery, janitorial, vehicle parts repair, etc., without daily customer foot traffic).
6. Printing, packaging, labeling, 3D printing, and related production services.
7. Technology services (e.g., data processing, server rooms, IT equipment handling, electronics configuration, testing, etc.).
8. Artisan, maker, and vocational trade uses.
9. Food and beverage production in enclosed buildings.
10. Indoor storage, including mini-warehouse or self-storage integrated within buildings.
11. Wholesale trade
12. Indoor recreation

B. Other Related Uses

Other uses, related to the primary use, may be included by written determination of the Planning & Zoning Director. Such uses shall be consistent with the intent and purpose of the zoning requirements set forth in this SPUD Agreement, and shall meet the parking standards as required herein. Parking availability and daily trips generated may limit the permitted uses.

C. Prohibited Uses

All uses not specifically permitted by Sections 3.A. are considered prohibited.

4. DEVELOPMENT STANDARDS

- A. Lot development standards shall be those of the C-3 (Highway Commercial) zoning district, except as amended by these conditions, and may limit the permitted uses based on site plan requirements.
- B. Building Setbacks (as measured from the property lines).
 1. North: 25-feet
 2. South: 30-feet

3. East: 15-feet
4. West: 15-feet minimum, 25-feet average from the wetland jurisdictional boundary, or as permitted by the St. Johns River Water Management District.
5. Perimeter property boundary: See Section 9, Open Space, Landscaping & Buffer Requirements
6. Accessory structures shall have a minimum rear and side setback of ten (10) feet, and shall not occupy more than 15% of the required rear yard.

C. Open Space

1. A minimum of thirty-five (35) percent of the site shall be developed as open space, including retention areas, buffer and landscaped areas. Parking areas and vehicle access areas shall not be considered in calculating open space.

D. Height

1. Maximum building height shall not exceed two (2) stories with a maximum height of 35-feet except for additional height approved by staff for roof, elevators, air conditioning units, etc., as approved through the Development Review process.

E. Maximum allowed Impervious Surface Ratio (ISR) of **65%**.

F. All structure heights shall be measured from the first floor, finished floor elevation on the site.

G. Easements:

1. As part of the development process, easements shall be provided as required by the City of Leesburg and other utility providers, including but not limited to water, wastewater, natural gas, electric, fiber, cable, and communications, for installation and maintenance of utilities.

H. Final lot sizes and setbacks may be adjusted by Staff during the site plan review process to meet the intent of this SPUD (Small Planned Unit Development).

I. Areas of property not occupied by structures, displays or paving shall be landscaped and maintained in accordance with City of Leesburg Code of Ordinances, as amended.

5. ACCESS AND CIRCULATION

A. Site Access

1. Access to the site shall be provided by an access point from the existing contiguous paved roads adjacent to the property. Final determination of the direction of traffic movement into and out of all permitted access points shall be determined through the traffic/transportation study review process as required by the City's site plan review process, including review by Lake County Public Works and/or Florida Department of Transportation.

B. Internal Circulation

1. The development shall be constructed so that unencumbered access is available among and between the industrial buildings.

C. Pedestrian Access

1. Sidewalks shall be installed along Commander Road per the City of Leesburg codes and specifications.
2. All pedestrians crossing areas shall be visibly marked with appropriate pedestrian crossing signage and striping.

6. PARKING

A. General

1. The permittee shall have off-street parking spaces within all areas of the property per an approved site plan pursuant to the City of Leesburg Code of Ordinances. All development shall include the required number of handicapped parking spaces.
2. The location and design of the proposed parking areas will be reviewed during the site plan review process to provide for adequate parking, which may limit the permitted uses of the site.

B. Industrial

1. Parking lot landscape islands shall be at a total ratio of two hundred (200) square feet per one hundred fifty (150) linear feet of parking or one (1) every fifteen (15) spaces. All parking areas shall terminate with a minimum of one hundred (150) square feet of landscaping area. Parking lot landscaping shall consist of one (1) ornamental tree and five (5) shrubs per two hundred (200) square feet of required landscaping.

7. ARCHITECTURAL STANDARDS

- A. Mechanical units and roof equipment should be screened from view with parapet or other screening method so that the equipment is not seen from the public-right-of way or residential property.
- B. With the exception of building height and setbacks, spatial requirements set forth herein for non-residential structures shall be deemed satisfied provided as-built measurements do not deviate from such requirement by more than five (5) percent.
- C. The Permittee shall utilize “Dark Sky” lighting principles when selecting lighting fixtures for all street lighting. Such lighting shall achieve the overall effect of containing and shielding excessive light pollution from adjacent properties. Appropriate designs are shown on as **Exhibit D**, attached hereto.

- D. Other similar design variations meeting the intent of this section may be approved by the Planning and Zoning Director or designee.

8. SIGNAGE

A. Ground signs

- 1. All ground signage for the property shall be monument style signs with design and architectural style consistent with the overall development, and consistent with the requirements of the sign regulations of the City of Leesburg.

B. Alternative Designs.

- 1. Alternative designs for the ground enclosure support and bases of a monument sign may be approved by the Planning and Zoning Director where the architectural style would be in keeping with the intent of these sign regulations.

C. Landscaping for ground signs

- 1. Landscaping around all monument signs shall comply with the standards and requirements of the sign regulations of the City of Leesburg Code of Ordinances, as amended.

D. Wall signs

- 1. All wall signage for the property shall be designed and constructed to comply with the standards and requirements of the sign regulations of the City of Leesburg Code of Ordinances, as amended.

9. OPEN SPACE, LANDSCAPING & BUFFER REQUIREMENTS

A. Open space may consist of buffers, wetlands, and retention areas.

B. Required Perimeter Landscape Buffers:

- 1. North – 10'
- 2. South – 10'
- 3. East – 10'
- 4. West – 15' minimum, 25' average, or as permitted by the St. Johns River Water Management District.

C. Landscape buffers are to consist of natural existing landscaping where possible.

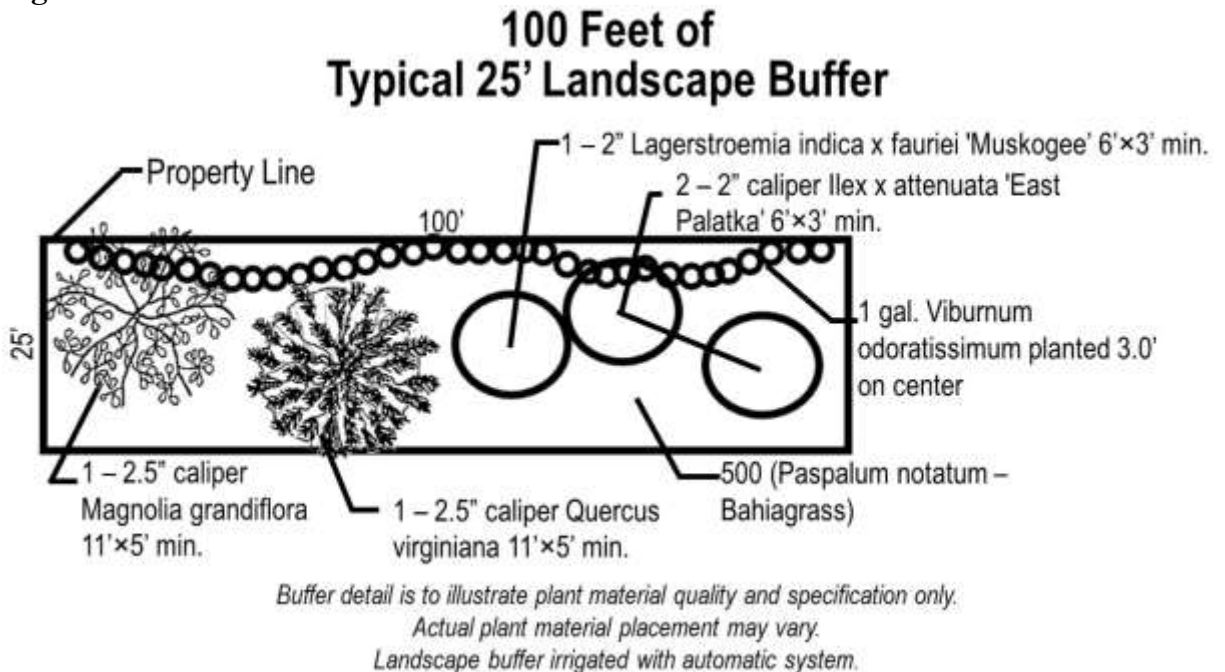
D. A master landscape plan shall be submitted for review by City staff for all landscaping, buffer and boundary areas, parking lots, access roads, entry ways and new construction. This plan shall be reviewed for consistency with this SPUD document and the Conceptual Site Plan (**Exhibit C**), attached hereto, and City of Leesburg landscape code requirements.

- E. All other landscaping and buffering shall be in accordance with regulations contained within the City of Leesburg Code of Ordinances, Section 25-336, *Landscaping requirements for industrial district*, and at a minimum shall contain the following plantings as noted in Figures A and B below.
- F. Wherever a residential district or use abuts the subject property, an opaque screen is required on the subject property to conceal the development from the adjacent residential property, at a minimum of six (6) feet, and no more than eight (8) feet in height. A wall or opaque fence shall be considered to meet this requirement. No such wall or fence shall be required in the front yard of the subject property adjacent to Commander Road.

Figure A

Canopy Trees (per 100 l.f.)	2 per 100 linear ft
Tree CAL/Height	2" cal, 12' overall height
Optional Ornamental Trees (per 100 l.f.)	3 per 100 linear ft
Tree CAL/Height	2" cal, 7' overall height
Shrub Screen (per 100 l.f.)	
Square Ft. of Shrubs	(33) 3 gal plants, 18"—24" minimum at installation (depending on species); hedges to be 36"—42" high by thirty-six (36) inches wide hedge or continuous landscape screen with a ninety (90) percent opacity within one (1) year of planting
Container size	3 gal

Figure B



- H. Variations to the landscape and buffering requirements of the code may be approved by the Planning and Zoning Director or designee, to the extent that the overall intent of the SPUD and the Landscaping Code are maintained, including

consideration of existing fencing on adjacent properties and existing natural vegetative buffers.

- I. The surveying of trees on the property shall be conducted as follows:
 1. All specimen, heritage and historic trees shall be surveyed. Staff will review the tree survey and such trees shall be saved where possible during the site plan review process. This may include amending the site plan to save specimen, heritage and historic trees.
 2. Site areas that are to preserve existing trees do not need to be included in the survey unless the trees are to be used in preservation/replacement requirements.
 3. The tree survey shall be completed by a licensed surveyor.

10. UTILITIES

- A. Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Water, wastewater and natural gas services will be provided by the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:
 1. A detailed site plan that indicates all the provisions for electric, water, sewer, and/or natural gas in accordance with the City of Leesburg Land Development Codes.
 2. Developer shall bear all responsibility, financial and otherwise, for the construction and installation of all utility infrastructure and other improvements related to the use and development of the property, consistent with the typical pioneering agreement approved on new home projects in the city, including such off-site improvements required by the City and all other appropriate government agencies. All such requirements shall be constructed to the applicable specifications imposed by the ordinances and regulations of the City in effect at the time of construction.
 3. The City of Leesburg intends to service the property with water and wastewater services at this time. At the time of connection, all regulations in place at the time of the request shall be required, including but not limited to impact fees, connection and utility service deposit charges. The cost of supplying water and wastewater lines and other necessary infrastructure such as lift stations to the development shall be the responsibility of the applicant.

11. STORMWATER/DRAINAGE MANAGEMENT

- A. All drainage shall be designed and constructed in a manner to meet all State of Florida and City of Leesburg codes, including the requirement that all stormwater runoff is contained within the boundaries of the properties, and does not create a detriment to surrounding properties. Prior to receiving final development approval,

the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

1. A detailed site plan that demonstrates no direct discharge of stormwater runoff generated by the development into any wetlands or onto adjacent properties.
2. A stormwater management system designed and implemented to meet all applicable St. Johns River Water Management District and City of Leesburg requirements.
3. The property owner(s) shall be responsible for the maintenance of the stormwater management system. Should the property be platted in the future, an appropriate legal entity shall be responsible for the maintenance of the stormwater management system. A property owners', management company, or similar association shall be considered an acceptable maintenance entity.
4. The existing 100-year flood plain on the property shall be shown on all plans and lots.
5. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100-year flood plain is altered and /or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.
6. A copy of the Management and Storage of Surface Waters permit obtained from St. Johns River Water Management District shall be provided to the City during the site plan review process.
7. Should the Permittee desire to dedicate the proposed project's stormwater management system to the City of Leesburg; the City, at its discretion, may accept or not accept the stormwater management system.
 - a. Prior to acceptance, the Permittee shall demonstrate to the City the stormwater management system is in a suitable condition and meets City of Leesburg and St. Johns River Water Management District requirements.
 - b. As a condition of accepting the system the City may create a special taxing district or make other lawful provisions to assess the cost of maintenance of the system to the residents of the project.

12. WETLANDS, FLOOD ZONES & WILDLIFE

- A. All wetlands on the project site shall be identified by a jurisdictional wetland boundary line, and the location and extent of each wetland shall be determined by the Department of Environmental Protection, St. Johns River Water Management District and/or U.S. Army Corp of Engineers. Each wetland shall be placed on a suitable map, signed and sealed by a surveyor registered to practice in Florida and shall be submitted as part of the site plan application process.

- B. To the extent practicable, wetlands shall be placed in a conservation easement, which shall run in favor of, and be enforceable by, the St. Johns River Water Management District or another legal entity such as a property owner's association. The conservation easement shall require that the wetlands be maintained in their natural and unaltered state. Wetlands shall not be included as a part of any platted lot, other than a lot platted as a common area, which shall be dedicated to the St. Johns River Water Management District or another legal entity such as a property owner(s) association for ownership and maintenance.
- C. Buildings or structures shall meet the requirements per St. Johns River Water Management District for any wetland jurisdictional boundary.
- D. Wetlands shall have an average upland buffer of 25 feet, with a minimum of 15 feet or the upland buffer established by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive. All upland buffers shall be naturally vegetated and upland buffers that are devoid of natural vegetation shall be re-planted with native vegetation or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers.
- E. Land uses allowed within the upland buffers for wetlands are limited to stormwater facilities as permitted by St. Johns River Water Management District.
- F. If wetland alteration is permitted by St. Johns River Water Management District and/or U.S. Army Corp of Engineers, wetland mitigation shall be required in accordance with permit approvals from St. Johns River Water Management District or U.S. Army Corp of Engineers, whichever is more restrictive.
- G. A wildlife management plan for the project site shall be prepared based on the results of an environmental assessment of the site and any environmental permit required from applicable governmental agencies. The wildlife management plan shall be submitted to the City as part of the site plan application process.
- H. A map indicating the location of the 100-year flood plain.
- I. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100-year flood plain is altered and/or a new 100-year flood elevation is established in reference to the applicable flood insurance rate map.
- J. Through the Site Plan Review process, the developer shall coordinate with the City of Leesburg, Lake County and all impacted government agencies regarding elevation determinations, compensatory storage and overall design of the subdivision within and near flood hazard boundary areas, to ensure compliance with all regulations.

13. TRANSPORTATION IMPROVEMENTS

- A. Traffic/Transportation Study

1. Traffic/transportation studies shall be submitted for new developments/phases during the site plan review process, for review and determination of any access improvements as required by FDOT, Lake County, the Lake-Sumter MPO or the City of Leesburg. Any required improvements will be the responsibility of the Permittee.

B. Approvals for Improvements

1. All transportation improvements shall be contingent upon site plan approval by City of Leesburg staff during development review/permit application. Said approval shall also be contingent upon review and approval by the Lake-Sumter MPO, Lake County and the Florida Department of Transportation where required.
2. Improvements required may include, but are not limited to, traffic signals, turn lanes, acceleration/deceleration lanes, etc.

C. Roadway Improvements

1. The Applicant shall provide all necessary roadway and intersection improvements within the development and its connection to US-27.
2. Any offsite improvements required by FDOT, Lake County, Lake-Sumter MPO and the City of Leesburg shall be based on a current traffic analysis, shall be the developer's responsibility and shall be reviewed by City staff during the site plan review process. Approval of all necessary permits and improvements as required by the City of Leesburg, the Lake-Sumter MPO, Lake County and FDOT shall include any needed right-of-way, signalization and improvements required to support the development.

D. Internal Circulation

1. Drives and accesses shall be constructed within the interior of the development such that continuous vehicular access is available among and between all structures within the development.

E. Bus Stop

1. Because the proposed development lies along and near major transportation routes, a covered bus stop, located such that it meets the approval standards, codes and requirements of the City of Leesburg, Lake County and Lake-Sumter MPO, shall be provided by the developer if requested by the Lake-Sumter MPO during the site plan review process.
2. If recommended by the Lake-Sumter MPO, the bus stop shall be constructed prior to certificate of occupancy for the first building on the site.

14. IRRIGATION & WATER USAGE

- A. All landscaped areas shall be irrigated and designed to meet Section 25-327, Waterwise and Florida Friendly Landscaping, City of Leesburg Code of Ordinances.
- B. The use of St. Augustine grass, or other varieties of grass which require significant amounts of water are prohibited. The use of Bahia, Bermuda, Zoysia or other grasses which are more drought tolerant are permitted.

15. MAINTENANCE

- A. With the exception of any public utilities, maintenance of all site improvements, including but not limited to roadways, drives, internal sidewalks, landscaping and drainage shall be the responsibility of the property owner. A property owner's association shall serve as an appropriate entity for all common properties within the development.

16. DEVELOPMENT PHASING & IMPLEMENTATION

- A. The proposed project may be constructed in phases in accordance with the Planned Unit Development Conditions and Conceptual Plan. Changes to the development conditions or conceptual plan, other than those conditions described in this agreement, shall be revised in accordance with the Planned Development review process, City of Leesburg Code of Ordinances.
- B. As part of the overall development review process, if the project is constructed in phases, the plat of the lots for each approved phase shall contain only portions of the development approved under the Site Plan Review Process, i.e. each phase platted shall match each phase submitted for site plan review.
- C. Upon approval of this SPUD by the City Commission, a development permit or building permit application must be submitted with the City for work related to one or more phases of the SPUD within four (4) years of this approval becoming final with no appeal pending or the SPUD will automatically expire, unless otherwise lawfully extended by the City or Section 252.363, Florida Statutes. In the event the PUD expires, the Property shall be governed by the zoning regulations applicable to the RE-1 (Estate Density Residential) zoning district.

17. MISCELLANEOUS CONDITIONS

- A. The uses of the proposed project shall only be those uses identified in the approved Small Planned Unit Development Agreement. Any other proposed use must be specifically authorized in accordance with the Planned Development amendment process.
- B. No person, firm or corporation shall erect, construct, enlarge, alter, repair, remove, improve, move, convert, or demolish any building structure, or alter the land in any manner without first submitting the necessary plans and obtaining appropriate approvals in accordance with the City of Leesburg Codes.

- C. Construction and operation of the proposed use(s) shall at all times comply with the Small Planned Unit Development Agreement set forth herein, and with all City and other governmental agencies rules and regulations.
- D. The transfer of ownership or lease of any or all of the property described in these SPUD Agreement of Approval shall include in the transfer or lease agreement, a provision that the purchaser or lessee is made good and aware of the conditions pertaining to the Planned Unit Development established and agrees to be bound by these conditions. The purchaser or lessee may request a change from the existing plans and conditions by following the procedures as described in the City of Leesburg Land Development Code, as amended.
- E. This SPUD Agreement shall inure to the benefit of, and shall constitute a covenant running with the land and the terms, conditions, and provisions hereof, and shall be binding upon the present owner and any successor, and shall be subject to each and every condition as set forth herein.

18. LEVELS OF SERVICE

- A. Levels of Service
 - 1. As submitted, the development resulting from the proposed zoning change may result in demands on public facilities which would exceed the current capacity of some public facilities, such as, but not limited to water, wastewater, roads, drainage, and solid water. No final development order (site plan and building permits) shall be granted for proposed development until there is a finding that all public facilities and services required for the development have sufficient capacity at or above the adopted level of service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development.
- B. Utilities
 - 1. Projected Capacities
 - a. The City's utility planning efforts draw upon phasing, capacity and service requirements, based upon information provided by the applicant. The City develops its plans consistent with sound engineering principles, prudent fiscal practices and due regard for regulatory compliance.
- C. If the development requires construction of new distribution or collection lines, or other infrastructure needed to develop the subdivision, the developer will be required to construct such facilities to provide service. The developer will bear the cost of design, permitting and construction. Any such facilities must be constructed in a fashion consistent with the City's master plans and to the City standards and specifications.

D. Commitment of Capacity

1. There are no previous commitments of any existing or planned excess capacity for this property.

E. Ability to Provide Services

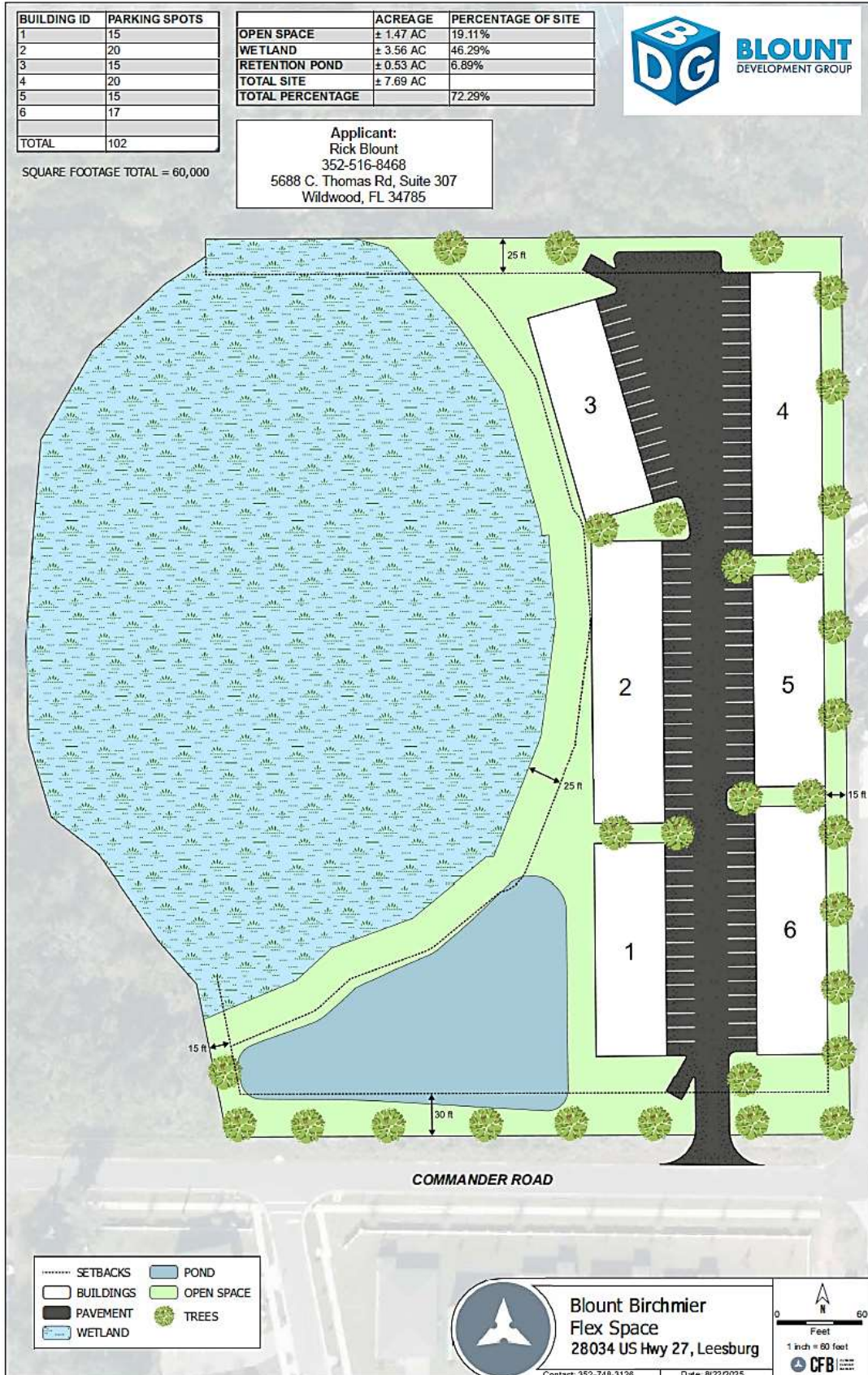
1. At this time, the City intends to provide water, wastewater and reclaimed water services within its service area for the foreseeable future.
2. Future development within the City of Leesburg utility service areas may impact the provision of utility services.

EXHIBIT B**LEGAL DESCRIPTION**

That part of the South 1/2 of the Southwest 1/4 of the Southeast 1/4 of Section 11, Township 20 South, Range 24 East, Lake County, Florida, lying East of the Easterly line of right of way of U S Highway No. 27 bounded and described as follows: Begin at the Northeast corner of the South 1/2 of the Southwest 1/4 of the Southeast 1/4 of said Section 11, run thence North 89°45'46" West along the North line of the South 1/2 of the Southwest 1/4 of the Southeast 1/4 a distance of 450.00 feet; thence South 00°14'03" West, 12.27 feet to a point on an existing jurisdictional wetland line; thence along said jurisdictional wetland line the following eleven (11) courses: South 82°52'53" West, 9.13 feet; South 56°25'22" West, 35.09 feet; South 47°49'11" West, 69.56 feet; South 30°35'51" West, 72.44 feet; South 05°13'13" West 69.96 feet; South 04°10'26" West, 72.23 feet; South 00°49'30" East, 71.06 feet; South 15°57'15" East, 56.37 feet; South 51°36'50" East, 42.26 feet; South 34°19'45" East, 74.85 feet; South 41°11'04" East, 40.56 feet; thence leaving said jurisdictional wetland line run South 10°45'27" East, 109.08 feet to a point on a line that is 25.00 feet North of when measured at right angles to the South line of the Southeast 1/4 of said Section 11; thence South 89°45'30" East along said line 450.00 feet to an intersection with the East line of the Southwest 1/4 of the Southeast 1/4 of said Section 11; thence North 00°02'53" West along said line 634.62 feet to the Point of Beginning.

EXHIBIT C

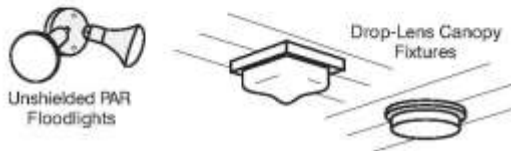
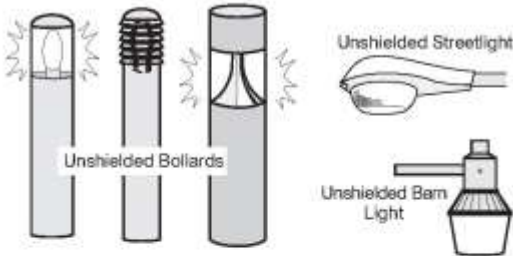
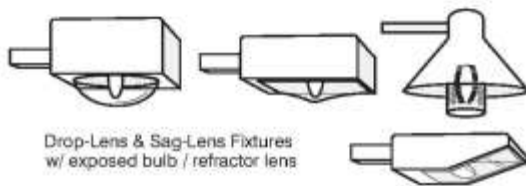
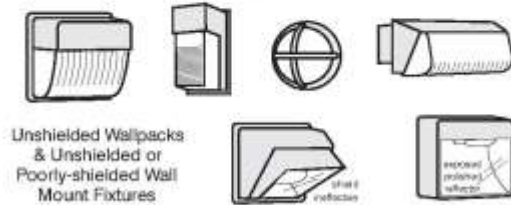
CONCEPTUAL SITE PLAN



Examples of Acceptable / Unacceptable Lighting Fixtures

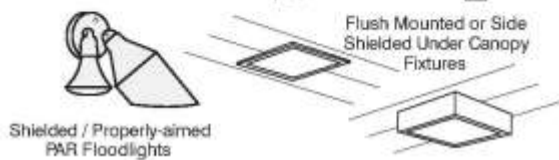
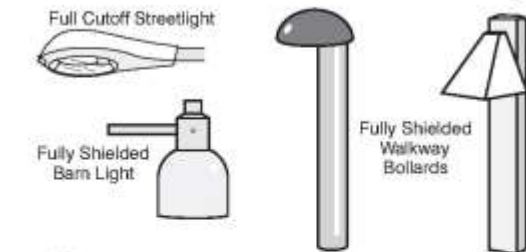
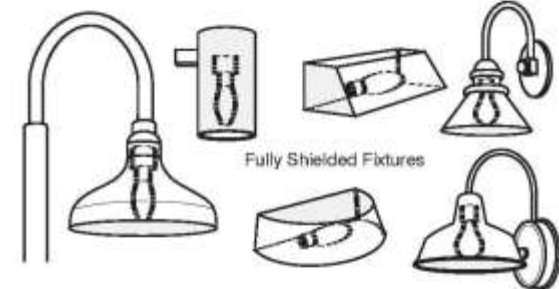
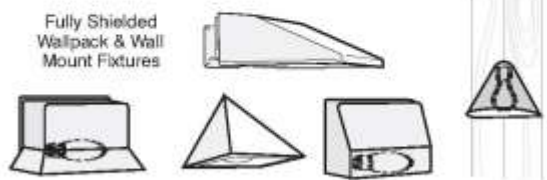
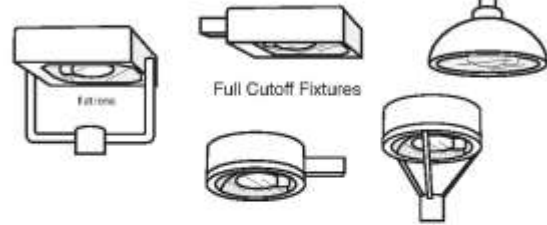
Unacceptable / Discouraged

Fixtures that produce glare and light trespass



Acceptable

Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night



Illustrations by Bob Cole © 2005. Reprinted for the Town of Southampton, NY. Used with permission.

BUILDING ID	PARKING SPOTS
1	15
2	20
3	15
4	20
5	15
6	17
TOTAL	102

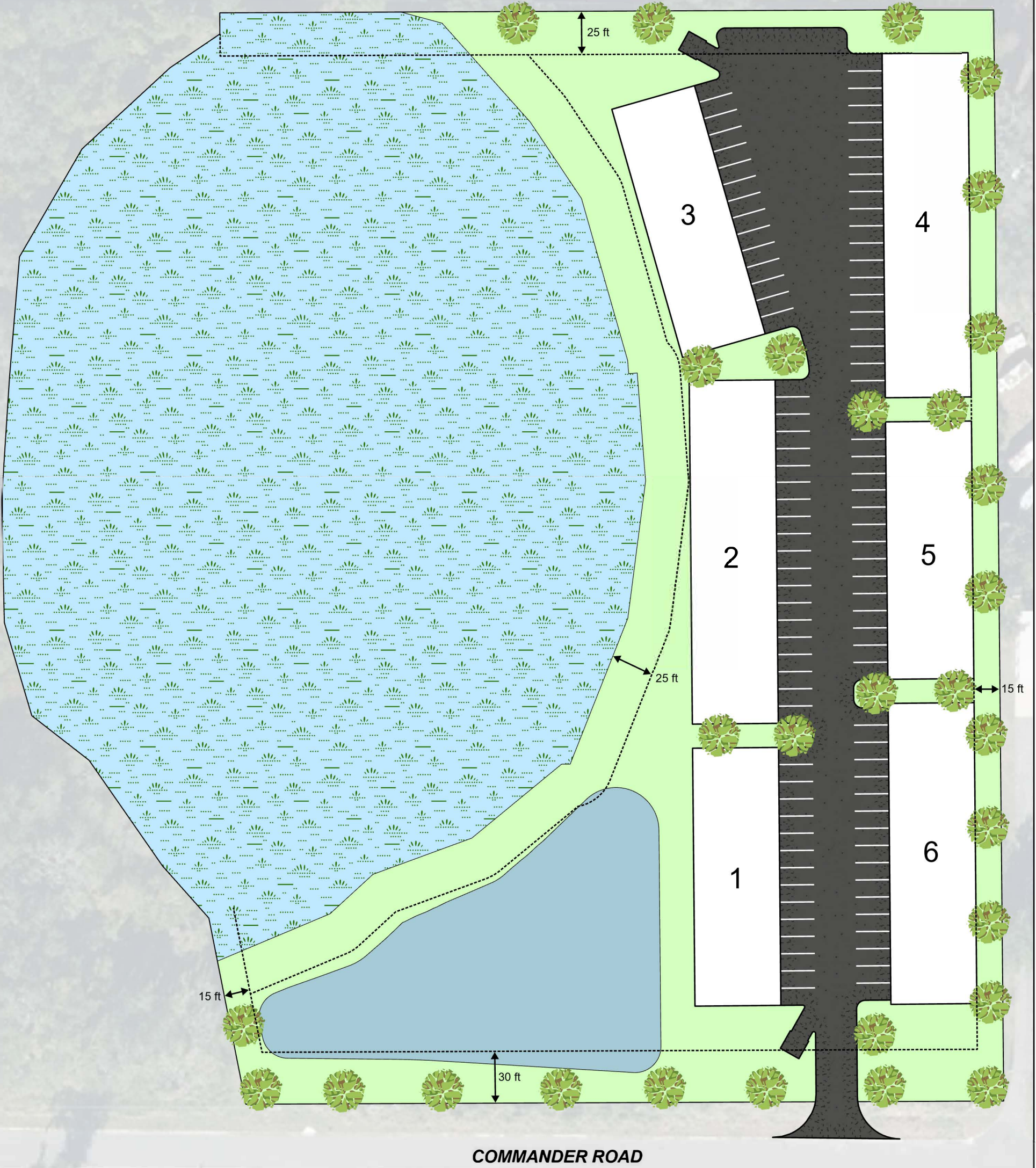
SQUARE FOOTAGE TOTAL = 60,000

	ACREAGE	PERCENTAGE OF SITE
OPEN SPACE	± 1.47 AC	19.11%
WETLAND	± 3.56 AC	46.29%
RETENTION POND	± 0.53 AC	6.89%
TOTAL SITE	± 7.69 AC	
TOTAL PERCENTAGE		72.29%

Applicant:
 Rick Blount
 352-516-8468
 5688 C. Thomas Rd, Suite 307
 Wildwood, FL 34785



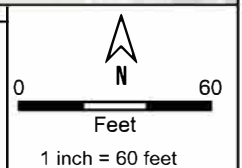
BLOUNT
 DEVELOPMENT GROUP



-----	SETBACKS	■	POND
□	BUILDINGS	■	OPEN SPACE
■	PAVEMENT	●	TREES
■	WETLAND		



Blount Birchmier
 Flex Space
 28034 US Hwy 27, Leesburg



Contact: 352-748-3126

Date: 8/22/2025



**CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
RECOMMENDATIONS**

DATE: November 20, 2025
OWNER: Senior Living Consulting Group
PETITIONER: Blount Birchmier Leesburg Flex LLC
PROJECT: SPUD-25-704 Leesburg Flex (AK # 1294142)
REQUEST: A Request to Rezone from C-3 (Highway Commercial) and PUD (Planned Unit Development) to the City of Leesburg SPUD (Small Planned Unit Development).
CASE NO.: SPUD-25-704

THE PLANNING & ZONING DEPARTMENT RECOMMENDS:

APPROVAL of the request

for the following reason(s):

1. The proposed request for a SPUD (Small Planned Unit Development) zoning is compatible with the current surrounding zoning districts, including Lake County RM (Mixed Home Residential), and R-6 (Urban Residential) and the City of Leesburg C-3 (Highway Commercial) and PUD (Planned Unit Development).
2. The current Future Land Use designation of General Commercial, is compatible with the proposed zoning of SPUD.
3. The proposed request does not appear to create a detriment to surrounding properties, based on the location, proximity to compatible development, and the indoor industrial/commercial flex use.

Action Requested:

1. Vote to **approve** the proposed rezoning from C-3 (Highway Commercial) and PUD (Planned Unit Development) to the City of Leesburg SPUD (Small Planned Unit Development) and forward this recommendation to the City Commission for consideration.

**CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
DEPARTMENTAL REVIEW SUMMARY**

DATE: November 20, 2025
OWNER: Senior Living Consulting Group
PETITIONER: Blount Birchmier Leesburg Flex LLC
PROJECT: SPUD-25-704 Leesburg Flex (AK # 1294142)
REQUEST: A Request to Rezone from C-3 (Highway Commercial) and PUD (Planned Unit Development) to the City of Leesburg PUD (Planned Unit Development).
CASE NO.: SPUD-25-704

THE FOLLOWING COMMENTS RECEIVED FROM EACH DEPARTMENT:

POLICE

No comments – As of 11/14/2025

FIRE

No comments – As of 11/14/2025

ELECTRIC

Leesburg Electric has no objections. This is outside of Leesburg Electric Service Territory. – Steve Davis 11/03/2025

GAS

No comments – As of 11/14/2025

GIS

GIS has no comments. – Nicholas Tota 11/03/2025

BUILDING

No comments – As of 11/14/2025

PUBLIC WORKS

No comments – As of 11/14/2025

ADDRESSING

No comments – As of 11/14/2025

ECONOMIC DEVELOPMENT

No comments – As of 11/14/2025

LAKE COUNTY PUBLIC WORKS

No comments – As of 11/14/2025

LAKE COUNTY SCHOOLS

No comments on this project for commercial flex space. – Heather Cronney 11/03/2025

PUBLIC RESPONSES

Approval

No comments – As of 11/14/2025

Disapproval

No comments – As of 11/14/2025

Notice of Appearance filed:

No comments – As of 11/14/2025

PUBLIC COMMENTS (APPROVAL)

No comments – As of 11/14/2025

PUBLIC COMMENTS (DISAPPROVAL)

No comments – As of 11/14/2025

PUBLIC COMMENTS (UNDECIDED)

No comments – As of 11/14/2025

**CITY OF LEESBURG PLANNING & ZONING DEPARTMENT
STAFF SUMMARY**

DATE: November 20, 2025
OWNER: Senior Living Consulting Group
PETITIONER: Blount Birchmier Leesburg Flex LLC
PROJECT: SPUD-25-704 Leesburg Flex (AK # 1294142)
REQUEST: A Request to Rezone from C-3 (Highway Commercial) and PUD (Planned Unit Development) to the City of Leesburg PUD (Planned Unit Development).
CASE NO.: SPUD-25-704

GENERAL LOCATION: North of Commander Road and East of US Highway 27.

FUTURE LAND USE DESIGNATION: General Commercial.

SURROUNDING FUTURE LAND USE DESIGNATION:

- North – Lake County Urban Low Density.
- South – Lake County Urban Low Density
City of Leesburg General Commercial, Low Density Residential, and Conservation.
- East – Lake County Urban Low Density.
- West – Lake County Urban Medium Density.
City of Leesburg General Commercial.

PROPOSED FUTURE LAND USE DESIGNATION: No Change.

EXISTING ZONING DESIGNATION: City C-3 (Highway Commercial) and PUD (Planned Unit Development)

SURROUNDING ZONING DESIGNATIONS:

- North – Lake County RMRP (Mobile Home Rental Park), RM (Mixed Home Residential).
- South – Lake County Mixed Home Residential and R-6 (Urban Residential).
City of Leesburg C-3 (Highway Commercial) and PUD (Planned Unit Development).
- East – Lake County RM (Mixed Home Residential), R-6 (Urban Residential)
- West – Lake County RMRP (Mobile Home Rental Park), CP (Planned Commercial), R-6 (Urban Residential), and C-1 (Neighborhood Commercial).
City of Leesburg C-3 (Highway Commercial).

PROPOSED ZONING DESIGNATION: City of Leesburg (SPUD) Small Planned Unit Development

EXISTING LAND USE: Undeveloped Acreage.

SURROUNDING EXISTING LAND USE:

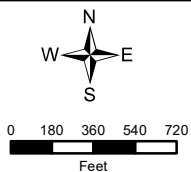
- North – Manufactured Home Park, Residential 55+.
- South – Vacant Commercial; Medical, Commercial, Car Wash, Single Family Residential, Residential 55+.
- East – Single Family Residential
- West – Manufactured Home Park (Rental), Vacant Commercial, Auto Parts

PROPOSED LAND USE: Commercial Flex Space.

Extended Aerial

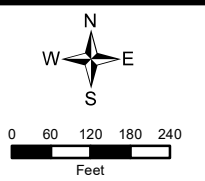


**Planning &
Zoning
Department**



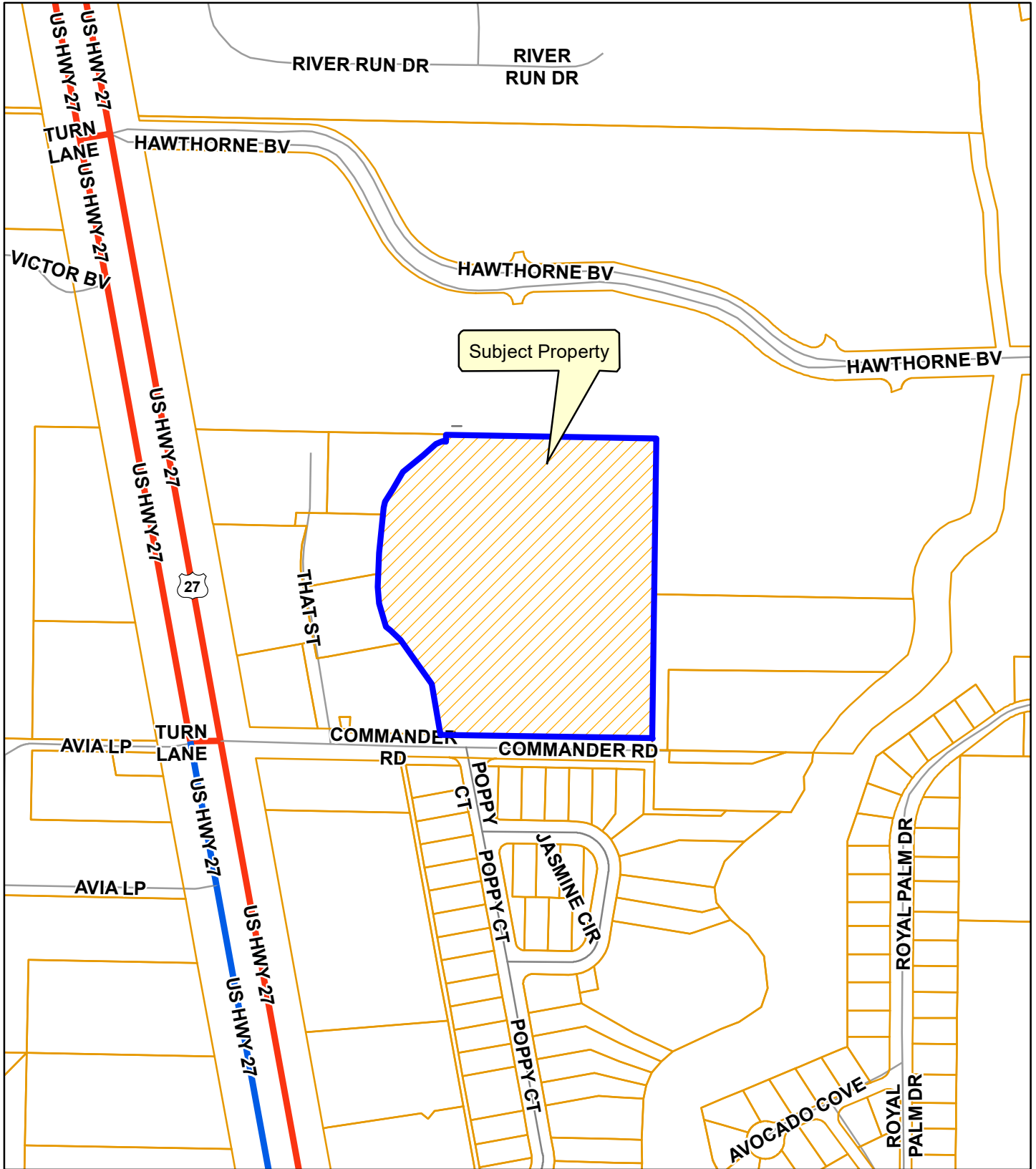
SPUD-25-704 Leesburg Flex
28034 US Highway 27, Leesburg, FL 34748
Alternate Key #: 1294142
Section 11 | Township 20 South | Range 24 East
September 12, 2025

Aerial

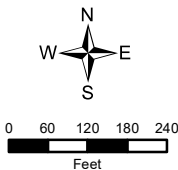


SPUD-25-704 Leesburg Flex
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Locator

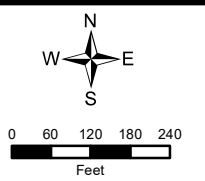
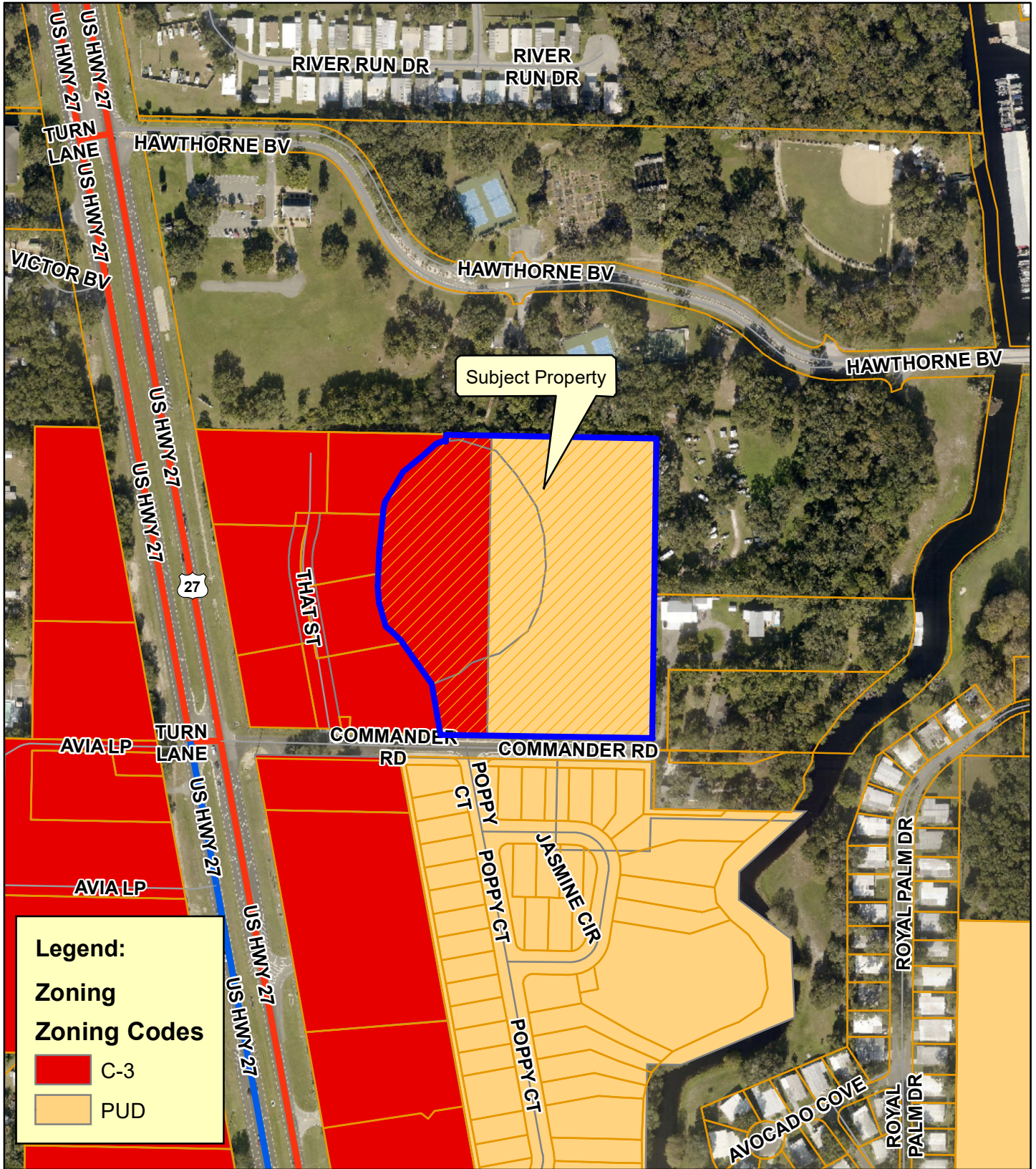


Planning &
Zoning
Department



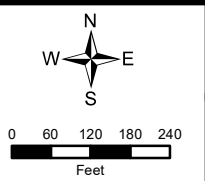
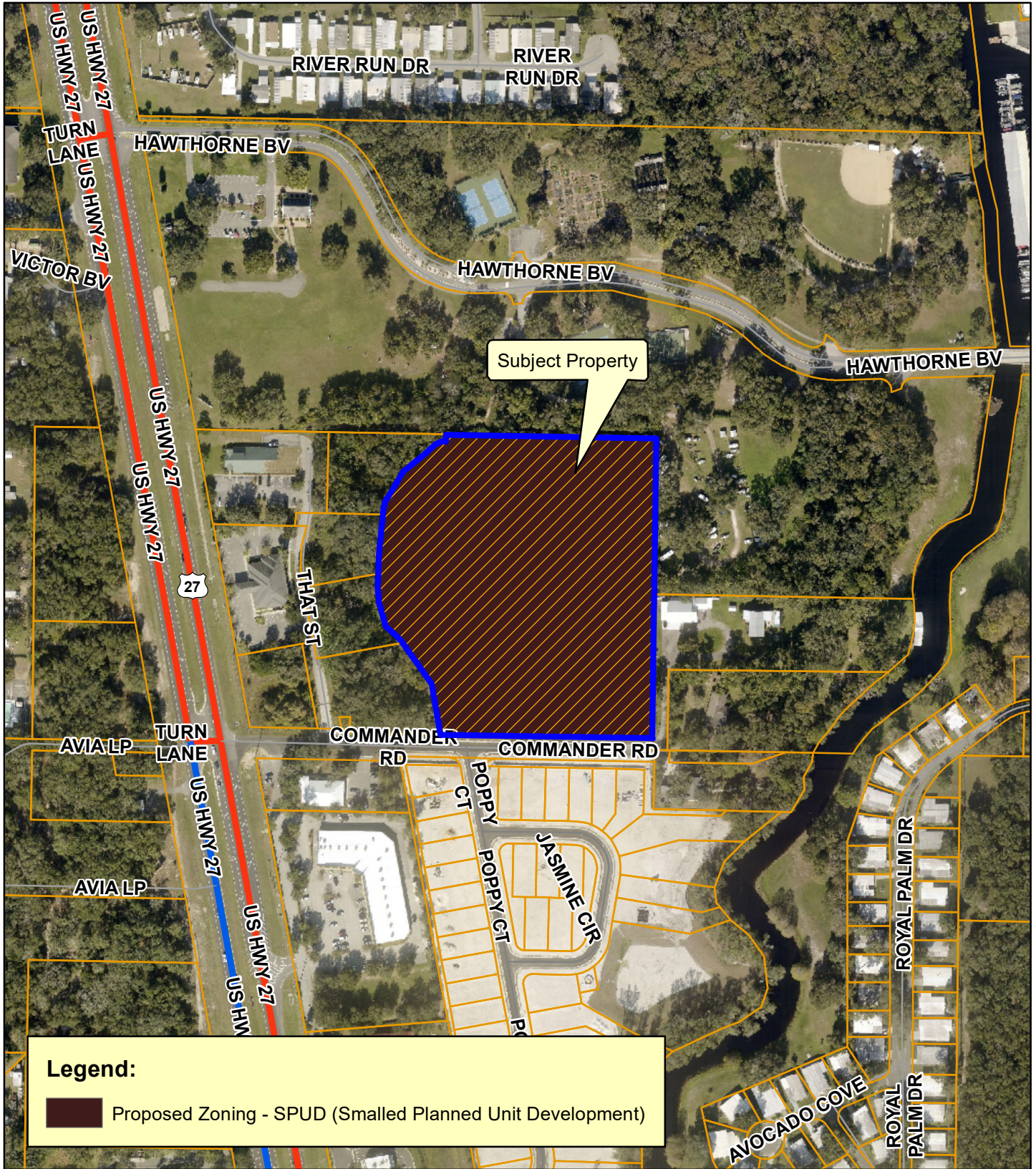
SPUD-25-704 Leesburg Flex
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City of Leesburg Zoning



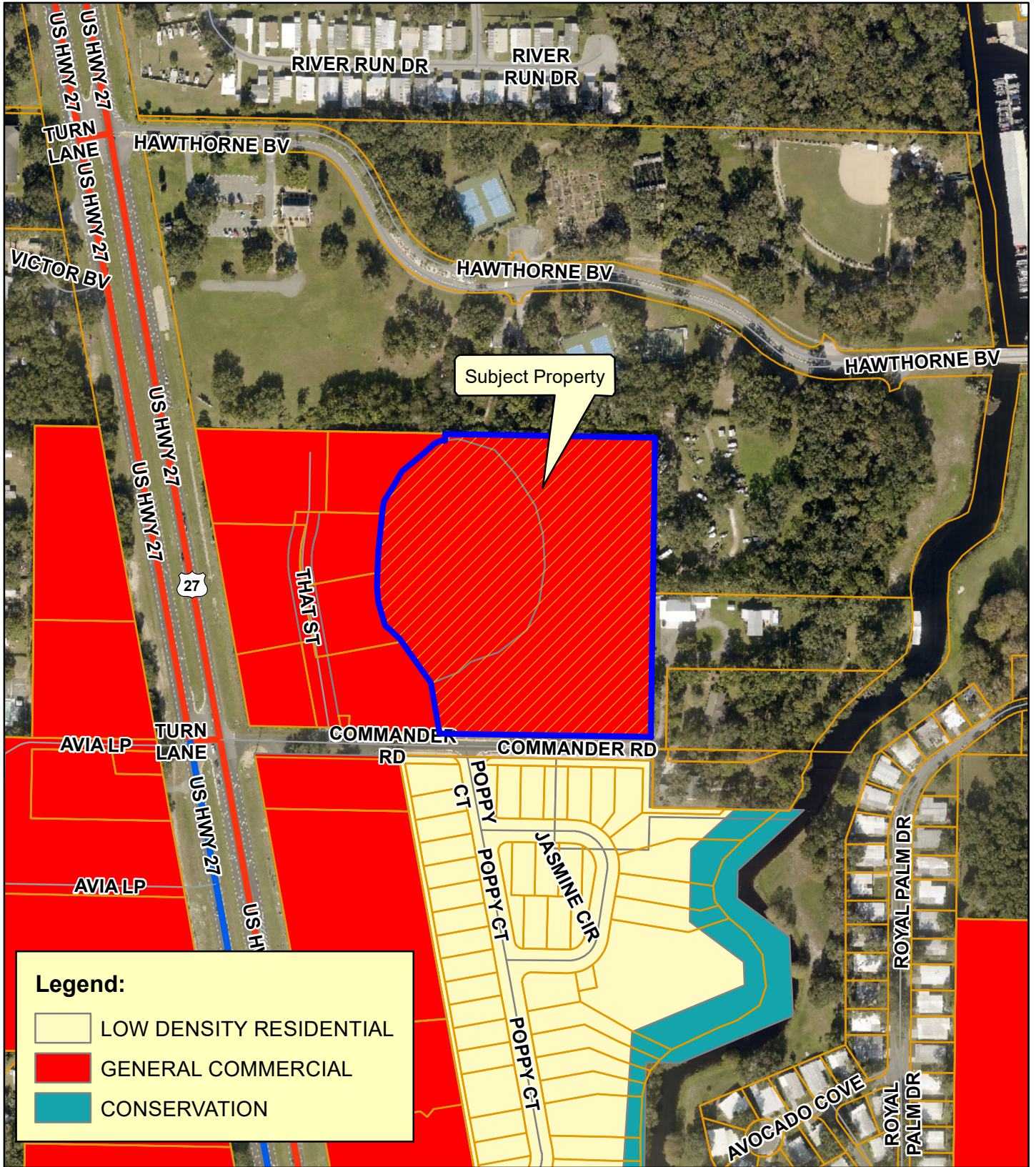
SPUD-25-704 Leesburg Flex
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Proposed Zoning



SPUD-25-704 Leesburg Flex
28034 US Highway 27, Leesburg, FL 34748
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Section 11 | Township 20 South | Range 24 East
September 12, 2025

City of Leesburg Future Land Use

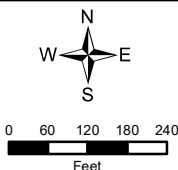


Legend:

- LOW DENSITY RESIDENTIAL
- GENERAL COMMERCIAL
- CONSERVATION

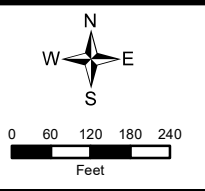
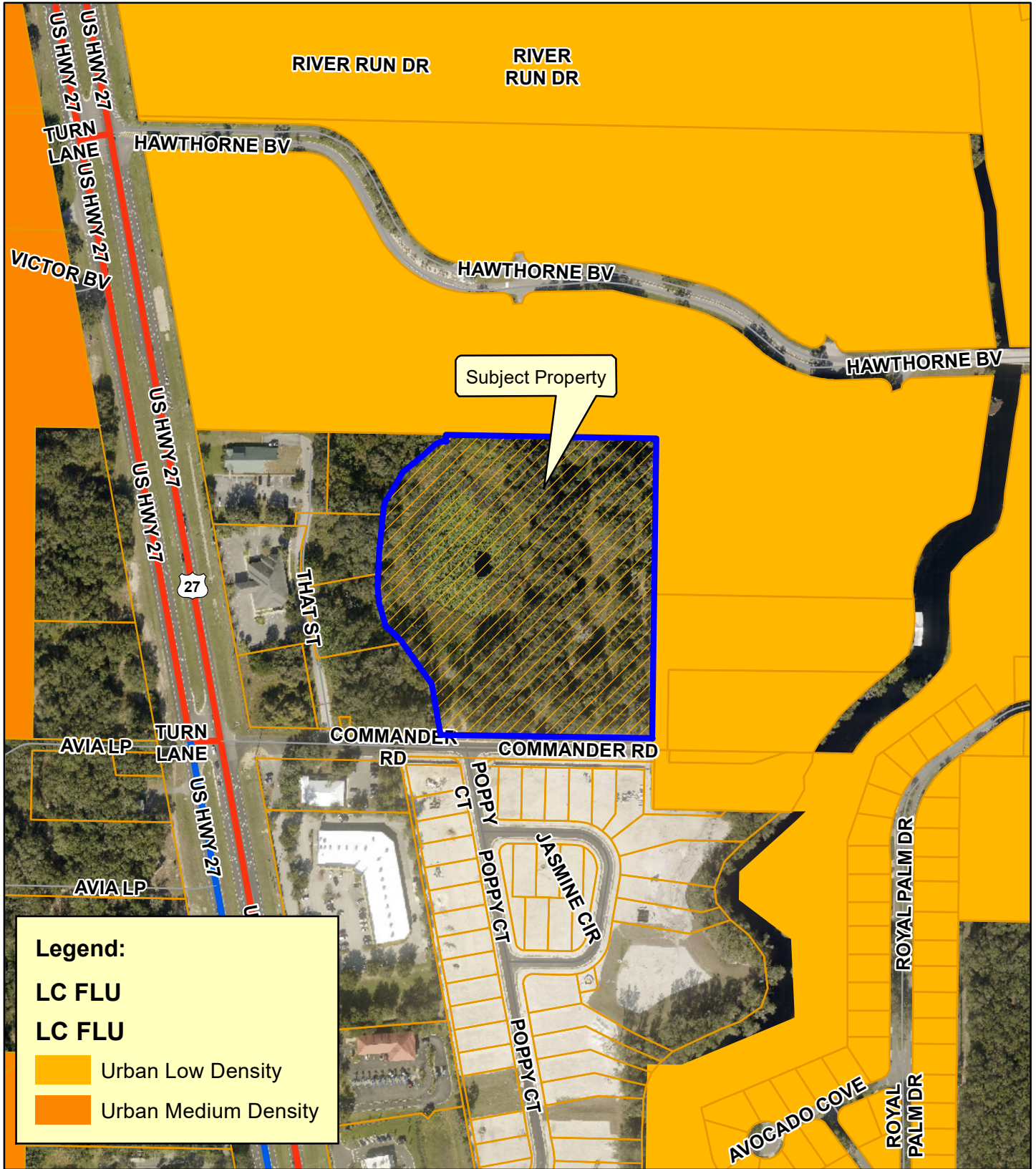


**Planning &
Zoning
Department**



SPUD-25-704 Leesburg Flex
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 September 12, 2025

Lake County Future Land Use








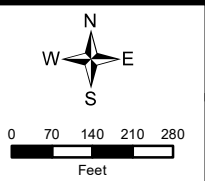
SPUD-25-704 Leesburg Flex
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Section 11 | Township 20 South | Range 24 East
September 12, 2025

Lake County Zoning



Legend:

Lake County Zoning		RM
ZONING		C-1
		R-6
		CP
		RMRP



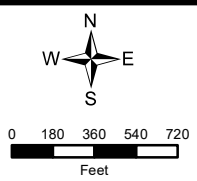
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Developments



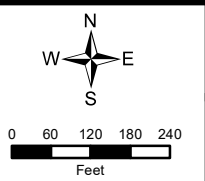
Legend:

Developments



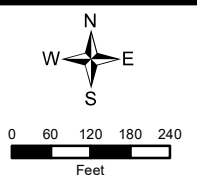
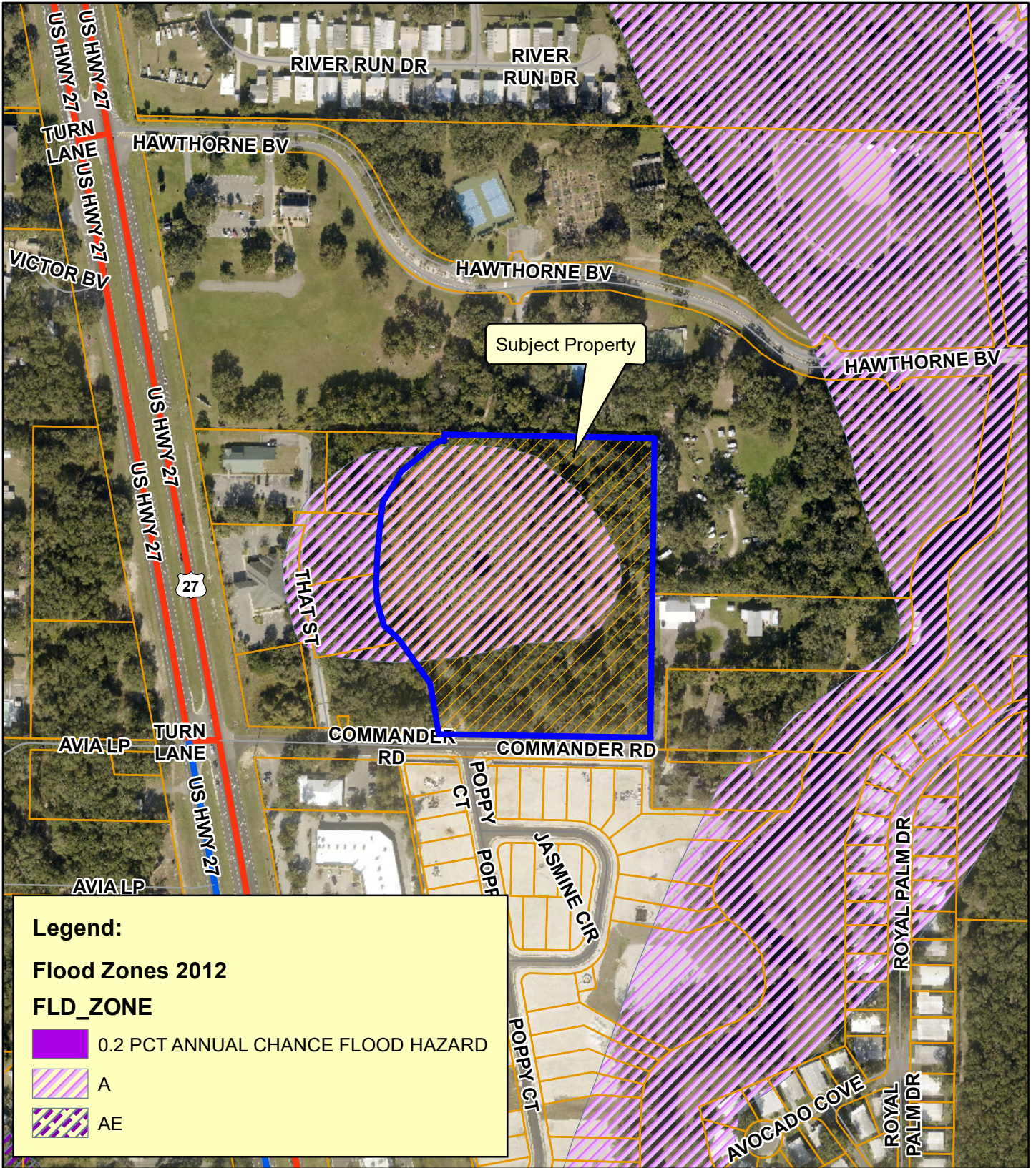
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Surrounding Land Uses



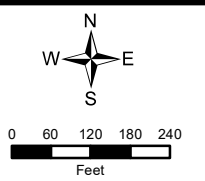
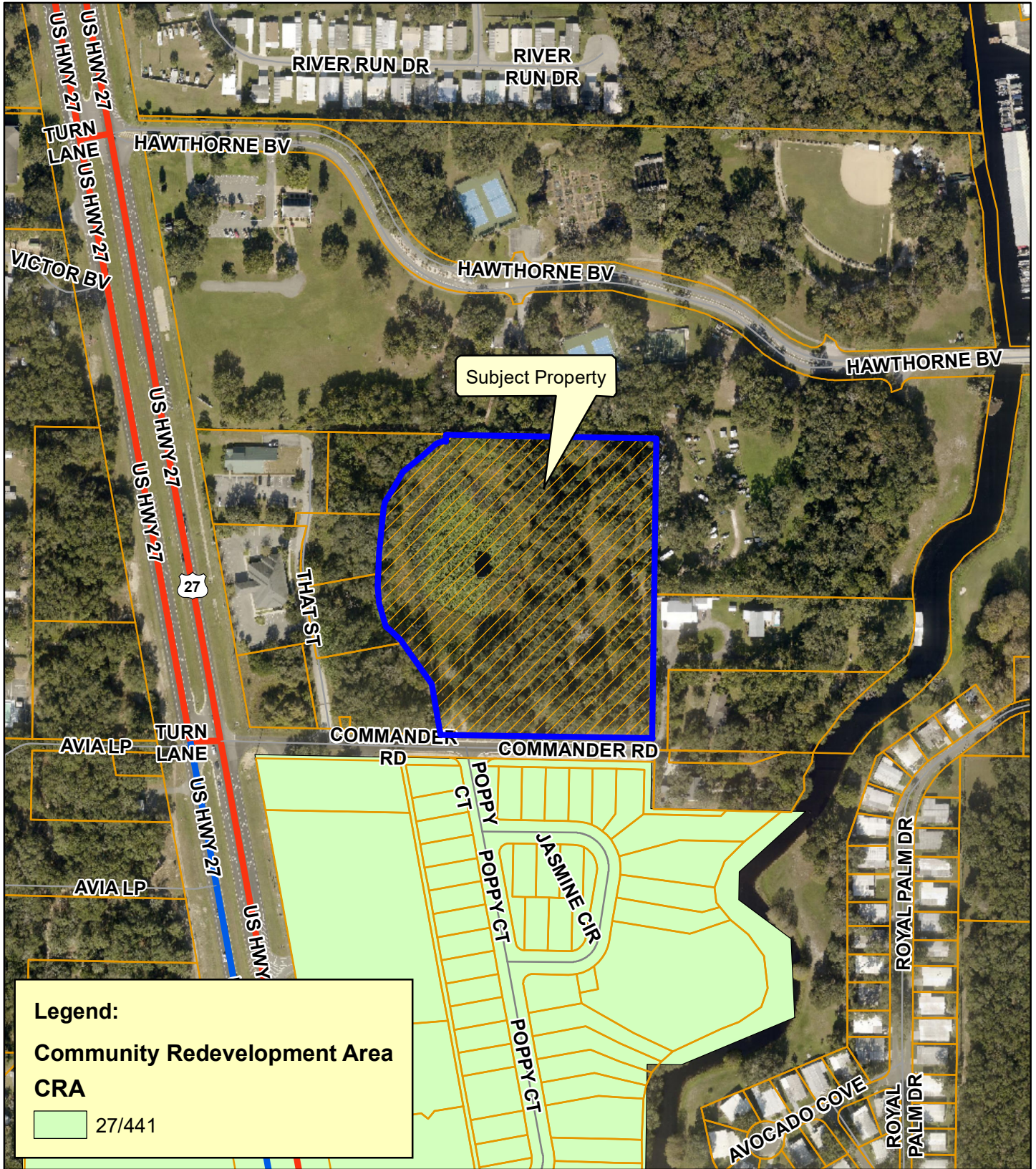
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Flood Zone



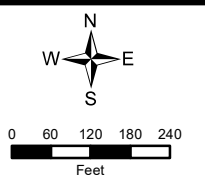
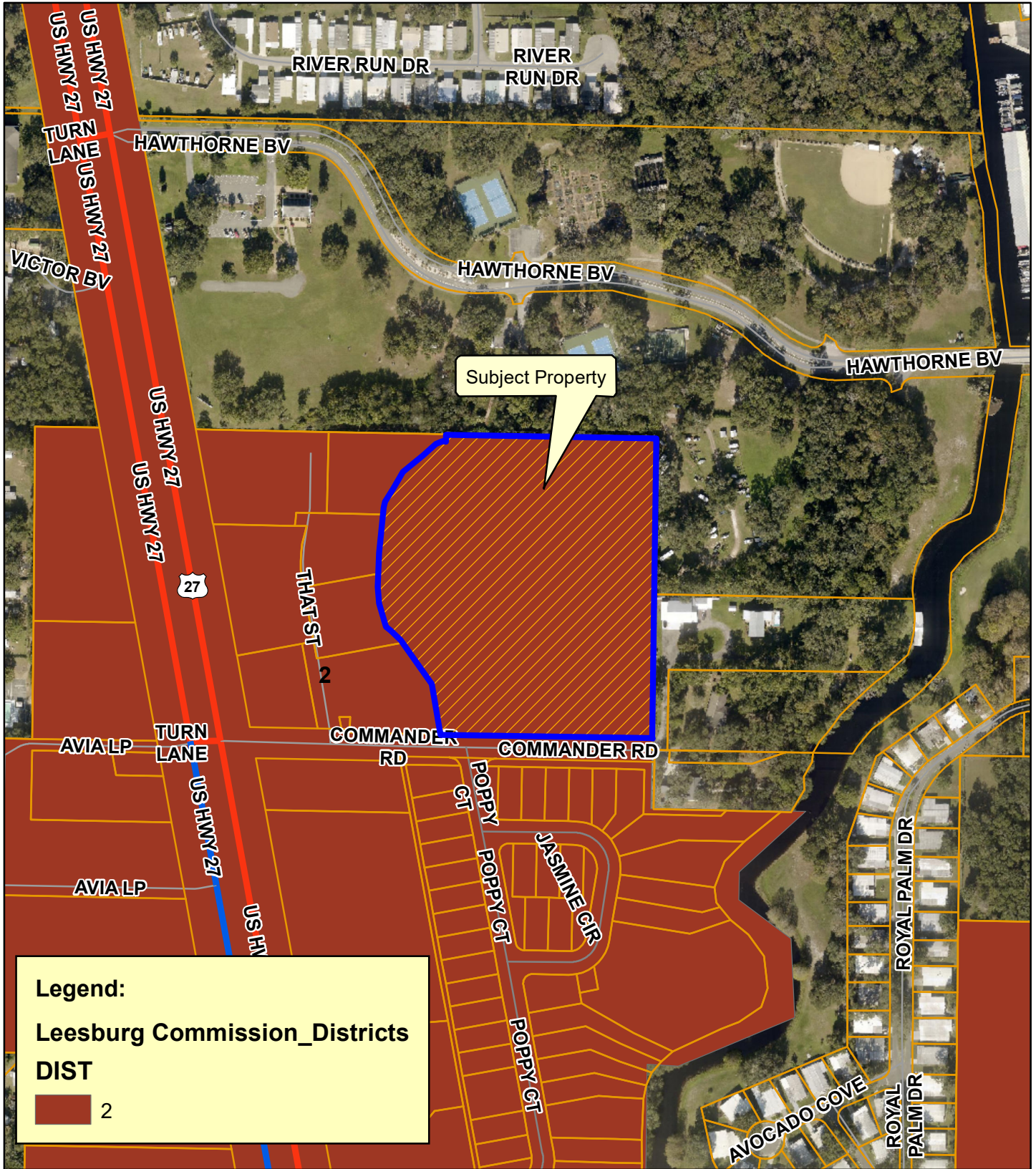
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Community Redevelopment Area



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Commission District



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Section 11 | Township 20 South | Range 24 East
September 12, 2025



Closeup of Sign from Commander Road



Looking North onto Subject Property from Commander Road



Looking East along Commander Road from Subject Property



Looking South across Commander Road from Subject Property



Looking West along Commander Road from Subject Property

City of Leesburg Lake Front City

Agenda Memorandum

Item No: 6.C.1.

Meeting Date: January 12, 2026

From: Andi Purvis, (City Clerk)

Subject: Resolution of the City Commission of the City of Leesburg, Florida appointing one member to the Leesburg Firefighters' Retirement Plan Board of Trustees; and providing an effective date.

Staff Recommendation:

Staff recommends the appointment of one member to the Leesburg Municipal Firefighters' Board of Trustees.

Analysis:

The Leesburg Municipal Firefighter's Trustee Board consists of five regular members, of which two members are City appointed positions.

Mr. William Middlemiss, current trustee, was appointed to the Board of Trustees in 2022, and his current term expired on December 31, 2025. Mr. Middlemiss has expressed a desire to continue in his current seat and has submitted an application for reappointment.

One other application was received; however, that applicant does not reside within the corporate city limits of Leesburg.

Public notice seeking citizens willing to serve on the board was published in the Daily Commercial newspaper on December 10 and December 14, 2025, as well as posted on the City's website and social media platforms.

Procurement Analysis:

N/A

Options:

1. Appoint one member to the Leesburg Municipal Firefighters' Board of Trustees; or
2. Such alternative action as the Commission may deem appropriate.

Fiscal Impact:

None

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LEESBURG,
FLORIDA APPOINTING ONE MEMBER TO THE LEESBURG
FIREFIGHTERS' RETIREMENT PLAN BOARD OF TRUSTEES; AND
PROVIDING AN EFFECTIVE DATE.**

WHEREAS, Section 6.2 (A) of the City of Leesburg Firefighters' Retirement Plan - "Appointment of the Retirement Committee" provides for the election/selection of five (5) persons to serve on the Board of Trustees, a/k/a Retirement Committee; and

WHEREAS, the Policy for Election of Board of Trustees approved September 14, 2011, directs that two residents who are legal residents of the City of Leesburg are to be appointed by the City Commission; and

WHEREAS, it is also necessary for the City Commission to appoint a legal resident of the City of Leesburg to serve a two-year term for the period beginning January 1, 2025, and ending December 31, 2027;

**BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LEESBURG,
FLORIDA:**

THAT the City Commission hereby appoints _____ for a two-year term as Trustee to the Board of Trustees of the City of Leesburg Municipal Firefighters' Retirement Plan, ending December 31, 2027;

THAT this resolution shall become effective immediately.

PASSED AND ADOPTED by the City Commission of the City of Leesburg, Florida, at a regular meeting held on the 12th day of January 2026.

Mayor

ATTEST:

City Clerk

City of Leesburg
Appointed Boards & Commission Application

Date: 01/10/2024

Name: William Middlemiss Home Phone: 978-302-3489

Mailing Address:
27106 Roanoke Dr, Leesburg FL 34748

Home Address:
27106 Roanoke Dr, Leesburg

Business Name & Type:
Retired

Business Address:

Business telephone number: _____ ext. _____

Position: Leesburg Fire Pension Board

Education, Training or Experience related to the activities of the Advisory Body
to which appointment is sought:

Currently sit on this Board applying for re-appointment
Have participated and attend FPPTA conference for pension board members.

Professional Organizations/Memberships:
Massachusetts Fire Chiefs Association

Have you served on a city board or committee in the past? Yes

If yes, Dates Served current

Name of Board or committee:

Library Board Historic Preservation Board Planning Commission


Greater Leesburg CRA Carver Heights & Vicinity CRA

Fire Department Pension Board of Trustees General Employees Retirement Board of Trustees

Police Department Pension Board of Trustees Other(Specify):

I will attend meetings in accordance with the adopted policies of the City of Leesburg. If at any time my business or professional interests conflict with the interests of the Advisory Body, I will not participate in such deliberations.

William Middlemiss


Signature of Applicant

01/10/2024

Date

Return to: City Clerk's Office City of Leesburg P.O. Box 490630 Leesburg, FL, 34739-0630

PRINT ONLY For information of how to use this form, Contact: City Clerk