

# AMENDED



## TOWN COMMISSION MEETING AGENDA

September 12, 2023 at 6:30 PM

COMMISSION CHAMBERS - 202 E. MAIN STREET, DUNDEE, FL 33838

Phone: 863-438-8330 | [www.TownofDundee.com](http://www.TownofDundee.com)

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**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**INVOCATION**

**RECOGNITION OF SERGEANT AT ARMS**

**ORDINANCE #13-08, PUBLIC SPEAKING INSTRUCTIONS**

**ROLL CALL**

**DELEGATIONS-QUESTIONS & COMMENTS FROM THE FLOOR**

*(Each speaker shall be limited to three (3) minutes)*

**APPROVAL OF CONSENT AGENDA: CONSENT AGENDA FOR SEPTEMBER 12, 2023**

**A. A. MINUTES**

**1. August 8, 2023 Town Commission Meeting**

**B. AGREEMENTS**

- 1. Applied Aquatic - Aquatic Plant Management Agreement Lake Maire**
- 2. Applied Aquatic - Aquatic Plant Management Agreement Lake Menzie**
- 3. Applied Aquatic - Aquatic Plant Management Agreement Lake Ruth**

**APPROVAL OF AGENDA**

**PROCLAMATIONS, RECOGNITIONS AND DESIGNATIONS**

**1. PROCLAMATION, SICKLE CELL DISEASE AWARENESS MONTH**

**NEW BUSINESS**

**2. MAYOR'S STATEMENT**

**3. RESOLUTION 23-20, ADOPTION OF TENTATIVE MILLAGE RATE FY 2023 - 2024**

**4. RESOLUTION 23-21, ADOPTION OF TENTATIVE BUDGET FY 2023 – 2024**

**5. RESOLUTION 23-18, STORMWATER UTILITY FEE ROLL CERTIFICATION**

**6. RESOLUTION 23-19, FIRE ASSESSMENT FEE ROLL CERTIFICATION**

**7. ORDINANCE 23-08, PERSONNEL POLICY HANDBOOK, FIRE DEPARTMENT HOLIDAY, VACATION & SICK POLICY AMENDMENT**

**8. RESOLUTION 23-22, CONCURRENCY MANAGEMENT**

**9. DISCUSSION & ACTION, CHASTAIN SKILLMAN TASK ORDER**

**10. DISCUSSION & ACTION, RAFTELIS TASK ORDER**

**11. DISCUSSION & ACTION, CHA ADDENDUM**

**REPORTS FROM OFFICERS**

Polk County Sheriff's Office  
Dundee Fire Department  
Town Attorney  
Town Manager  
Commissioners  
Mayor

**ADJOURNMENT**

***PUBLIC NOTICE:*** Please be advised that if you desire to appeal from any decisions made as a result of the above hearing or meeting, you will need a record of the proceedings and in some cases, a verbatim record is required. You must make your own arrangements to produce this record. (Florida statute 286.0105)

*If you are a person with disability who needs any accommodations in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the town clerk's office at 202 east main street, Dundee, Florida 33838 or phone (863) 438-8330 within 2 working days of your receipt of this meeting notification; if you are hearing or voice impaired, call 1-800-955-8771.*



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

- AGENDA ITEM TITLE:** Approval of the Commission Consent Agenda
- SUBJECT:** The Town Commission will consider the items of the consent agenda as provided for by the Town Code Article IIA, Sec. 2-33(e). Items in the consent agenda are routine business or reports. All items in the consent agenda are approved in one motion. Any item in the consent agenda may be pulled by a member of the Town Commission for separate consideration.
- STAFF ANALYSIS:** The consent agenda for the meeting of September 12, 2023 contains the following:
- A. Minutes
    - 1. August 8, 2023 Commission Meeting
  - B. Agreements
    - 1. Applied Aquatic - Aquatic Plant Management Lake Marie
    - 2. Applied Aquatic - Aquatic Plant Management Lake Menzie
    - 3. Applied Aquatic - Aquatic Plant Management Lake Ruth
- STAFF RECOMMENDATION:** Staff recommends approval
- ATTACHMENTS:** August 8, 2023 Commission Meeting  
Applied Aquatic Aquatic Plant Management Agreements



## TOWN COMMISSION MEETING MINUTES

August 08, 2023 at 6:30 PM

COMMISSION CHAMBERS - 202 E. MAIN STREET, DUNDEE, FL 33838

Phone: 863-438-8330 | [www.TownofDundee.com](http://www.TownofDundee.com)

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**CALL TO ORDER** by Mayor Pennant at 6:30 PM

**PLEDGE OF ALLEGIANCE** lead by Mayor Pennant

**INVOCATION** given by Commissioner Goddard

**RECOGNITION OF SERGEANT AT ARMS** - Corporal McKinnon

**ORDINANCE #13-08, PUBLIC SPEAKING INSTRUCTIONS** given by Mayor Pennant

**ROLL CALL** given by Town Clerk Douthat

PRESENT

Steve Glenn

Bert Goddard

Willie Quarles

Mary Richardson

Sam Pennant

**DELEGATIONS-QUESTIONS & COMMENTS FROM THE FLOOR**

*(Each speaker shall be limited to three (3) minutes)*

Mayor Pennant opened the floor for comments from the public; seeing no public come forth, the floor was closed.

**APPROVAL OF CONSENT AGENDA: CONSENT AGENDA FOR AUGUST 8, 2023**

*MOTION TO APPROVE the consent agenda for the meeting of August 8, 2023, made by Goddard, Seconded by Glenn. Voting Yea: Glenn, Goddard, Quarles, Richardson, Pennant*

**APPROVAL OF AGENDA**

Town Manager Davis reported the following changes to the regular agenda:

Item 1 - Resolution 23-14 was removed from the agenda.

RFP 23-05 and 23-06 were added to the agenda packet.

***MOTION TO APPROVE the regular meeting agenda with changes for the meeting of August 8, 2023, made by Glenn, Seconded by Quarles. Voting Yea: Glenn, Goddard, Quarles, Richardson, Pennant***

## **PROCLAMATIONS, RECOGNITIONS AND DESIGNATIONS**

### **1. PROCLAMATION, WATER PROFESSIONALS MONTH**

Mayor Pennant read the proclamation into record and presented it to Ryan Garrettson and Tyler Heath.

***MOTION TO SUPPORT August 2023 as Florida Water Professionals Month, made by Goddard, Seconded by Quarles. Voting Yea: Glenn, Goddard, Quarles, Richardson, Pennant***

## **NEW BUSINESS**

### **2. DISCUSSION AND ACTION, RFP 23-05, LAKE MARIE PEDESTRIAN/BIKE TRAIL BRIDGE REPLACEMENT**

Town Manager Davis gave the analysis

Mayor Pennant opened the floor for comments from the public; seeing no public come forth, the floor was closed.

***MOTION TO APPROVE staff to move forward with RFP 23-05 made by Glenn, Seconded by Richardson. Voting Yea: Glenn, Goddard, Quarles, Richardson, Pennant.***

### **3. DISCUSSION AND ACTION, RFP 23-06, VETERAN'S MEMORIAL**

Town Manager Davis gave the analysis.

Mayor Pennant opened the floor for comments from the public; seeing no public come forth, the floor was closed.

Commissioner Quarles asked what the status of the park is.

***MOTION TO APPROVE staff to move forward with RFP 23-06 made by Quarles, Seconded by Glenn. Voting Yea: Glenn, Goddard, Quarles, Richardson, Pennant.***

### **4. DISCUSSION & ACTION, TOWN MASCOT**

Town Manager Davis gave the analysis.

Mayor Pennant opened the floor for comments from the public.

Jessica Farler, 315 7th St S, suggested letting businesses purchase the statues and paint them.

Seeing no further public come forth, the floor was closed.

**MOTION TO APPROVE the Sandhill Crane as the Town Mascot made by Quarles, Seconded by Goddard.**

*Voting Yea: Glenn, Goddard, Quarles, Richardson, Pennant*

**5. DISCUSSION, COUNTY WIDE RECYCLING**

Town Manager Davis gave the analysis.

Mayor Pennant asked if we need a new rate study or if we would get an update as requested when the last study was done.

Assistant Town Attorney Claytor confirmed that an update could be done by Raftelis.

**REPORTS FROM OFFICERS**

Administrative Assistant Glogowski updated the run totals for the Fire Department in Fire Chief Carbone's absence.

Assistant Town Attorney Claytor gave an update on the Dundee Plaza easement.

Town Manager Davis reminded the Commission that the RLC conference starts on Wednesday, August 9th.

Town Manager Davis reported that the Back-to-School event was a great success.

Town Manager Davis reported that we are finalizing the candidate for the Finance Director position.

**ADJOURNMENT at 7:37 PM**

**Respectfully Submitted,**

*Trevor Douthat*

Trevor Douthat, Town Clerk

**APPROVAL DATE:** \_\_\_\_\_



TF :: (800) 408-8882 T :: (863) 533-8882 F :: (863) 534-3322

September 1, 2023

City of Dundee  
PO Box 1000  
Dundee, FL 33838

RE: Aquatic Plant Management Agreement

The present term for aquatic plant maintenance for the site(s) associated with your property is due for automatic renewal in October 2023. It is the desire of AAM, Inc., to continue the maintenance program. Per term and condition 14 on the back of your agreement, even if we do not receive a signed copy back your contract will automatically renew.

AAM has decided to waive the 3% increase for this coming year. We also would like to thank you for your loyalty with AAM, Inc.

Please review the proposal. If there are any questions, concerns or need for clarification, do not hesitate to call. If all meets with your approval, sign and return the **FILE COPY** of the agreement to our office.

We look forward to being of continued service. If you have any questions, please contact our office.

Sincerely,



Telly R. Smith

Enclosure



Renewal

P.O. Box 1469  
Eagle Lake, FL 33839  
1-800-408-8882

Item B.



FILE COPY

### AQUATIC PLANT MANAGEMENT AGREEMENT

Submitted to:

Date: September 1, 2023

Name City of Dundee  
Address PO Box 1000  
City Dundee, FL 33838  
Phone 863-287-9069

This Agreement is between Applied Aquatic Management, Inc. hereafter called "AAM" and City of Dundee hereafter called "Customer".

The parties hereto agree as follows

A. AAM agrees to provide aquatic management services for a period of 12 months in accordance with the terms and conditions of this Agreement in the following sites:

Lake Marie  
Dundee, FL 33838

B. The AAM management program will include the control of the following categories of vegetation for the specified sum:

- 1. Submersed vegetation control NA
- 2. Emersed vegetation control Included
- 3. Floating vegetation control Included
- 4. Filamentous algae control NA
- 5. Shoreline grass & brush control Included

Service shall consist of quarterly inspections and/or treatments as needed to maintain control of noxious growth throughout the term of our service.

C. Customer agrees to pay AAM the following amounts during the term of this Agreement:

The terms of this agreement shall be: 10/01/2023 thru 09/30/2024  
Agreement will automatically renew as per Term & Condition 14.

Start-up Charge	NA	Due at the start of work	
Maintenance Fee	\$685.00	Due	quarterly as billed x 4.
Total Annual Cost	\$2,740.00		

**\*\*All callbacks 21 days after service will be charged extra based on time and material.**

*Invoices are due and payable within 30 days. Overdue accounts may accrue a service charge of 1 1/2% per month*

D. AAM agrees to commence treatment within NA days, weather permitting, from the date of execution or receipt of the proper permits.

E. Customer acknowledges that he has read and is familiar with the additional terms and conditions printed on the reverse side which are incorporated in this agreement.

Submitted: Telly R. Smith

Date: 9/1/2023

Accepted

Date:

AAM

\_\_\_\_\_  
Customer





Renewal

P.O. Box 1469  
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1-800-408-8882

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Submitted: Telly R. Smith

Date: 9/1/2023

Accepted

Date:

AAM

\_\_\_\_\_  
Customer



PO Box 1469  
Eagle Lake, FL 33839-1469  
Phone: 863.533.8882  
Fax: 863.534.3322

**Customer Information**

To make sure we have the correct information, please fill this out and return to our office.

Affiliation: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Billing Address: \_\_\_\_\_

\_\_\_\_\_

Phone # \_\_\_\_\_

Fax # \_\_\_\_\_

Email \_\_\_\_\_

We look forward to being of continued service.

Thank you



TF:: (800) 408-8882 T:: (863) 533-8882 F:: (863) 534-3322

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AAM has decided to waive the 3% increase for this coming year. We also would like to thank you for your loyalty with AAM, Inc.

Please review the proposal. If there are any questions, concerns or need for clarification, do not hesitate to call. If all meets with your approval, sign and return the **FILE COPY** of the agreement to our office.

We look forward to being of continued service. If you have any questions, please contact our office.

Sincerely,

Telly R. Smith

Enclosure





Renewal

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Dundee, FL 33838

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Start-up Charge	NA	Due at the start of work	
Maintenance Fee	\$585.00	Due	quarterly as billed x 4.
Total Annual Cost	\$2,340.00		

**\*\*All callbacks 21 days after service will be charged extra based on time and material.**

*Invoices are due and payable within 30 days. Overdue accounts may accrue a service charge of 1 1/2% per month*

D. AAM agrees to commence treatment within NA days, weather permitting, from the date of execution or receipt of the proper permits.

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Submitted: Telly R. Smith

Date: 9/1/2023

Accepted

Date:

AAM

Customer



Renewal

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Submitted: Telly R. Smith

Date: 9/1/2023

Accepted

Date:

AAM

\_\_\_\_\_  
Customer



PO Box 1469  
Eagle Lake, FL 33839-1469  
Phone: 863.533.8882  
Fax: 863.534.3322

**Customer Information**

To make sure we have the correct information, please fill this out and return to our office.

Affiliation: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Billing Address: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Phone # \_\_\_\_\_

Fax # \_\_\_\_\_

Email \_\_\_\_\_

We look forward to being of continued service.

Thank you



Post Office Box 1469  
Eagle Lake, FL 33839-1469

Item B.

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September 1, 2023

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AAM has decided to waive the 3% increase for this coming year. We also would like to thank you for your loyalty with AAM, Inc.

Please review the proposal. If there are any questions, concerns or need for clarification, do not hesitate to call. If all meets with your approval, sign and return the **FILE COPY** of the agreement to our office.

We look forward to being of continued service. If you have any questions, please contact our office.

Sincerely,

A handwritten signature in black ink, appearing to read 'Telly R. Smith', written over a white background.

Telly R. Smith

Enclosure



Renewal



FILE COPY

P.O. Box 1469
Eagle Lake, FL 33839
1-800-408-8882

Item B.

AQUATIC PLANT MANAGEMENT AGREEMENT

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Dundee, FL 33838

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Agreement will automatically renew as per Term & Condition 14.

Table with 4 columns: Item, Amount, Due, Frequency. Rows: Start-up Charge (NA, Due at the start of work), Maintenance Fee (\$485.00, Due quarterly as billed x 4), Total Annual Cost (\$1,940.00)

\*\*All callbacks 21 days after service will be charged extra based on time and material.

Invoices are due and payable within 30 days. Overdue accounts may accrue a service charge of 1 1/2% per month

- D. AAM agrees to commence treatment within NA days, weather permitting, from the date of execution or receipt of the proper permits.
E. Customer acknowledges that he has read and is familiar with the additional terms and conditions printed on the reverse side which are incorporated in this agreement.

Submitted: Telly B. Smith

Date: 9/1/2023

Accepted

Date:

Signature of Telly B. Smith
AAM

Customer





Renewal

P.O. Box 1469  
Eagle Lake, FL 33839  
1-800-408-8882

Item B.

### AQUATIC PLANT MANAGEMENT AGREEMENT

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Submitted: Telly B. Smith

Date: 9/1/2023

Accepted

Date:

AAM

Customer



PO Box 1469  
Eagle Lake, FL 33839-1469  
Phone: 863.533.8882  
Fax: 863.534.3322

**Customer Information**

To make sure we have the correct information, please fill this out and return to our office.

Affiliation: \_\_\_\_\_

Contact: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Billing Address: \_\_\_\_\_

\_\_\_\_\_

Phone # \_\_\_\_\_

Fax # \_\_\_\_\_

Email \_\_\_\_\_

We look forward to being of continued service.

Thank you



# TOWN COMMISSION MEETING

## September 12, 2023 at 6:30 PM

---

<b>AGENDA ITEM TITLE:</b>	PROCLAMATION, SICKLE CELL DISEASE AWARENESS MONTH
<b>SUBJECT:</b>	The Town Commission will consider support for September 2023 as Sickle Cell Disease Awareness Month
<b>STAFF ANALYSIS:</b>	In an effort to raise awareness of the unique experiences and challenges of people living with sickle cell disease as well as the need for research and treatment, the Town will consider support of September 2023 as Sickle Cell Disease Awareness Month.
<b>FISCAL IMPACT:</b>	None
<b>STAFF RECOMMENDATION:</b>	Staff recommends support
<b>ATTACHMENTS:</b>	Sickle Cell Disease Awareness Month Proclamation



# Proclamation

*WHEREAS*, for more than 40 years, the Sickle Cell Disease Association of America and its member organizations have demonstrated how community-based organizations can work as partners to bring about hope for a cure; and

*WHEREAS*, Sickle Cell Disease is an inherited disorder that affects red blood cells. People with sickle cell disease have red blood cells that become hard and pointed instead of soft and round. Sickle cells cause anemia, pain and many other, possibly life threatening, problems; and

*WHEREAS*, Sickle Cell Disease affects people of many racial and ethnic groups. It is a global health problem and in the United States it is estimated that over 100,000 people have sickle cell disease; and

*WHEREAS*, people with Sickle Cell Disease can live productive lives and enjoy most of the activities that people without Sickle Cell Disease do, but they need to do things to keep themselves as healthy as possible by getting regular checkups, taking steps to prevent infections, and learning healthy habits.

*NOW, THEREFORE*, I, Sam Pennant, Mayor of the Town of Dundee, do hereby proclaim September 2023, as

## NATIONAL SICKLE CELL DISEASE AWARENESS MONTH

*IN WITNESS WHEREOF*, I have hereunto set my hand caused the seal of the Town of Dundee, Florida to be affixed this \_\_\_ day of \_\_\_ 2023.

TOWN OF DUNDEE, FLORIDA

\_\_\_\_\_  
Sam Pennant, Mayor

Attest:

\_\_\_\_\_  
Trevor Douthat, Town Clerk

## Mayor's Statement

State Law requires the first substantive issue to be discussed at this hearing is the percentage increase in the millage over the rolled back rate and the reasons ad valorem taxes are being increased. The Town of Dundee's proposed operating millage is **7.9000 mills** which is **8.23%** more than the rolled back rate of **7.2995 mills**. The ad valorem proceeds resulting from the difference between the proposed rate and the rolled back rate will be used to offset increased operating costs of the Town.



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

- AGENDA ITEM TITLE:** RESOLUTION 23-20, ADOPTION OF TENTATIVE MILLAGE RATE FY 2023 - 2024
- SUBJECT:** The Town Commission will consider and take public comment on the tentative millage rate for Fiscal Year 2023 – 2024.
- STAFF ANALYSIS:** The Public Hearing will be advertised in accordance with the Florida Statutes regarding the method of fixing tax millage. This Public Hearing is the first of two required Public Hearings with the second scheduled for September 26, 2023, at 6:30pm.
- Revenues from ad-valorem taxes for FY 23 – 24 are estimated at \$350,962,230 and are based upon the proposed millage rate of 7.9000, which is greater than the “rolled-back” rate of 7.2995 mills by 8.23%.
- Tentative Millage Rate Calculation  
 $\$350,962,230 \times 0.0079000 = \$2,772,602$  (95%=\$2,351,413.00)
- “Rolled-back” Rate Calculation  
 $\$350,962,230 \times 0.0072995 = \$2,561,849$  (95%=\$2,433,756.00)
- FISCAL IMPACT:** NONE
- STAFF RECOMMENDATION:** Approval of Resolution 23-20 adopting the tentative millage rate for FY 2023 – 2024
- ATTACHMENTS:** Resolution 23-20

**RESOLUTION 23-20**

**A RESOLUTION OF THE TOWN OF DUNDEE  
POLK COUNTY, FLORIDA ADOPTING THE  
TENTATIVE LEVYING OF AD VALOREM  
TAXES FOR THE TOWN OF DUNDEE, POLK  
COUNTY, FLORIDA, FOR FISCAL YEAR 2023  
– 2024 PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, the Town of Dundee of Polk County, Florida on September 12, 2023, adopted Fiscal Year Tentative Millage Rates following a public hearing as required by Florida Statute 200.065; and

**WHEREAS**, the gross taxable value for operating purposes not exempt from taxation within Town of Dundee, Polk County, Florida, has been certified by the County Property Appraiser to the Town of Dundee as 350,962,230.

**NOW, THEREFORE, BE IT RESOLVED** by the Town of Dundee, Polk County, Florida, that:

- 1. The FY 2023 – 2024 operating millage rate is 7.9000 mills, which is greater than the rolled Back rate of 7.2995 mills by 8.23%.
- 2. The voted debt service millage is zero (0).
- 3. The Resolution will take effect immediately upon its adoption.

**DULY ADOPTED** at a public hearing this 12<sup>th</sup> day of September 2023. Time Adopted \_\_\_\_\_ P.M.

**TOWN OF DUNDEE, FLORIDA**

\_\_\_\_\_  
Sam E. Pennant, Mayor

ATTEST:

\_\_\_\_\_  
Trevor Douthat, Town Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Seth Claytor, Assistant Town Attorney



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

Item 4.

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<b>AGENDA ITEM TITLE:</b>	RESOLUTION 23-21, ADOPTION OF TENTATIVE BUDGET FY 2023 – 2024
<b>SUBJECT:</b>	The Town Commission will consider and take public comment on the tentative budget for Fiscal Year 2023 – 2024.
<b>STAFF ANALYSIS:</b>	<p>This Public Hearing is the first of two required Public Hearings with the second scheduled for September 26, 2023, at 6:30pm.</p> <p>Revenues from ad-valorem taxes for the FY 23 – 24 are estimated at 350,962,230 and are based upon the proposed millage rate of 7.9000, which is greater than the “rolled-back” rate of 7.2995 mills by 8.23%.</p> <p>The tentative budget for the Town of Dundee, FL is <u>\$13,325,338.00.</u></p>
<b>FISCAL IMPACT:</b>	NONE
<b>STAFF RECOMMENDATION:</b>	Approval of Resolution 23-12 adopting the tentative budget for Fiscal Year 2023 – 2024
<b>ATTACHMENTS:</b>	Resolution 23-21 2023 – 2024 Budget Summary



**RESOLUTION 23-21**

**A RESOLUTION OF THE TOWN OF DUNDEE  
POLK COUNTY, FLORIDA, ADOPTING THE  
TENTATIVE BUDGET FOR FISCAL YEAR 2023-  
2024; PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, the tentative budget of the Town of Dundee, Florida, Fiscal Year commencing October 1, 2023, on file in the Office of the Town Clerk, is hereby adopted by reference as the official budget of the Town of Dundee, Florida, for Fiscal Year 2023 – 2024.

**WHEREAS**, the Town of Dundee, Polk County Florida, set forth the appropriations and revenue estimate for the Budget for Fiscal Year 2023 – 2024 in the amount of \$13,325,338.00.

**NOW, THEREFORE, BE IT RESOLVED**, by the Town of Dundee, Polk County, Florida, that:

1. The Fiscal Year 2023 – 2024 Tentative Budget be adopted.
2. This Resolution will take effect immediately upon its adoption.

**DULY ADOPTED** at a public hearing this 12<sup>th</sup> day of September 2023. Time Adopted \_\_\_\_\_ P.M.

**TOWN OF DUNDEE, FLORIDA**

\_\_\_\_\_  
Sam E. Pennant, Mayor

ATTEST:

\_\_\_\_\_  
Trevor Douthat, Town Clerk

APPROVED AS TO FORM

\_\_\_\_\_  
Seth Claytor, Assistant Town Attorney

BUDGET SUMMARY - FISCAL YEAR 2023-2024							
TOWN OF DUNDEE							
General fund		7.9000					
Voted fund		0					
ESTIMATED REVENUES:			General Fund	Impact Fee Fund	Fire Special Fund	Enterprise Fund	Total Budget
<b>TAXES:</b>			<b>Millage 7.9000 per \$1,000</b>				
Ad Valorem Taxes			\$ 2,633,971			\$ -	\$ 2,633,971
Local Option, Use, & Fuel Taxes			\$ 268,622			\$ -	\$ 268,622
Utility Services Taxes			\$ 852,092			\$ -	\$ 852,092
Communication Services Taxes			\$ 140,460			\$ -	\$ 140,460
Local Business Taxes						\$ -	\$ -
Other General Taxes						\$ -	\$ -
Permits Fees			\$ 341,866			\$ -	\$ 341,866
Franchise Fees			\$ 399,000			\$ -	\$ 399,000
Impact Fee				\$ 1,306,084		\$ -	\$ 1,306,084
Special Assessment					\$ 235,010	\$ 180,000	\$ 415,010
Intergovernmental Revenues			\$ 360,133			\$ 2,526,306	\$ 2,886,439
Charges for Service			\$ 201,597			\$ 3,110,284	\$ 3,311,881
Judgement Fines and Forfeitures			\$ 11,500			\$ 86,000	\$ 97,500
Miscellaneous Revenues			\$ 30,250			\$ -	\$ 30,250
Other Sources			\$ -			\$ -	\$ -
<b>TOTAL SOURCES:</b>			<b>\$ 5,239,491</b>	<b>\$ 1,306,084</b>	<b>\$ 235,010</b>	<b>\$ 5,902,590</b>	<b>\$ 12,683,175</b>
Transfers In:				\$ -	\$ 507,163	\$ 135,000	\$ 642,163
Fund Balances/Reserves/Net Assets							\$ -
<b>TOTAL REVENUES, TRANSFERS, AND BALANCES:</b>			<b>\$ 5,239,491</b>	<b>\$ 1,306,084</b>	<b>\$ 742,173</b>	<b>\$ 6,037,590</b>	<b>\$ 13,325,338</b>
<b>ESTIMATED EXPENDITURE/EXPENSES:</b>							
Administration			\$ 845,750	\$ -	\$ -	\$ -	\$ 845,750
Public Safety			\$ 979,298	\$ -	\$ 658,423	\$ -	\$ 1,637,721
Culture/Recreation			\$ 544,453	\$ -	\$ -	\$ -	\$ 544,453
Development Services			\$ 660,715	\$ -	\$ -	\$ -	\$ 660,715
Transportation			\$ 606,312		\$ -	\$ -	\$ 606,312
Water				\$ -	\$ -	\$ 983,894	\$ 983,894
Wastewater				\$ -	\$ -	\$ 795,735	\$ 795,735
Sanitation				\$ -	\$ -	\$ 791,706	\$ 791,706
Stormwater				\$ -	\$ -	\$ 207,498	\$ 207,498
Other Charges			\$ 6,074	\$ -	\$ -	\$ 50,000	\$ 56,074
Capital Outlay			\$ 741,850	\$ 713,644	\$ 37,250	\$ 2,922,544	\$ 4,415,288
Debt Service			\$ 212,876	\$ -	\$ 46,500	\$ 286,213	\$ 545,589
<b>TOTAL EXPENDITURES</b>			<b>\$ 4,597,328</b>	<b>\$ 713,644</b>	<b>\$ 742,173</b>	<b>\$ 6,037,590</b>	<b>\$ 12,090,735</b>
Transfers Out			\$ 642,163			\$ -	\$ 642,163
Fund Balances/Reserve/Net Assets			\$ -	\$ 592,440			\$ 592,440
<b>TOTAL APPROPRIATED EXPENDITURES</b>							
<b>TRANSFERS, RESERVES and BALANCES:</b>			<b>\$ 5,239,491</b>	<b>\$ 1,306,084</b>	<b>\$ 742,173</b>	<b>\$ 6,037,590</b>	<b>\$ 13,325,338</b>
The Tentative, adopted and/or final budgets are on file in the office of the above referenced taxing authority as a public record.							



# TOWN COMMISSION MEETING

Item 5.

## September 12, 2023 at 6:30 PM

- AGENDA ITEM TITLE:** RESOLUTION 23-18, STORMWATER UTILITY FEE ROLL CERTIFICATION
- SUBJECT:** The Town Commission will consider the certification of the roll for the Town’s Stormwater Utility and may consider any appeals from the public.
- STAFF ANALYSIS:**
- In 2003, the Town Commission created the Town’s Stormwater Utility and enacted Ordinance 03-22 which authorizes the imposition of Stormwater fees on residents for Stormwater services, facilities, and programs.
- In FY 2018-19, the Town Commission had a utility rate study conducted by Raftelis Engineers that recommended changes to the rates for Stormwater Utility Fees. The Town Commission adopted the recommended changes to the stormwater rates in Ordinance #19-02, setting a rate of \$34.50/EDU.
- On July 11, 2023, the Town Commission adopted Preliminary Stormwater Resolution 23-12 and provided time for the public to inspect and review the roll. Mailed notices were provided to landowners pursuant to Florida Law.
- Resolution 23-18 is the culmination of the fee change process and certifies the final roll for stormwater utility fees to be collected via the tax bill for FY 2023 - 2024.
- FISCAL IMPACT:** None
- STAFF RECOMMENDATION:** Approval of Resolution 23-18 certifying the stormwater utility fee roll for FY 2023 - 2024
- ATTACHMENTS:** Resolution #23-18 – Stormwater Utility Fee Certification

**RESOLUTION NO. 23 - 18**

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA, RELATING TO THE REIMPOSITION OF STORMWATER FEES WITHIN THE TOWN OF DUNDEE, FLORIDA; PROVIDING AUTHORITY; PROVIDING FOR DEFINITIONS AND INTERPRETATION; PROVIDING FOR COMPLIANCE WITH THE UNIFORM ASSESSMENT COLLECTION ACT; REIMPOSING STORMWATER FEES AGAINST PROPERTY LOCATED WITHIN THE TOWN OF DUNDEE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2023 AND CONFIRMING THE RATE; APPROVING THE FINAL ROLL; CONFIRMING AND SUPPLEMENTING THE PRELIMINARY RESOLUTION; PROVIDING FOR EFFECT OF ANNUAL RESOLUTION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the Town of Dundee, Florida, (Town) enacted Ordinance No. 03-22 (Ordinance), subsequently amended and codified as Chapter 44, Article VIII of the Code of Ordinances of the Town of Dundee, Florida (“Code”) which authorizes the imposition of Stormwater Fees for stormwater services, facilities, and programs on property located within the Town; and

**WHEREAS**, the Town has previously imposed a Stormwater Fee for stormwater management services, facilities, and programs each fiscal year as an equitable and efficient method of funding such services and programs; and

**WHEREAS**, the Town desires to reimpose a Stormwater Fee within the Town using the procedures provided by the Code and Florida Statutes §403.0893 and §197.3632, including use of the tax bill collection method for the Fiscal Year beginning on October 1, 2023; and

**WHEREAS**, the Town Commission, on July 11, 2023, adopted Resolution No. 23-12 (“2023 Preliminary Stormwater Resolution”) confirming the stormwater rate, directing the updating and preparation of the Roll, and provision of published notice and mailed notice; and

**WHEREAS**, the updated Roll has heretofore been made available for inspection by the public; and

**WHEREAS**, notice of proposed stormwater fees and of the public hearing has been published and mailed as required by Florida Statutes; and

**WHEREAS**, a public hearing was held on September 12, 2023, and comments and objections of all interested persons have been heard and considered as required by the terms

of the Ordinance; and

**WHEREAS**, the Town Commission of the Town of Dundee, Florida deems it to be in the best interest of the citizens and residents of the Town to adopt this Annual Resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA:**

**Section 1. Authority.** This Resolution is adopted pursuant to the provisions of Chapter 44, Article VIII of the Code of Ordinances of the Town of Dundee, Florida (“Code”), the 2023 Preliminary Resolution (Resolution No. 23-12); all prior Preliminary Resolutions, as amended; all prior Annual Resolutions, as amended; and Florida Statutes Sections 403.0893, 197.3632, 166.021 and 166.041, and other applicable provisions of law.

**Section 2. Definitions and Interpretation.** This Resolution constitutes the 2023 Annual Rate Resolution. All capitalized terms in this Resolution shall have the meanings defined in the Code, in all prior Preliminary and Annual Resolutions, as amended, and in this 2023 Annual Resolution.

**Section 3. Compliance with the Uniform Assessment Collection Act.** The Town Commission confirms that notice of the public hearing was published in accordance with Florida Statutes 197.3632. Proof of such advertising is attached as Exhibit A to this Resolution. The Town Commission confirms, in the event circumstances so require under the Uniform Assessment Collection Act, that the Town through the Polk County Property Appraiser has provided notice by mail to the Owner of each parcel billed a stormwater fee. The Town Commission hereby confirms that a public hearing was held at 6:30 p.m. on September 12, 2023, at the Town Commission Chambers, Town Hall, 202 E. Main Street, Dundee, Florida, at which time the Town Commission received and considered comments on the Stormwater Fees from the public and affected property owners and considered imposing Stormwater Fees for the Fiscal Year beginning October 1, 2023, and collecting such fees on the same bill as ad valorem taxes.

**Section 4. Reimposition of Stormwater Fees.**

(a) The Properties as described in the Final Roll, as updated and amended as needed and hereby approved, are hereby found to be benefited by the provision of the stormwater services, facilities, and programs, in the amount of the Stormwater Fee set forth in the updated Final Roll, a copy of which was present or available for inspection via electronic means at the above referenced public hearing and is incorporated herein by reference. It is hereby ascertained, determined and declared that each parcel of Property within the Town will be benefited by the

Town's provision of stormwater services, facilities, and programs in an amount not less than the Stormwater Fee for such parcel. Adoption of this Annual Resolution constitutes a legislative determination that all Property derives benefits in a manner consistent with the legislative declarations, determinations and findings as set forth in the Chapter 44, Article VIII of the Code; the 2019 Report; all prior Preliminary and Annual Resolutions, as amended; and this 2023 Annual Resolution, from the stormwater services, facilities, or programs to be provided and a legislative determination that the Stormwater Fees are fairly and reasonably apportioned among all Property.

(b) The Stormwater Management Fee of \$34.50/EDU (minimum bill of 1 EDU/Property) shall be imposed against all Property included in the Final Roll as determined under the 2019 Report; Chapter 44, Article VIII of the Code, as amended; and associated Town resolutions detailing the determination of EDUs and related issues.

(c) Stormwater Fees adopted and imposed herein pursuant to the Code and Florida Statutes Sections 403.0893 and 197.3632 shall constitute a lien upon the Property equal in rank and dignity with the liens of all state, county, district, or municipal taxes and other non-ad valorem assessments. Except as otherwise provided by law, such lien shall be superior in dignity to all other liens, titles, and claims until paid.

(d) The Final Roll, as herein approved, together with the correction of any errors or omissions, shall be delivered to the Tax Collector for collection using the tax bill collection method in the manner prescribed by the Statute. The Mayor shall certify the Roll to the Polk County Tax Collector no later than September 15, 2023, using the certification form, or one substantially similar, attached hereto as Exhibit B

**Section 5. Confirm and Supplement Preliminary Resolution.** The 2023 Preliminary Stormwater Resolution, as may have been modified, supplemented, and amended herein, is hereby confirmed.

**Section 6. Effect of Adoption of Annual Resolution.** The adoption of this Annual Rate Resolution shall be the final adjudication of the issues presented (including, but not limited to, the determination of benefit and fair apportionment of stormwater costs to the Property, the method of apportionment, the stormwater rate, the Roll, the sufficiency of notice, and the levy and lien of the stormwater management fees), unless proper steps shall be initiated in a court of competent jurisdiction to secure relief within 20 days from the adoption of this Annual Rate Resolution.

**Section 7. Conflict.** That all resolutions or parts of resolutions related to the Stormwater Management Utility Fee that are in conflict with this Resolution are superseded and supplanted to the extent of such conflict.

**Section 8. Severability.** That if any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be void, unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

**Section 9. Effective Date.** This Resolution shall be in force and take effect immediately upon its passage and adoption.

**INTRODUCED AND PASSED** this \_\_\_\_\_ day of September, 2023.

**TOWN OF DUNDEE**

(SEAL)

By: \_\_\_\_\_  
Sam Pennant, Mayor

Attest:

\_\_\_\_\_  
Trevor Douthat, Town Clerk

Approved as to form:

\_\_\_\_\_  
Town Attorney

**EXHIBIT A**

**PROOF OF ADVERTISING  
OF PUBLIC HEARING**



AFFIDAVIT OF PUBLICATION

Winter Haven Sun

Published Weekly

Winter Haven, Polk County, Florida

Case No. Hearing for stormwater

STATE OF FLORIDA  
COUNTY OF POLK

Before the undersigned authority, Anita Swain, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Winter Haven Sun, a newspaper published at Winter Haven in Polk County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

August 16, 2023

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

*Anita Swain*

Anita Swain

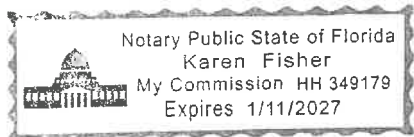
Sworn to and subscribed before me this 16th day of August 2023 by Anita Swain, who is personally known to

*Karen Fisher*

Karen Fisher, Clerk, Notary Number: #HH349179  
Notary expires: January 11, 2027

00036780 00132990

TOWN OF DUNDEE  
PO Box 1000  
DUNDEE, FL 33838



**NOTICE OF PUBLIC HEARING TO REIMPOSE AND PROVIDE FOR COLLECTION OF STORMWATER FEES FOR FISCAL YEAR 2023-24 BY THE TOWN OF DUNDEE, FLORIDA IN THE SAME MANNER AS NON-AD VALOREM ASSESSMENTS ON THE AD VALOREM TAX BILL**

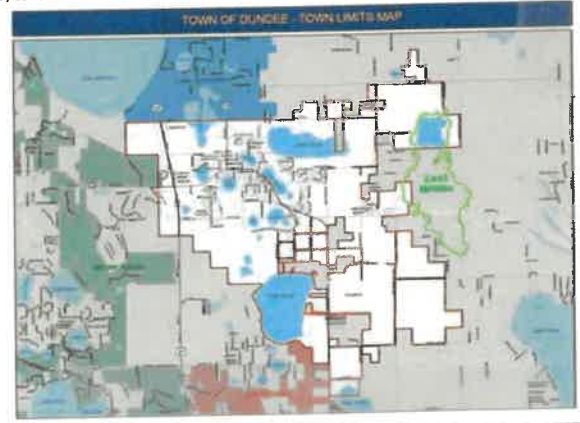
NOTICE IS GIVEN that the Town Commission of the Town of Dundee will conduct a public hearing to consider reimposing stormwater fees within the Town of Dundee collected on the ad valorem tax bill using the Uniform Assessment Collection Act for the provision of stormwater services within the Town of Dundee for the Fiscal Year beginning October 1, 2023. The Public Hearing will be held at 6:30 P.M., or as soon as possible thereafter, on September 12, 2023, in the Town Commission Chambers, Town Hall, 202 E. Main Street, Dundee, Florida, 33838, for the purpose of receiving public comment on the proposed stormwater fees imposed pursuant to Florida Statutes 197.3632 and 404.0893. The stormwater fees will be collected on the ad valorem tax bill to be mailed in November 2023. Failure to pay the fees will cause a tax certificate to be issued against the property, which may result in a loss of title (ownership) of one's real property. All affected property owners have a right to appear at the hearing and to file written objections with the Town Commission within 20 days of this notice and at the public hearing. Documents pertaining to the Town's stormwater fee and the proposed stormwater roll may be reviewed at the Town Clerk's Office, Monday - Friday 8:30 a.m. to 5:00 p.m. The adopted stormwater rate is:

**STORMWATER RATE \$34.50 per EDU (equivalent drainage unit) (minimum bill of 1 EDU)**

If you have any questions, please contact the Town's Department of Finance at 863-438-8330, Monday through Friday between 8:00 a.m. and 5:00 p.m.

If a person decides to appeal any decision made by the Town Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. Please be advised that you must make your own arrangements to produce this record. The Town Commission of the Town of Dundee may continue the public hearing to the dates and times as it deems necessary. Any interested party shall be advised that the date, time and place of any continuation of this and/or any continued hearing may be announced during the hearing and that no further notices regarding this matter may be published.

In accordance with the Americans with Disabilities Act and Florida Statutes 286.26, any person with disabilities needing special accommodations to participate in this proceeding should contact the Town Clerk's Office at least forty-eight (48) hours prior to the proceeding. The Town Clerk's Office is located in the Town Hall, 202 E. Main Street, Dundee, Florida, 33838; telephone 863-438-8330, Ext. 258; or email tdouthat@townofdundee.com.



**EXHIBIT B**

**FORM OF CERTIFICATE TO  
STORMWATER UTILITY FEE ROLL**

**CERTIFICATE  
TO STORMWATER UTILITY FEE ROLL**

I HEREBY CERTIFY that, I am \_\_\_\_\_, the (Mayor or Authorized Designee) of the Town Commission of the Town of Dundee, Florida (the "Town"); as such I have satisfied myself that all property included or includable on the roll for stormwater utility fees for the Town is properly assessed so far as I have been able to ascertain; and that all required extensions on the above described roll to show the stormwater utility fees attributable to the property listed therein have been made pursuant to law.

I FURTHER CERTIFY that, in accordance with Section 403.0893, Florida Statutes and with the Uniform Assessment Collection Act, this certificate and the herein described Stormwater Roll will be delivered to the Polk County Tax Collector by September 15, 2023.

IN WITNESS WHEREOF, I have subscribed this certificate and directed the same to be delivered to the Polk County Tax Collector and made part of the above described Stormwater Roll this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

TOWN OF DUNDEE, FLORIDA

By: \_\_\_\_\_

Title: \_\_\_\_\_

(To Be Delivered to Polk County Tax Collector  
no later than Sept. 15, 2023)



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

**AGENDA ITEM TITLE:** RESOLUTION 23-19, FIRE ASSESSMENT FEE ROLL CERTIFICATION FY 2023 – 2024

**SUBJECT:** The Town Commission will consider Resolution 23-19 Fire Assessment Fee Roll Certification for Fiscal Year 2023 – 2024

**STAFF ANALYSIS:** The Town of Dundee enacted Ordinance No. 22-18 to implement a Fire Protection Services Assessment program beginning October 01, 2022 in the 2022 – 2023 Fiscal Year.

On July 11, 2023 the Town Commission adopted Resolution 23-13, the Initial Assessment Resolution and provided time for the public to inspect and review the roll. Mailed notices were provided to landowners pursuant to Florida Law.

Resolution 23-19 is the culmination of the fee process and certifies the final roll for Fire Assessment fees to be collected via the tax bill for FY 2023 – 2024.

The Town Commission will determine if the town uses the Residential Property assessed cost of \$150.00/dwelling unit or \$100.00/dwelling unit.

<b>Residential Property Use Category</b>	<b>Rate Per Dwelling Unit</b>
Residential	\$150.00
<b>Non-Residential Property Use Categories</b>	<b>Rate Per Square Foot</b>
Commercial	\$0.10
Industrial/Warehouse	\$0.01
Institutional	\$0.04
<b>Vacant Land Property Use Category</b>	<b>Rate Per Parcel</b>
Vacant Property	\$13.00

<b>Residential Property Use Category</b>	<b>Rate Per Dwelling Unit</b>
Residential	\$100.00
<b>Non-Residential Use Categories</b>	<b>Rate Per Square Foot</b>
Commercial	\$0.07
Industrial/Warehouse	\$0.01
Institutional	\$0.03
<b>Vacant Land Property Use Category</b>	<b>Rate Per Parcel</b>
Vacant Property	\$9.00

**FISCAL IMPACT:** None

**STAFF RECOMMENDATION:** Approval of Resolution 22-34 certifying the fire assessment fee roll for FY 2022 – 2023.

**ATTACHMENTS:** Resolution 23-19, Fire Assessment Fee Roll Certification FY 2023-2024

**RESOLUTION NO. 23 -19**

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA, RELATING TO THE REIMPOSITION OF FIRE PROTECTION SERVICES ASSESSMENTS WITHIN THE TOWN OF DUNDEE, FLORIDA; PROVIDING AUTHORITY; PROVIDING FOR DEFINITIONS AND INTERPRETATION; PROVIDING FOR COMPLIANCE WITH THE UNIFORM ASSESSMENT COLLECTION ACT; REIMPOSING FIRE PROTECTION SERVICES ASSESSMENTS AGAINST PROPERTY LOCATED WITHIN THE TOWN OF DUNDEE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2023 AND CONFIRMING THE RATES; APPROVING THE FINAL ROLL; CONFIRMING AND SUPPLEMENTING THE PRELIMINARY RESOLUTION; PROVIDING FOR EFFECT OF ANNUAL RESOLUTION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the Town of Dundee, Florida, (Town) enacted Ordinance No. 22-18 (“Fire Assessment Ordinance” or “Ordinance”), codified as Chapter 22, Article IV of the Code of Ordinances of the Town of Dundee, Florida (“Code”) which authorizes the imposition of Fire Protection Services Assessments (“Fire Assessments”) for fire protection services, facilities, and programs on Assessed Property located within the Town; and

**WHEREAS**, the Town has previously imposed Fire Assessments for fire protection services, facilities, and programs as an equitable and efficient method of funding such services and programs; and

**WHEREAS**, the Town desires to reimpose Fire Assessments within the Town using the procedures provided by the Code and Florida Statutes §197.3632, including use of the tax bill collection method for the Fiscal Year beginning on October 1, 2023; and

**WHEREAS**, the Town Commission, on July 11, 2023, adopted Resolution No. 23-13 (“2023 Preliminary Fire Assessment Resolution”) confirming the Fire Assessment rates, directing the updating and preparation of the Roll, and provision of published notice and mailed notice; and

**WHEREAS**, the updated Roll has heretofore been made available for inspection by the public; and

**WHEREAS**, notice of proposed Fire Assessment rates and of the public hearing has been published and mailed as required by Florida Statutes; and

**WHEREAS**, a public hearing was held on September 12, 2023, and comments and objections of all interested persons have been heard and considered as required by the terms of the Ordinance; and

**WHEREAS**, the Town Commission of the Town of Dundee, Florida deems it to be in the best interest of the citizens and residents of the Town to adopt this Annual Resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA:**

**Section 1. Authority.** This Resolution is adopted pursuant to the provisions of the Fire Assessment Ordinance (Chapter 22, Article IV of the Town of Dundee Code of Ordinances), the Fiscal Year 2023 Preliminary Resolution (Resolution No. 23-13); the Initial and Final Resolutions, as amended; and Florida Statutes Sections 197.3632, 166.021 and 166.041, and other applicable provisions of law.

**Section 2. Definitions and Interpretation.** This Resolution constitutes the 2023 Annual Rate Resolution. All capitalized terms in this Resolution shall have the meanings defined in the Code, in the Initial and Final Resolutions, as amended, the 2023 Preliminary Resolution, and this 2023 Annual Resolution.

**Section 3. Compliance with the Uniform Assessment Collection Act.** The Town Commission confirms that notice of the public hearing was published in accordance with Florida Statutes 197.3632. Proof of such advertising is attached as Exhibit A to this Resolution. The Town Commission confirms, in the event circumstances so require under the Uniform Assessment Collection Act, that the Town through the Polk County Property Appraiser has provided notice by mail to the Owner of each parcel billed a Fire Assessment. The Town Commission hereby confirms that a public hearing was held at 6:30 p.m. on September 12, 2023, at the Town Commission Chambers, Town Hall, 202 E. Main Street, Dundee, Florida, at which time the Town Commission received and considered comments on the Fire Assessments from the public and affected property owners and considered imposing Fire Assessments for the Fiscal Year beginning October 1, 2023, and collecting such assessments on the same bill as ad valorem taxes.

**Section 4. Reimposition of Fire Assessments.**

(a) The Properties as described in the Final Roll, as updated and amended as needed and hereby approved, are hereby found to be benefited by the provision of the fire protection services, facilities, and programs, in the amount of the Fire Assessments set forth in the updated Final Roll, a copy of which was present or available for inspection via electronic means at the

above referenced public hearing and is incorporated herein by reference. It is hereby ascertained, determined and declared that each parcel of Property within the Town will be benefited by the Town's provision of fire protection services, facilities, and programs in an amount not less than the Fire Assessment for such parcel. Adoption of this Annual Resolution constitutes a legislative determination that all Property derives benefits in a manner consistent with the legislative declarations, determinations and findings as set forth in Article IV of the Code; the Initial and Final Resolutions, as amended; the 2023 Preliminary Resolution, as amended; and this 2023 Annual Resolution, from the fire protection services, facilities, or programs to be provided and a legislative determination that the Fire Assessments are fairly and reasonably apportioned among all Property.

(b) The Fire Assessment rates shown in this section shall be imposed against all Property included in the Final Roll. It is hereby determined and declared that the Fire Assessment rates for FY2023-24 shall be:

<b>Fire Protection Services Assessment Rates</b>	
<b>Residential Property Use Category</b>	<b>Rate Per Dwelling Unit</b>
Residential	\$100.00
<b>Non-Residential Property Use Category</b>	<b>Rate Per Square Foot</b>
Commercial	\$0.07
Industrial/Warehouse	\$0.01
Institutional	\$0.03
<b>Vacant Land Property Use Category</b>	<b>Rate Per Parcel</b>
Vacant Property	\$9.00

(c) Fire Assessments adopted and imposed herein pursuant to the Code, this Annual Resolution, and Florida Statutes Section 197.3632 shall constitute a lien upon the Property equal in rank and dignity with the liens of all state, county, district, or municipal taxes and other non-ad valorem assessments. Except as otherwise provided by law, such lien shall be superior in dignity to all other liens, titles, and claims until paid.

(d) The Final Roll, as herein approved, together with the correction of any errors or omissions, shall be delivered to the Tax Collector for collection using the tax bill collection method in the manner prescribed by the Statute. The Mayor shall certify the Roll to the Polk County Tax Collector no later than September 15, 2023, using the certification form, or one substantially similar, attached hereto as Exhibit B

**Section 5. Confirm and Supplement Preliminary Resolution.** The 2023 Fire Assessment Preliminary Resolution, as may have been modified, supplemented, and amended herein, is hereby confirmed.

**Section 6. Effect of Adoption of Annual Resolution.** The adoption of this Annual Rate Resolution shall be the final adjudication of the issues presented (including, but not limited to, the determination of benefit and fair apportionment of fire protection services, facilities and program costs to the Property, the method of apportionment, the Fire Assessment rates, the Roll, the sufficiency of notice, and the levy and lien of the Fire Assessments), unless proper steps shall be initiated in a court of competent jurisdiction to secure relief within 20 days from the adoption of this Annual Rate Resolution.

**Section 7. Conflict.** That all resolutions or parts of resolutions related to the Fire Protection Services Assessments that are in conflict with this Resolution are superseded and supplanted to the extent of such conflict.

**Section 8. Severability.** That if any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be void, unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

**Section 9. Effective Date.** This Resolution shall be in force and take effect immediately upon its passage and adoption.

**INTRODUCED AND PASSED** this \_\_\_\_\_ day of September, 2023.

**TOWN OF DUNDEE**

(SEAL)

By: \_\_\_\_\_  
Sam Pennant, Mayor

Attest:

\_\_\_\_\_  
Trevor Douthat, Town Clerk

Approved as to form:

\_\_\_\_\_  
Town Attorney



**EXHIBIT A**

**PROOF OF ADVERTISING**

**OF PUBLIC HEARING**

AFFIDAVIT OF PUBLICATION

Winter Haven Sun

Published Weekly

Winter Haven, Polk County, Florida

Case No. FIRE SERVICES

STATE OF FLORIDA  
COUNTY OF POLK

Before the undersigned authority, Anita Swain, personally appeared who on oath says that she is the Classified Advertising Legal Clerk of Winter Haven Sun, a newspaper published at Winter Haven in Polk County, Florida; that the attached copy or reprint of the advertisement, to the right, being a Public Notice, was published in said newspaper by print in the issues of or by publication on the newspaper's website, if authorized, on:

August 16, 2023

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

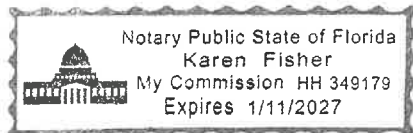
*Anita Swain*  
Anita Swain

Sworn to and subscribed before me this 16th day of August 2023 by Anita Swain, who is personally known to

*Karen Fisher*  
Karen Fisher, Clerk, Notary Number: #HH349179  
Notary expires: January 11, 2027

00036780 00132991

TOWN OF DUNDEE  
PO Box 1000  
DUNDEE, FL 33838



**NOTICE OF PUBLIC HEARING TO REIMPOSE AND PROVIDE FOR COLLECTION OF FIRE SERVICES PROTECTION ASSESSMENTS FOR FISCAL YEAR 2023-24 BY THE TOWN OF DUNDEE, FLORIDA, ON THE AD VALOREM TAX BILL PURSUANT TO FLORIDA STATUTES SECTION 197.3632**

NOTICE IS GIVEN that the Town Commission of the Town of Dundee will conduct a public hearing to consider reimposing Fire Protection Services Assessments within the Town of Dundee to be collected on the ad valorem tax bill pursuant to the Uniform Assessment Collection Act for the provision of fire protection services within the Town of Dundee for the Fiscal Year beginning October 1, 2023.

The Public Hearing will be held at 6:30 P.M., or as soon as possible thereafter, on September 12, 2023, in the Town Commission Chambers, Town Hall, 202 E. Main Street, Dundee, Florida, 33838, for the purpose of receiving public comment on the proposed fire protection service assessments to be collected pursuant to Florida Statutes 197.3632. The fire protection services assessments will be collected on the ad valorem property tax bill to be mailed in November 2023. Failure to pay the fees will cause a tax certificate to be issued against the property, which may result in a loss of title (ownership) of one's real property. All affected property owners have a right to appear at the hearing and to file written objections with the Town Commission within 20 days of this notice and at the public hearing. Documents pertaining to the Town's proposed fire protection services assessment roll may be reviewed at the Town Clerk's Office, Monday - Friday 8:30 a.m. to 5:00 p.m.

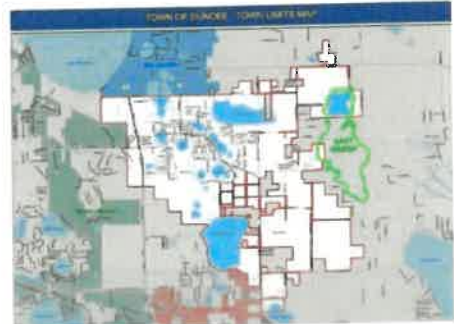
The proposed fire protection services assessment rates for Fiscal Year 2023-24 are:

Proposed Fire Protection Services Assessment Rates	
<b>Residential Property Use Category</b>	<b>Rate Per Dwelling Unit</b>
Residential	\$100.00
<b>Non-Residential Property Use Category</b>	<b>Rate Per Square Foot</b>
Commercial	\$0.07
Industrial/Warehouse	\$0.01
Institutional	\$0.03
<b>Vacant Land Property Use Category</b>	<b>Rate Per Parcel</b>
Vacant Property	\$9.00

If you have any questions, please contact the Town's Department of Finance at 863-4388330, Monday through Friday between 8:00 a.m. and 5:00 p.m.

If a person decides to appeal any decision made by the Town Commission with respect to any matter considered at the hearing, such person will need a record of the proceedings and may need to ensure that a verbatim record is made, including the testimony and evidence upon which the appeal is to be made. Please be advised that you must make your own arrangements to produce this record. The Town Commission of the Town of Dundee may continue the public hearing to the dates and times as it deems necessary. Any interested party shall be advised that the date, time and place of any continuation of this and/or any continued hearing may be announced during the hearing and that no further notices regarding this matter may be published.

In accordance with the Americans with Disabilities Act and Florida Statutes 286.26, any person with disabilities needing special accommodations to participate in this proceeding should contact the Town Clerk's Office at least forty-eight (48) hours prior to the proceeding. The Town Clerk's Office is located in the Town Hall, 202 E. Main Street, Dundee, Florida, 33838; telephone 863-438-8330, Ext. 258; or email tdouthat@townofdundee.com.



**EXHIBIT B**

**FORM OF CERTIFICATE TO  
FIRE PROTECTION SERVICES ASSESSMENT ROLL**

**CERTIFICATE TO  
FIRE PROTECTION SERVICES ASSESSMENT ROLL**

I HEREBY CERTIFY that, I am \_\_\_\_\_, the (Mayor or Authorized Designee) of the Town Commission of the Town of Dundee, Florida (the "Town"); as such I have satisfied myself that all property included or includable on the roll for fire protection services assessments for the Town is properly assessed so far as I have been able to ascertain; and that all required extensions on the above described roll to show the fire protection services assessments attributable to the property listed therein have been made pursuant to law.

I FURTHER CERTIFY that, in accordance with the Uniform Assessment Collection Act, this certificate and the herein described Fire Protection Services Assessment Roll will be delivered to the Polk County Tax Collector by September 15, 2023.

IN WITNESS WHEREOF, I have subscribed this certificate and directed the same to be delivered to the Polk County Tax Collector and made part of the above described Fire Protection Services Assessment Roll this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

TOWN OF DUNDEE, FLORIDA

By: \_\_\_\_\_

Title: \_\_\_\_\_

(To Be Delivered to Polk County Tax Collector  
no later than Sept. 15, 2023)



# TOWN COMMISSION MEETING

## September 12, 2023 at 6:30 PM

- 
- AGENDA ITEM TITLE:** ORDINANCE 23-08, PERSONNEL POLICY HANDBOOK, FIRE DEPARTMENT HOLIDAY, VACATION & SICK POLICY AMENDMENT
- SUBJECT:** The Town Commission will consider approval of the recommended changes to the Town of Dundee Personnel Policy Handbook with Ordinance 10-02.
- STAFF ANALYSIS:** According to section 1.04A of the handbook, the Town Manager shall present to the Commission changes, as necessary, for the administration of the personnel system.
- Ordinance 23-08 will adopt the revised and restated Town of Dundee Personnel Policy Handbook, specifically the Holiday, Vacation, Sick Leave and Miscellaneous Leaves for Fire Department.
- FISCAL IMPACT:** NONE
- STAFF RECOMMENDATION:** Approval of Ordinance 23-08
- ATTACHMENTS:** Ordinance 23-08  
Exhibit A

**ORDINANCE NO. 23-08**

**AN ORDINANCE OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA, AMENDING SECTION 5 TITLED “HOLIDAY”, SECTION 6 TITLED “ANNUAL LEAVE (VACATION)”, SECTION 7 TITLED “SICK LEAVE”, AND SECTION 8 TITLED “MISCELLANEOUS LEAVES”, IN THE TOWN OF DUNDEE, FLORIDA PERSONNEL POLICY HANDBOOK, AND PROVIDING FOR SEVERABILITY; CONFLICTS; PROVIDING FOR CODIFICATION; ADMINISTRATIVE CORRECTION OF SCRIVENER’S ERRORS; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, on May 11, 2010, at a duly noticed public hearing, the Town Commission of the Town Commission adopted Ordinance No. 10-02 establishing a new and revised Town of Dundee Personnel Policy Handbook (the “Handbook”); and

**WHEREAS**, pursuant to Section 4.06 of the Town of Dundee Charter (the “Charter”), the Town Commission may establish personnel procedures and rules by ordinance; and

**WHEREAS**, pursuant to Section 1.04A of the Personnel Policy Handbook, the Town Manager shall present to the Town Commission rules, regulations and changes, as necessary, for the administration of the personnel system; and

**WHEREAS**, the Town Commission has considered and reviewed the amendment(s) to the personnel rules for the Handbook which amend Sections 5.01, 5.02, 5.03, 6.01, 7.01, 8.01, 8.02 and 8.13 of the Town of Dundee Personnel Policy Handbook (collectively referred to as the “Amendments”); and

**WHEREAS**, the Amendments are more particularly set forth on **Exhibit “A”** attached hereto and incorporated herein by reference; and

**WHEREAS**, the Town Commission of the Town of Dundee finds that it is beneficial and appropriate and in the best interests of the residents and citizens of the Town of Dundee to adopt the Amendments for the Town of Dundee Personnel Policy Handbook.

**NOW, THEREFORE**, be it enacted by the Town Commission of the Town of Dundee, Florida:

**SECTION 1.** The above recitals to this Ordinance (WHEREAS clauses) are hereby incorporated as a factual basis for the passage of this Ordinance and adopted by the Town Commission as the legislative findings and intent pertaining to this Ordinance.

**SECTION 2.** The Town Commission hereby amends Sections 5.01, 5.02, 5.03, 6.01, 7.01, 8.01, 8.02 and 8.13 of the Town of Dundee Personnel Policy Handbook as more particularly set forth on **Exhibit “A”** attached hereto and incorporated herein by reference (additions shown in underline and deletions shown in ~~strikethrough~~).

**SECTION 3.** All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent necessary to give this Ordinance full force and effect. The sections of the amended Town of Dundee Personnel Policy Handbook (see attached **Exhibit “A”**), insofar as they are substantially the same as legislation previously adopted by ordinance(s) of the Town of Dundee and relating to the same subject matter, shall be construed as restatements and continuations thereof and not as new enactments.

**SECTION 4.** If any section, subsection, sentence, clause or phrase of this Ordinance is, for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance. The Town of Dundee, Florida, by and through its Town Commission, hereby declares that it would have passed this Ordinance, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

**SECTION 5.** This Ordinance shall not be codified in the Code of Ordinances of the Town of Dundee, Florida. A certified copy of this enacting ordinance shall be located in the Office of the Town of Dundee Town Clerk, and the revised and restated Town of Dundee Personnel Policy Handbook (September 2023) shall be reviewed annually by the Town of Dundee Town Manager and remain on file in the Office of the Town of Dundee Town Clerk.

**SECTION 6.** The effective date of this Ordinance shall be immediately upon passage on second reading.

INTRODUCED on first reading this 12th day of September, 2023.

PASSED on second reading this 26th day of September, 2023.

**TOWN OF DUNDEE, FLORIDA**

\_\_\_\_\_  
Mayor- Sam Pennant

ATTEST:

\_\_\_\_\_  
Town Clerk – Trevor Douthat

Approved as to form:

\_\_\_\_\_  
Town Attorney - Frederick J. Murphy, Jr.



**EXHIBIT "A"**

(Additions shown in underline and deletions shown in ~~striketrough~~)

**SECTION 5**  
**HOLIDAYS**

5.01 Days Observed

A. The following, and any other days which the Town Commission may declare, are Town holidays. They shall be granted with pay to all eligible employees scheduled to work on such days.

- 1. New Year's Day                      January 1
- 2. Martin Luther King Day            Third Monday in January
- 3. Memorial Day                        Last Monday in May
- 4. Juneteenth                            June 19
- 5. Independence Day                  July 4
- 6. Labor Day                             First Monday in September
- 7. Veteran's Day                        November 11
- 8. Thanksgiving                        Fourth Thursday in November
- 9. Friday after Thanksgiving        Fourth Friday in November
- 10. Christmas Eve                      December 24
- 11. Christmas Day                      December 25
- 12. Two Personal Holidays

B. When a holiday falls on a Saturday, the preceding Friday shall be observed as the official holiday for that year. When a holiday falls on a Sunday, the following Monday shall be observed as the official holiday.

C. The Town Manager will determine when any department or operation will be closed to observe a holiday, and which employee shall be eligible for holiday leave.

5.02 Eligibility for Holiday Pay

A. All probationary or eligible full-time regular employees will receive eight (8) hours off with pay for each of the holidays earned (See Section 5.03, Holiday on Workday). All probationary or regular part-time employees will receive four (4) hours off with pay for each of the holidays earned. Probationary or regular full-time firefighters on 24-hour shift schedule will be paid twelve (12) hours straight time as holiday pay for each holiday in lieu of paid time off.

- B. An employee must be on "Active Pay Status" (See Section 2, Definitions of Terms) on the regularly scheduled working day immediately prior to a holiday and the regularly scheduled working day immediately following a holiday in order to qualify for the holiday time.

#### 5.03 Holiday on Workday

- A. All full-time regular employees who work on the observed holiday will be paid holiday pay [eight (8) hours straight time] plus time worked. All probationary or regular part-time employees will receive four (4) hours off with pay for each of the holidays earned. Probationary or regular full-time firefighters on 24-hour shift schedule will be paid twelve (12) hours straight time as holiday pay for each holiday in lieu of paid time off.
- B. An employee who is scheduled to work on the day observed as a holiday and calls in sick will be charged with sick leave.

#### 5.04 Holiday on Leave Day

- A. Holidays which occur during annual or sick leave shall be charged to holiday leave and not to annual or sick leave.
- B. When a holiday falls within a leave without pay absence period, the employee shall not be paid for the holiday.

#### 5.05 Sick Leave Before or After a Holiday

Employees calling in sick the day before or the day after a holiday will not be compensated for the holiday.

**SECTION 6**  
**ANNUAL LEAVE (VACATION)**

6.01 Eligibility and Rate of Earning

- A. Part-time, emergency and temporary employees shall not earn annual leave. Regular full-time employees will accrue annual leave as follows:

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**GENERAL EMPLOYEES**

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<b>LENGTH OF SERVICE</b>	<b>MONTHLY ACCRUAL</b>	<b>ANNUAL ACCRUAL</b>	<b>DAILY EQUIVALENT</b>
0 YEARS THROUGH 1 <sup>st</sup> ANNIV.	4 Hours	48 Hours	4 Days
DAY AFTER 2 <sup>nd</sup> ANNIV. THROUGH 3 <sup>rd</sup> ANNIV.	8 Hours	96 Hours	12 Days
DAY AFTER 3 <sup>rd</sup> ANNIV.	.7 Hours per Month for each Additional Year of Service	8.4 Hours	1 Day and .4 Hour
MAXIMUM ALLOWED PER MONTH	1.7 Days of Annual Leave per Month		20 Days and .4 Hour

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**FIRE EMPLOYEES**

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<b>LENGTH OF SERVICE</b>	<b>MONTHLY ACCRUAL</b>	<b>ANNUAL ACCRUAL</b>	<b>WORKING SHIFT PER YEAR</b>
0 YEARS THROUGH 5 <sup>th</sup> ANNIVERSARY	10 Hours	120 Hours	5 Shifts
DAY AFTER 5 <sup>th</sup> ANNIVERSARY THROUGH 10 <sup>th</sup>	14 Hours	168 Hours	7 Shifts

ANNIVERSARY			
DAY AFTER 10th ANNIVERSARY THROUGH 15th ANNIVERSARY	18 Hours	216 Hours	9 Shifts
DAY AFTER 15th ANNIVERSARY THROUGH 20th ANNIVERSARY	20 Hours	240 Hours	10 Shifts
DAY AFTER 20th ANNIVERSARY THROUGH 25th ANNIVERSARY	24 Hours	288 Hours	12 Shifts
DAY AFTER 25th ANNIVERSARY AND BEYOND	25 Hours	300 Hours	12.5 Shifts

\

B. Annual leave is computed on the Town employment anniversary date for each employee.

6.02 Charging Leave

- A. Annual leave will be charged in increments of no less than two (2) hours.
- B. Holidays which occur during the period selected by the employee for annual leave shall be charged against holiday leave and not to annual leave (See Section 5.04, Holiday on Leave Day).
- C. Leave may only be taken as it is earned on a monthly basis.

6.03 Request for Leave

A. Annual leave may be taken only after approval by the Department Director. Supervisors will arrange vacation schedules and re-allocate duties on such a basis as to cause minimum interference with the normal functions and operations of the department.

- B. Annual leave may be used only as earned. In emergency or hardship situations, the Town Manager or Department Director may approve an employee's request for leave in advance of having earned such leave not to exceed forty (40) hours. If the employee is unable to reimburse the advanced vacation time due to termination of employment, the balance due will be deducted from the employee's final pay.
- C. Annual leave may be carried forward after an employee's anniversary hire date not to exceed more than eighty (80) hours. However, any earned leave in excess of eighty (80) hours accrual will be forfeited at the anniversary hire date.
- D. Department Director's request for annual leave will be presented to the Town Manager for approval.
- E. Family Medical Leave (FMLA) may be paid, unpaid or a combination of paid or unpaid, as provided in Section 9.12 of the Town's Personnel Policy Handbook and by the Family and Medical Leave Act (FMLA) of 1993. If the employee has accrued sick leave and/or annual leave, the employee must first use accrued sick leave and/or annual leave and then may take the remainder of the approved FMLA leave as unpaid.

#### 6.04 Accumulation During Leave

Credit for annual leave shall not accumulate during any leave of absence without pay or during any layoff. Annual leave shall continue to accumulate during a leave of absence with pay, during lost time due to an on-the-job injury, or during an authorized annual leave.

#### 6.05 Use

Annual leave may be granted for the following purposes:

- A. Vacation.
- B. Absences for transacting personal business that cannot be conducted during off-duty hours.
- C. Religious holidays other than those designated by the Town as official

holidays.

- D. For uncovered portions of absences due to medical reasons once sick leave has been exhausted.
- E. Any scheduled absence from work not covered by other types of leave provisions established by these policies.
- F. For the purposes of vacation, no employee will be allowed to use more than eighty (80) hours of leave consecutively or be absent from work more than two (2) consecutive weeks, whichever is greater.

#### 6.06 Unused Annual Leave

When termination occurs following the first (1<sup>st</sup>) employment anniversary date, employees will be compensated for vacation leave earned and unused at the date of termination of employment at the employee's current pay rate not to exceed eighty (80) hours.

## SECTION 7 SICK LEAVE

### 7.01 Eligibility and Rate of Earning

- A. Sick leave is provided as a benefit to employees. This benefit allows employees to receive compensation while absent from work on medical leave in accordance with the provisions of Section 7.04, Use. Specifically, this benefit is intended to assist the employee during extended periods of time that an employee is absent from work on medical leave. Each Probationary or Regular Full-Time employee will earn sick leave at a rate of 8.0 hours per month. Probationary or regular part-time employees will earn sick leave at a rate of 4.0 hours per month. Probationary or Regular Full-Time firefighters on 24-hour shift schedule will earn sick leave at a rate of twelve (12.0) hours per month.
  
- B. Sick leave may be taken during the employee's probationary period. However, in the event the employee resigns or is otherwise terminated before the end of the probationary period, any sick leave taken will be reimbursed to the Town by deduction from the employee's final pay.
  
- C. Sick leave will not be granted in advance of accrual.
  
- D. Sick leave will not be considered as time worked for overtime computation.

### 7.02 Charging Leave

- A. Sick leave will be charged in one (1) hour minimum increments.
  
- B. Should a holiday occur during sick leave, the holiday shall be charged to holiday leave (See Section 5.04, Holiday on Leave Day).

### 7.03 Request for Leave

- A. To receive compensation while absent on sick leave, the employee shall notify his/her immediate supervisor or Department Director in accordance with department regulations. An employee in a unit operating on a twenty-



four (24) hour basis must notify the department within a time limit established by the department. This provision may be waived by the Department Director if the employee submits evidence that it was impossible to give such notification.

- B. The Department Director may request a physician's certificate to verify the illness of any employee on sick leave.
- C. An employee who has exhausted sick leave but must be absent due to a use stated in Section 7.04, must use annual leave for the duration of the use or request Leave Without Pay in accordance with provisions of Section 8.08.
- D. An employee who has exhausted annual leave but must be absent due to a use stated in Section 7.04, must request Leave without Pay in accordance with the provisions of Section 9.08 or the employee may be subject to termination.
- E. Family Medical Leave (FMLA) may be paid, unpaid or a combination of paid or unpaid, as provided in Section 9.12 and by the Family and Medical Leave Act (FMLA) of 1993. If the employee has accrued sick leave and/or annual leave, the employee must use accrued sick leave and/or annual leave first and then may take the remainder of the approved FMLA leave as unpaid.

#### 7.04 Use

Sick leave may be granted for the following purposes:

- A. Personal injury, pregnancy, or illness of the employee.
- B. Medical, dental, optical or chiropractic examination or treatment when it is not possible to arrange the appointment during off-duty hours.
- C. Exposure to contagious disease which would endanger others as determined by a physician.
- D. Illness of a member of the employee's immediate family which requires the personal care and attention by the employee (See definition of Immediate Family in Section 2, Definitions of Terms).

#### 7.05 Accrued Leave

There is no limit on the amount of sick leave an employee may accrue.

7.06 Unused Sick Leave

Unused sick leave will not be paid to separating employees.

7.07 Sick Leave Bank

The Town may establish and implement a Sick Leave Bank that may be amended by Resolution.

**SECTION 8**  
**MISCELLANEOUS LEAVES**

8.01 Funeral Leave

- A. All full-time employees will be eligible to receive paid funeral leave of up to three (3) days for an in-town funeral or up to five (5) days for an out-of-town funeral for an immediate family member (See definition of Immediate Family, Section 2, Definitions of Terms) and upon approval of the Department Director.
- B. The employee may be required to provide proof of death in the immediate family before compensation is approved.
- C. If additional time off is necessary to attend a funeral of an immediate family member, annual leave may be used.
- C. If the employee wishes to attend the funeral of someone outside his/her immediate family, annual leave or leave without pay may be granted.

8.02 Special Leave

- A. In the case of a serious illness, injury, or temporary care of the employee's immediate family requiring the employee's attendance, the employee's Department Head may grant up to two days of special leave per year.
- B. A Department Head may require verification of the employee's relationship and reason for leave.

8.03 Court Leave

- A. An employee attending court as a witness on behalf of a governmental agency or for jury duty during their normal working hours shall receive leave with pay at their regular rate for the hours, they attend court.
- B. All regular full-time employees subpoenaed to attend court on behalf of the Town are eligible for leave with pay. Those employees who become plaintiffs or defendants in personal litigation are not eligible for leave with pay, however, annual leave or leave without pay may be granted.

- C. Employees who attend court for only a portion of a regularly scheduled workday are expected to report to their supervisor when excused or released by the court.
- D. Employees required to attend court as stated in "A" above and are on scheduled annual leave may be allowed to take additional leave with pay at a later date for that court time.
- E. Fire Department employees who attend court on behalf of the Town during off-duty time may receive compensatory time off and may receive the normal witness fees.
- F. All court attendance must be verified before an employee is compensated. Monies received from court appearances will be turned over to the Town, except for travel pay and as shown in "E" above.

#### 8.04 Conference Leave

An employee may be granted leave with pay to attend professional and technical institutes, conferences or other meetings which contribute to the effectiveness of the employee's service. All such leave and travel expenses will be subject to the approval of the Town Manager.

#### 8.05 Military Leave

- A. An employee who is a member of the United States Armed Forces Reserve or the Florida National Guard, upon presentation of a copy of the employee's official orders or appropriate military certification for periods engaged in annual field training or other active duty, shall be entitled to leave without loss of pay, time or efficiency rating.
- B. Such leave with pay shall not exceed seventeen (17) calendar days in any year.
- C. An employee who is a member of the military reserve and has been called into active military service, as defined in Section 115.08, Florida Statutes, shall receive the first thirty (30) days of leave with full pay.
- D. A copy of the official orders or appropriate military certification shall be filed in the employee's personnel file.

#### 8.06 Civil Disorder or Natural Disaster

- A. Employees who are members of a volunteer fire department, police auxiliary or reserve, civil defense unit or other law enforcement-type organization may be granted leave with pay upon approval by the Town Manager when called on to perform duties in times of civil disturbances, riots, and natural disasters.
- B. Normally the leave should not exceed two (2) days on any one occasion.
- C. The Town will reimburse the employee for their difference between the Military pay and their regular Town pay during the approved period of service.

#### 8.07 Examinations

An employee may be granted leave with pay for the purpose of taking examinations that will upgrade their qualifications. The examination should be related to the employee's present job and approval must be received from the Town Manager.

#### 8.08 Leave without Pay

- A. The decision to grant a leave without pay (leave of absence) will be at the discretion of the Town Manager.
- B. The following provisions apply to leave without pay:
  - 1. An employee granted a leave without pay must keep the department informed of his/her current activity and current address.
  - 2. An employee who obtains either part-time or full-time employment elsewhere while on an authorized leave without pay is required to notify the department in writing within three (3) days of accepting such employment.
  - 3. Failure to comply with all the leave without pay policy requirements will result in the employee being dropped from leave of absence status, in which case he/she must return to duty or be discharged.
  - 4. Any employee granted leave without pay shall contact the Department Director at least two (2) weeks prior to the expiration of the leave to

facilitate the reinstatement process.

5. Failure to return to work at the expiration of the leave shall be considered as a resignation.
6. Sick leave, annual leave or holiday leave will not be earned by an employee for the time that the employee is on leave without pay.

C. Employees wishing to continue their insurance coverage must pay both individual and family premiums while on leave without pay.

#### 8.09 Disability Leave (Accident Leave)

- A. Employees of the Town who are injured on the job are eligible for Worker's Compensation.
- B. The employee is not entitled to un-accumulated sick days and vacation days.
- C. Employees who exceed one week on Disability and Accident leave will be placed on Family Medical Leave retroactive to the date of injury, if eligible, otherwise employee may be placed on leave without pay at the discretion of the Town Manager.

#### 8.10 Maternity Leave

- A. Federal guidelines on gender discrimination provide that maternity related absences may be considered and treated as a temporary disability. Disability caused or contributed to by pregnancy, miscarriage, abortion, childbirth, and recovery therefrom is, for all job-related purposes, temporary disability. The sick leave plan shall be applied to disability due to pregnancy or childbirth on the same terms and conditions as it is applied to other temporary disabilities.
- B. Maternity leave is a period of approved absence for incapacitation related to pregnancy and confinement. Maternity leave may be charged to sick leave or to any combination of sick leave, annual leave and leave without pay.
- C. The time when a woman on maternity leave should return to work will be determined on an individual basis and will generally depend on the physical nature of the work, the needs of the Town and the results of professional medical guidance.

- D. An employee will be allowed to continue working so long as the conditions of the pregnancy do not adversely impair her work performance or health as determined by the Town with physician, and employee input, and on the needs of the Town.
- E. The date on which the employee shall return to work following maternity leave shall be based on a medical statement from a certified physician stating that she is physically and mentally able to perform normal duties of her position with full efficiency.

#### 8.11 Voting Leave

During a primary or general election, an employee who is registered to vote and whose hours of work do not allow enough time for voting shall be allowed the necessary time off with pay for this purpose. When the polls are open two (2) hours before or two (2) hours after their regularly scheduled work period, it will be considered sufficient time for voting.

#### 8.12 Family and Medical Leave

- A. The Town of Dundee may grant up to twelve (12) weeks of Family and Medical Leave during each calendar year to eligible employees, in accordance with the Family and Medical Leave Act of 1993 (FMLA). To be eligible the employee must have worked for the Town of Dundee for at least twelve (12) months and have worked at least 1,250 hours during the twelve (12) month period immediately before the requested leave date. The employee is entitled to FMLA for one of the following reasons:
  - 1. The birth and care of a child [leave completed within one (1) year of birth].
  - 2. The placement of a child with an employee for adoption or foster care [leave completed within one (1) year of placement].
  - 3. The care of a spouse (legally married), child or parent with a serious health condition.
  - 4. The serious health condition of the employee. A serious health condition is defined as a condition which requires inpatient care at a

hospital, hospice or residential medical care facility, or a condition which requires continuing care by a licensed health care provider. Voluntary cosmetic treatments which are not medically necessary are excluded unless inpatient hospital care is required. Treatment for substance abuse is included when inpatient care is required.

- B. Family and Medical Leave time in excess of twelve (12) weeks may be requested and considered on a case-by-case basis with due consideration being given to individual circumstances; however, leaves of absence will not exceed beyond a six (6) month period.
- C. Eligible employees may take family and medical leave in consecutive weeks or use the leave intermittently. Leave for birth or adoption, or foster care of a child must be taken within one (1) year of the birth or placement of the child, and the Town and the employee must mutually agree to the schedule before the employee may take the leave intermittently or work a reduced hourly schedule.
- D. An employee requesting leave under this policy must submit the request in writing to his or her immediate supervisor with a copy to the Department Director. Except where leave is not foreseeable, the employee must give the Town thirty (30) days notice of the requested leave. If it is not possible to give thirty (30) days notice, the employee must give as much notice as is practicable.
- E. An employee requesting leave for the care of his or her spouse, child, or parent with a serious health condition or for the employee's serious health condition, is required to supply written certification of the serious health condition stating the date the condition began, diagnosis and the probable duration of the condition. If the leave is for the employee's serious health condition, the health care provider must state the employee is unable to perform assigned job duties.
- F. The completed leave of absence request and, if appropriate, the medical authorization is to be forwarded to the Department Director and Town Manager for consideration of approval.
- G. Family and Medical Leave may be paid, unpaid or a combination of paid and unpaid. If the employee has accrued sick leave and/or annual leave the employee must use accrued sick leave and/or annual leave first and then may take the remainder of the approved FMLA leave as unpaid.



- H. An employee who takes leave under this policy will be able to return to the same position or a position with equivalent status, pay, benefits, and other employment terms. The position will be the same or one which entails substantially equivalent skill, effort, responsibility, and authority.
- I. Employees who exceed one week of sick leave for an unforeseeable qualifying illness will be placed on Family and Medical Leave retroactive to the date of illness.

#### 8.13 School Visitation Leave

- A. An employee will be provided up to one (1) day of unpaid leave per school year to attend the primary or secondary school conferences or classroom activities related to the employees' children that cannot be scheduled during non-work hours. No more than four (4) hours of the one (1) day of leave may be taken on any one day. If an employee wishes to make up the time taken off, then the Town will make a good faith effort to allow the employee to do so.
- B. An employee must exhaust all earned and accrued, paid vacation, and holiday leave before requesting school visitation leave. An employee also must give the Town seven (7) days notice prior to taking the leave. If it is an emergency, then an employee must provide only twenty-four (24) hour notice to the Town. After completion of the school visit, an employee may be required to submit to the Town written verification that the visit occurred.



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

- 
- AGENDA ITEM TITLE:** RESOLUTION 23-22, CONCURRENCY MANAGEMENT
- SUBJECT:** The Town Commission will consider approval of Resolution 23-22
- STAFF ANALYSIS:** As part of our Concurrency Management system, we must monitor and manage our existing infrastructure in our system to assure our level of service requirement and infrastructure capacity will be available concurrently with the increase demand brought upon by new development and growth.
- FISCAL IMPACT:** None
- STAFF RECOMMENDATION:** Staff recommends approval of Resolution 23-22
- ATTACHMENTS:** Resolution 23-22

**RESOLUTION NO. 23-22**

**A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA; RATIFYING THE ADOPTION OF THE TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION TECHNICAL REPORT, JUNE 2023; APPROVING THE TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION TECHNICAL REPORT, JUNE 2023, AS THE TOWN OF DUNDEE CONCURRENCY MANAGEMENT SYSTEM FOR TRANSPORTATION; PROVIDING FOR THE INCORPORATION OF RECITALS; PROVIDING FOR THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Town of Dundee (“Town”) is a Florida municipal corporation vested with home rule authority pursuant to the Municipal Home Rule Powers Act (F.S. Chapter 166) and Article VIII, §2 of the Florida Constitution; and

**WHEREAS**, pursuant to Section 2(b), Article VIII of the Florida Constitution and Chapter 166, Florida Statutes, the Town is vested with governmental, corporate and proprietary powers to enable it to conduct municipal government, perform municipal functions and render municipal services, including the general exercise of any power for municipal purposes; and

**WHEREAS**, pursuant to Section 6.01.04 of the Town of Dundee Land Development Code (“LDC”), all development proposals exceeding the established service demand levels shall not be processed; and

**WHEREAS**, pursuant to Section 6.01.07.01 of the LDC, the adequacy of the Town of Dundee Road Network shall be evaluated according to conditions at the time the development plan or building permit is approved; and

**WHEREAS**, Section 6.01.07.01 of the LDC provides that any proposed development shall be required to address the adequacy of the Town of Dundee Road Network as it relates to the projected traffic volumes generated by the subject development; and

**WHEREAS**, pursuant to Section 6.01.08 of the LDC, the Town of Dundee Concurrency Management System shall be monitored and updated annually; and

**WHEREAS**, pursuant to Section 6.01.08 of the LDC, development approved based on service capacities presumed to be available shall not be permitted to proceed until a method to mitigate any deficiency has been approved; and

**WHEREAS**, pursuant to Section 6.01.08 of the LDC, the Town of Dundee Concurrency Management System shall be approved by resolution of the Town Commission on the first regularly scheduled meeting of the Town Commission in September of each year; and

**WHEREAS**, Section(s) 6.01.08 and 6.01.10 of the LDC provide, in pertinent part, for mitigation options in order for development projects to proceed when there is a deficiency and/or lack of capacity to service a proposed development project; and

**WHEREAS**, based on the most recent and localized data, the Town projects that it will experience 94.4% of its residential growth between 2022 and 2035; and

**WHEREAS**, based on the most recent and localized data which includes, but is not limited to, revised and updated socioeconomic data, the Town anticipates gaining 4,519 single family residential units between 2022 and 2045 which represents an estimated population growth of approximately 13,799 residents; and

**WHEREAS**, in an effort to improve and strengthen the Town's transportation network for both residential and commercial development, the Town entered into an agreement with ESRP Corporation ("ESRP") to perform a comprehensive transportation study which includes, but is not limited to, the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report, June 2023 (the "Transportation Plan"), in order to clarify, identify, and plan for transportation improvements necessitated by and/or through concurrency management for transportation, substandard infrastructure, and new growth within the corporate limits of the Town; and

**WHEREAS**, the Transportation Plan clarifies, identifies, and prioritizes necessary improvements to the Town's existing transportation system infrastructure in order to facilitate and enable development while meeting current and projected transportation needs; and

**WHEREAS**, a copy of the Transportation Plan is attached hereto as **Exhibit "A"** and made a part hereof by reference; and

**WHEREAS**, on June 15, 2023, the Town of Dundee Planning and Zoning Board ("Board"), serving as the Local Planning Agency designated by the Town, held a duly advertised public meeting in order to obtain public comment on and/or for the Transportation Plan; and

**WHEREAS**, on June 28, 2023, Governor Ron DeSantis signed CS/CS/SB 250 (2023) (the "Natural Emergency Bill") into law as Chapter 2023-24, Laws of Florida, which provided for, amongst others, new rules for comprehensive plan amendments, land development regulations, and development order processing; and

**WHEREAS**, the Natural Emergency Bill provided for, in pertinent part, that a county or municipality located partially or entirely within 100 miles of where either Hurricane Ian and Hurricane Nicole made landfall shall not propose or adopt more restrictive or burdensome procedures concerning review, approval, or issuance of a site plan, development permit, or development order, to the extent that those terms are defined by s. 163.3164, Florida Statutes, before October 1, 2024, and any such moratorium or restrictive or burdensome comprehensive plan amendment, land development regulation, or procedure shall be null and *void ab initio*; and

**WHEREAS**, pursuant to the Natural Emergency Bill, the new rules related to the proposition or adoption of more restrictive or burdensome procedures are applicable retroactively to September 28, 2022; however, any comprehensive plan amendment, land development regulation amendment, site plan, development permit, or development order approved or adopted by a county or municipality before or after the effective date of this section may be enforced if: (a) the associated application is *initiated by a private party other than the county or municipality*; or (b) the *property* that is the subject of the application *is owned by the initiating private party*; and

**WHEREAS**, Section(s) 6.01.07, 6.01.08 and 6.01.10 of the LDC were approved and enacted by the Town Commission prior to September 28, 2022; and

**WHEREAS**, the Transportation Plan (see **Exhibit “A”**) is intended to provide clarification and information for the purpose of aiding and facilitating the orderly expansion, operation, and maintenance of the Town’s transportation facilities and to prepare annual budgets for capital improvements related thereto; and

**WHEREAS**, the Transportation Plan (see **Exhibit “A”**) provides for an updated concurrency management system for transportation which includes several components and/or elements which includes, but is not limited to, creation and implementation of a townwide thoroughfare network, townwide functional classification for roadway segments, and creates and implements an estimated amount of network-segment capacity for new development(s) constructed within the corporate limits of the Town of Dundee, Florida; and

**WHEREAS**, on June 27, 2023, the Town Commission, at a duly noticed public meeting, adopted Resolution No. 23-11 which approved the Transportation Plan (see **Exhibit “A”**); and

**WHEREAS**, in the exercise of its legislative authority, the Town Commission hereby ratifies and approves its adoption of Resolution No. 23-11 and the Town of Dundee Transportation Plan, June 2023, incorporated herein as **Exhibit “A”**, which is known as the Town of Dundee Transportation Plan and included as data and analysis to support the unprecedented residential and commercial growth within the corporate limits of the Town of Dundee, Florida.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA:**

**Section 1. INCORPORATION OF RECITALS.** The above factual recitals are hereby incorporated herein and serve as a factual and material basis for the passage of this Resolution.

**Section 2. RATIFICATION AND ADOPTION.** The Town Commission of the Town of Dundee, Florida, hereby ratifies and approves its adoption of Resolution No. 23-11 and the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report, June 2023 (the “Transportation Plan”), as attached hereto and made a part hereof as **Exhibit “A”**. Pursuant to Section 6.01.08 of the Town of Dundee Land Development Code, the Town Commission further approves the Transportation Plan (see **Exhibit “A”**) as the Town of Dundee Concurrency Management System for Transportation.

**Section 3. ADMINISTRATIVE CORRECTION OF SCRIVENER’S ERRORS.** Any provision in this Resolution may be renumbered or re-lettered and the correction of typographical and/or scrivener’s errors which do not affect the intent may be authorized by the Town Manager or his/her designee, without the need of consideration by the Town Commission, by filing a corrected or recodified copy of same with the Town Clerk.

**Section 4. CONFLICTS.** All Resolutions in conflict with this Resolution are repealed to the extent necessary to give this Resolution full force and effect.

**Section 5. SEVERABILITY.** If any section, subsection, sentence, clause, phrase of this Resolution, or the application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby. The Town

Commission hereby declares that it would have passed this Resolution, and each section, subsection, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, and phrases be declared unconstitutional.

**Section 6. Effective Date.** This Resolution shall take effect immediately upon passage.

**READ, PASSED AND ADOPTED** at a duly called meeting of the Town Commission of the Town of Dundee, Florida assembled on the 12th day of September, 2023.

**TOWN OF DUNDEE**

\_\_\_\_\_  
Samuel Pennant, Mayor

ATTEST WITH SEAL:

\_\_\_\_\_  
Trevor Douthat, Town Clerk

Approved as to form:

\_\_\_\_\_  
Frederick J. Murphy, Jr., Town Attorney

# Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report

Subtask of :  
**Town of Dundee Transportation Impact  
Fee Study & Fee Schedule Update**

**June 2023**

**Prepared for:  
Town of Dundee**



**Prepared by:**

**ESRP**  
CORPORATION

Engineering | Science | Research | Planning

DOCUMENT NAME:

**TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION – TECHNICAL REPORT**

DATE:

**June 23, 2023 – FINAL REPORT**

PREPARED FOR:

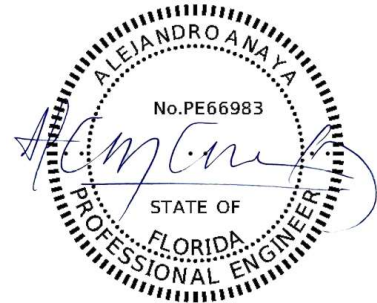
**TOWN OF DUNDEE, FLORIDA**



PREPARED BY:

**ESRP CORPORATION**

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# Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report

June 2023

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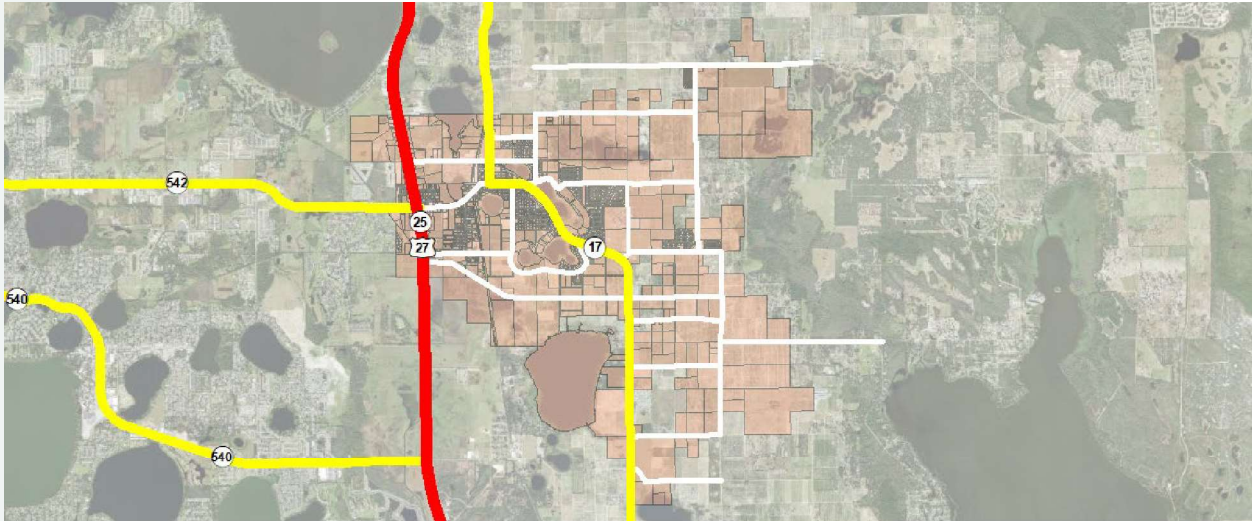
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## LIST OF ACRONYMS AND ABBREVIATIONS

<b>AADT</b>	Annual Average Daily Traffic
<b>CF</b>	Cost Feasible (it refers to the geometry of a roadway network)
<b>E+C</b>	Existing Plus Committed (it refers to the geometry of a roadway network)
<b>Class</b>	Roadway characteristic that depends on the posted speed of an arterial facility
<b>CPP</b>	Central Polk Parkway
<b>D1RPM</b>	Florida Department of Transportation - District 1 Regional Planning Model
<b>DDHV</b>	Directional Design Hour Volume
<b>Dir. Factor</b>	The percentage of the two-way peak hour traffic that occurs in the peak direction
<b>Facility Type</b>	Describes the type of flow on a roadway facility (which affects the capacity)
<b>FDOT</b>	Florida Department of Transportation
<b>FHWA</b>	Federal Highway Administration
<b>FSUTMS</b>	Florida Standard Urban Transportation Model Structure
<b>HCM</b>	Highway Capacity Manual
<b>ITE</b>	Institute of Transportation Engineers
<b>K Factor</b>	The proportion of AADT that occurs during the peak hour
<b>LOS</b>	Level of Service
<b>PA</b>	Property Appraiser
<b>Peak Dir.</b>	Peak direction of travel(the road segment direction with more vehicles per hour)
<b>SF</b>	Square Foot / Square Feet
<b>Std. Capacity</b>	The maximum capacity at which a road operates at the standard level of service
<b>Std. LOS</b>	Standard level of service assigned to a road segment
<b>TAZ</b>	Traffic Analysis Zone
<b>TD</b>	Travel-Demand
<b>TPO</b>	Transportation Planning Organization
<b>Unint. Flow</b>	Uninterrupted Flow (Facility Type)



# 1. INTRODUCTION



This technical report provides the methodology, assumptions, relevant data, findings and recommendations in connection with a townwide traffic analysis that ESRP Corporation has carried out for the Town of Dundee, Florida. The results of this analysis will be used for a Transportation Impact-Fee Study and the corresponding update of the Town's transportation impact-fee schedule.

The Town of Dundee intends to implement a Transportation Concurrency Management System (TCMS). This topic is discussed in Section 9 of this report which offers comprehensive insights into the definition of a TCMS, its core components, and the advantages of its implementation. Moreover, the analysis carried out to develop this report yielded several essential components that can be used as a foundation for a Town of Dundee TCMS.

Existing and future traffic conditions on the Town's roadway network were analyzed based on available traffic data, recently collected traffic counts, trip-generation estimates, and future-traffic estimates that were developed using the Florida Department of Transportation (FDOT) District 1 Regional Planning Model (D1RPM) which is a travel-demand model widely-used for transportation planning purposes throughout the State of Florida. Travel-demand models depend on socioeconomic (SE) data. As a result, the quality of the output they produce depends on the quality of such data. The analysis described here included a thorough review of the model's SE data as well as measures taken to improve the quality of the model output. These measures are described in the sections below.



## 2. SCENARIOS

Existing conditions as well as several future scenarios were analyzed in order to determine roadway capacity deficiencies and reasonable improvement recommendations to mitigate them. The following scenarios were analyzed:

- ▷ **Existing (2022):** This scenario is based on the existing roadway network and current traffic volumes. The traffic counts used for this analysis were collected in 2022 and early 2023.
- ▷ **Short-Term (2027):** This scenario is based on existing-traffic data, including traffic counts collected in 2022 and early 2023, as well as trip-generation estimates that represent the expected traffic volumes that will be generated by all the new development projects constructed between now and the end of 2027. The roadway network for this scenario includes proposed/recommended roadway segments that are shown in the Town’s Comprehensive Plan and were added to the network based on discussions with Town of Dundee staff members. Based on the data and analysis provided for herein, it is recommended to include these segments in the Town’s Capital Improvement Plan as it was assumed that they will be constructed by the end of 2027. If some of the proposed/recommended roadway segments are not constructed by the end of 2027, the roadway network should be updated accordingly.
- ▷ **Midterm (2035):** This scenario is based on the travel-demand model’s Existing + Committed (E+C) network and 2035 traffic-volume estimates. The E+C network includes funded improvements that are currently under construction or will start construction within the current Capital Improvement Plan (CIP) cycle. Several collector roads that currently are (or will become) important links of the Town’s roadway network were added to the model’s E+C network, including the aforementioned proposed roadway segments shown in the Town’s Comprehensive Plan. This allowed for model-based traffic assignment throughout the network of arterials and main collectors, the “thoroughfare network”, that is being proposed as a foundation for the Transportation Concurrency Management System mentioned in the previous section of this document (detailed information about this topic is provided within the following sections).
- ▷ **Long-Term (2045):** This scenario is based on the travel-demand model’s Existing + Committed (E+C) network with the modifications for the Midterm scenario, as described above, and 2045 traffic-volume estimates.



### 3. METHODOLOGY

As part of the methodology followed for the analyses presented here, data from various sources were used to develop Directional Design Hour Volumes (DDHV) necessary to evaluate peak-hour traffic conditions. The analysis for the Existing (2022) scenario was mainly based on traffic counts, collected in 2022 and early 2023, as well as traffic data from the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database together with Florida Department of Transportation (FDOT) AADT data. For the Short-Term (2027) scenario, the analysis included the existing traffic data as well as trip-generation estimates of the traffic that will be produced by all new development projects, within Town of Dundee limits, to be constructed between now and the end of 2027. The analyses for the Midterm and Long-Term scenarios used certain factors derived from some of the data mentioned above. However, these analyses were largely based on D1RPM output. The preparation and use of the D1RPM involves many aspects that are described in the sections below.

In general, the analysis methodology was focused on directional capacity of roadway segments within the study area. Section 6.01.06 of the Town of Dundee Land Development Code (LDC) was used to determine the standard levels of service for each of the roadway segments included in the Town's roadway network. Standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific characteristics of each segment. Peak-hour directional traffic volumes were developed for each specific scenario as described in Section 6 below. Capacity analyses were conducted to determine the level of service of each roadway segment and deficient segments were identified for each scenario. Recommendations to meet level-of-service standards, under each scenario, are provided within this document.

### 4. STUDY MAPS

Most of the data, findings and recommendations of this study are summarized and illustrated on 22 maps provided under Appendix 1. As a result, all mentions or remarks about any of these maps (from Map 01 through Map 22) are referencing the corresponding map or maps from Appendix 1. The following list provides the complete names of all maps included in Appendix 1:

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- MAP 02A - Study Area Roadway Segments
- MAP 02B - Proposed Functional Classification of Roadway Segments



- MAP 03A - Future Development Within Town of Dundee Limits (Residential Projects)
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- MAP 20 - Locations for Future Operational/Safety and/or Signal Warrant Analysis

## 5. TRAVEL-DEMAND FORECASTING

Travel-demand forecasting was used to estimate future traffic volumes for the Midterm (2035) and Long-Term (2045) scenarios mentioned above. The underlying data used for this purpose were thoroughly reviewed and modified in order to ensure reasonable results consistent with the existing level of development as well as the anticipated growth and trends.

### 5.1. Travel-Demand Model

The main tool selected to forecast 2035 and 2045 traffic conditions was the FDOT District 1 Regional Planning Model (D1RPM). This model has been used for all the 2015-2045 Long-Range Transportation Plans (LRTPs) prepared by Metropolitan Planning Organizations (MPOs) within FDOT District 1. The D1RPM covers an area of approximately 12,400 square miles which includes twelve counties and makes it one the largest regional travel-demand models in Florida. This model uses socioeconomic data in order to reproduce the travel patterns of a large segment of the state population (approximately 5 million) split among many traffic analysis zones (TAZs).



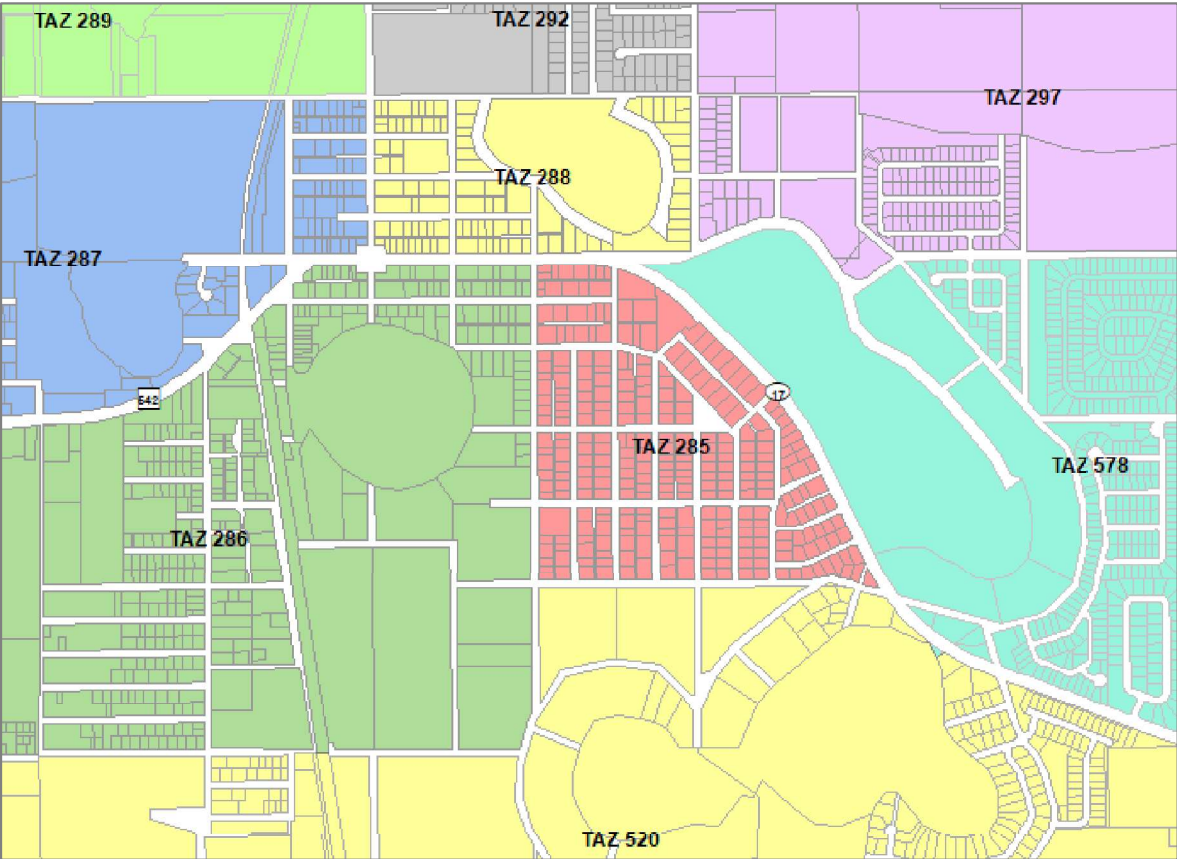


## 5.2. Traffic Analysis Zones (TAZs)

The area covered by the D1RPM is divided into 5,275 small areas of relatively homogeneous characteristics which are called Traffic Analysis Zones or TAZs. To estimate future traffic conditions, the model uses socioeconomic data (SE data) which includes the population, employment and school/university enrollment within each TAZ. The D1RPM’s SE data are based on Household data from the 2015 American Community Survey (US Census) supplemented with National Household Travel Survey Data from Florida as well as Property Appraiser Parcel Data. Other data sources include the Florida Department of Education, the Florida Department of Business and Professional Regulations and the InfoUSA employer database. The current version of the D1RPM includes 2045 SE data that are used to forecast future traffic conditions.

The Town of Dundee is almost completely included within an area of approximately 18,074 acres which is covered by 15 D1RPM TAZs. The total area covered by the Town of Dundee is approximately 43.3% of the area covered by these 15 TAZs (7,817 acres). Map 01, which is included under Appendix 1, shows the boundaries of the aforementioned TAZs as well as the Town boundaries. Figure 1 shows Town of Dundee parcels within their respective TAZs.

Figure 1 – Town of Dundee Parcels and TAZs



### 5.3. Roadway Network

Another key component of the travel-demand modeling process is the roadway network. Within an urban area, the model network normally includes only the main arterials and collectors. As a metropolitan area grows, new connections are developed and roadway segments that previously were not considered relevant for traffic-analysis and modeling purposes, become important links within the network. In order to model future travel patterns in a reliable fashion, those new connections and recently-relevant roadway segments should be added to the base/input model network. Since this study is a townwide analysis, all the main arterials and collectors within Town limits were included in the study area. The Polk TPO 2022 Roadway Network Database which, within Town of Dundee limits matches the E+C D1RPM network, was the starting point. However, a detailed review of the Town's roadway network and the local future development trends showed several additional links that are or will become relevant, in terms of roadway travel, during the next several years. As a result, those additional links were added to the study area and to the model base/input networks. Map 02A (included under Appendix 1) shows the study-area roadway segments and highlights the segments that are not included in the Polk TPO 2022 Roadway Network Database. It is important to point out that some of the roads that were added to the study area (and the model networks) are non-existing segments shown as "proposed roads" in the Town's Comprehensive Plan. The following links were added to the study area:

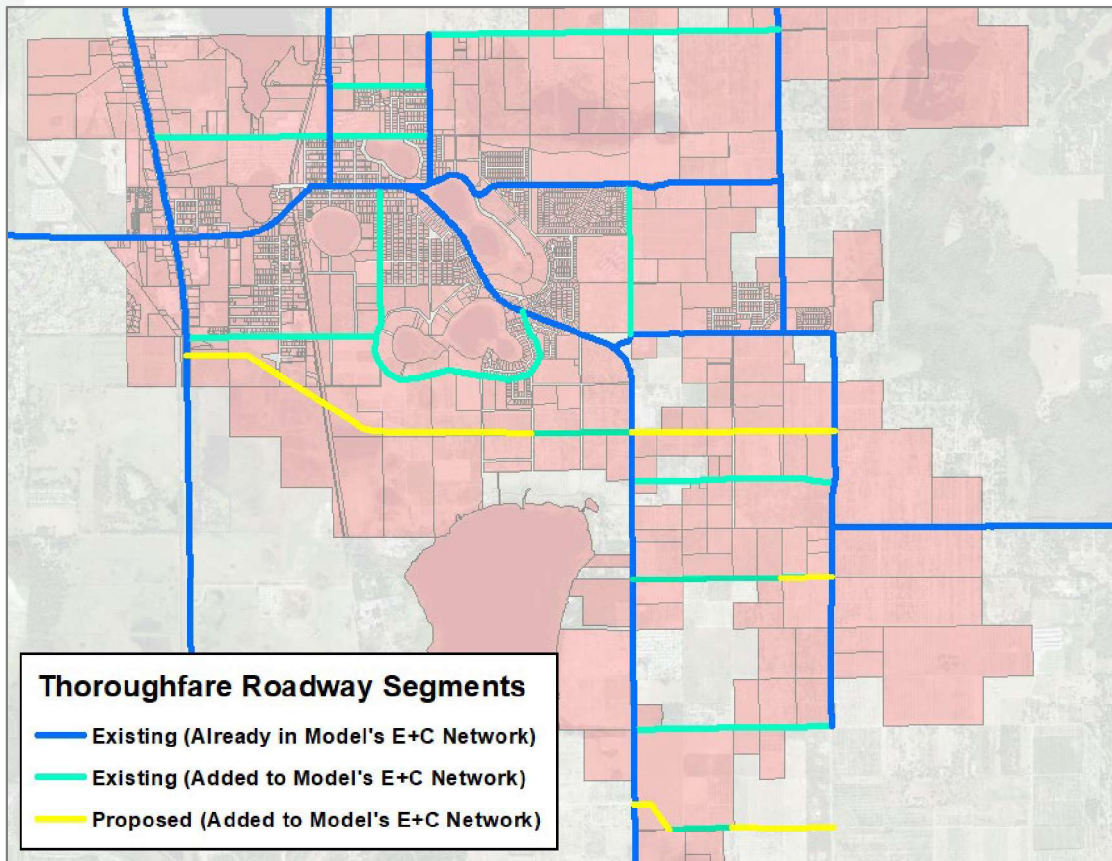
- *4th St S from Florida Ave to SR 17 (Main St)*
- *Almburg Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd*
- *Camp Endeavor Blvd from Lincoln Ave to Dr Welch Rd*
- *Camp Endeavor Blvd from Lincoln Ave to Florida Ave*
- *Dekle Rd from Waverly Rd to Lake Mabel Loop Rd [Includes proposed new road segment]*
- *Edwards Rd from Alford Rd to H.L. Smith Rd*
- *Frederick Ave from US 27 to SR 17 (Center St)*
- *Frederick Ave from SR 17 (Center St) to 8th St*
- *Lake Trask Rd from Lake Mabel Loop Rd to Lake Marie Dr*
- *Lincoln Ave from US 27 to Camp Endeavor Blvd*
- *Race Rd from Dr Welch Rd to SR 17 (Scenic Hwy)*
- *Ridgewood Ave from SR 17 (Center St) to 8th St*
- *Stalnaker Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd [Includes proposed new road segment]*



- *Tindel Camp Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd*
- *Waverly Rd from SR 17 (Scenic Hwy) to Dekle Rd [Proposed new road]*
- *Weiberg Rd from 8th St to Alford Rd*
- *Welsh Rd from US 27 to Dr Welch Rd [Proposed new road]*
- *Welsh Rd from Dr Welch Rd to SR 17 (Scenic Hwy)*
- *Welsh Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd [Proposed new road]*

Figure 2 shows the segments listed above which were added to the model’s E+C network.

**Figure 2 – Town of Dundee Thoroughfare Network**



The complete list of study-area roadway segments and their existing characteristics are provided in Table 1. The proposed functional classification is based on FDOT District One Functional Classification and Urban Boundary maps as well as the Polk TPO 2022 Roadway Network Database. Map 02B shows the proposed functional classification of all roadway segments included in the Town’s thoroughfare network. Existing deficiencies are discussed later in this report.

**Table 1 – Study Area Roadway Segments (Thoroughfare Network)**

Road Name	From	To	Area	Facility Type <sup>1</sup>	Proposed Functional Classification	Posted Speed Limit	Class	Lanes <sup>2</sup> (1 Dir)	Std. LOS	Std. Capacity	MOCF <sup>3</sup>
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Urban	Arterial / Collector	Principal Arterial	60	I	3D	C	2,940	0.96
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Urban	Arterial / Collector	Principal Arterial	60	I	3D	C	2,940	0.96
US 27	SR 542 (Dundee Rd)	Frederick Ave	Urban	Arterial / Collector	Principal Arterial	50	I	3D	C	2,940	0.96
US 27	Frederick Ave	W Main St (Lake Hamilton)	Urban	Arterial / Collector	Principal Arterial	50	I	3D	C	2,940	0.96
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	Urban	Arterial / Collector	Urban Major Collector	55	I	1U	D	880	0.97
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	Urban	Arterial / Collector	Urban Major Collector	45	I	1U	D	880	0.97
SR 17 (Main St)	Lake Marie Dr	4th St S	Urban	Arterial / Collector	Urban Major Collector	45	I	1U	D	880	0.97
SR 17 (Main St)	4th St S	Center St	Urban	Arterial / Collector	Urban Major Collector	30	II	1U	D	750	0.97
SR 17 (Center St)	Main St	Frederick Ave	Urban	Arterial / Collector	Urban Major Collector	35	II	1U	D	750	0.97
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	Urban	Unint. Flow Hwy	Urban Major Collector	45	N/A	1U	D	1,200	0.97
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	Urban	Unint. Flow Hwy	Urban Major Collector	45	N/A	1U	D	1,200	0.97
SR 542 (Dundee Rd)	Overlook Dr	US 27	Urban	Arterial / Collector	Minor Arterial	45	I	2D	D	2,000	0.97
Dundee Rd	US 27	Main St	Urban	Arterial / Collector	Urban Major Collector	30	II	1U	D	675	0.97
Main St	Dundee Rd	SR 17 (Center St)	Urban	Arterial / Collector	Urban Major Collector	30	II	1U	D	638	0.97
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
Frederick Ave	US 27	SR 17 (Center St)	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
Frederick Ave	SR 17 (Center St)	8th St	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
8th St	Lake Marie Dr	Frederick Ave	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
8th St	Frederick Ave	Ridgewood Ave	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
8th St	Ridgewood Ave	Weiberg Rd	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
Weiberg Rd	8th St	Alford Rd	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
Edwards Rd	Alford Rd	H.L. Smith Rd	Urban	Arterial / Collector	Urban Minor Collector	45	I	1U	D	616	0.97
Main St	SR 17 (Scenic Hwy)	8th St	Urban	Arterial / Collector	Urban Minor Collector	40	I	1U	D	616	0.97
Lake Marie Dr	8th St	Lake Trask Rd	Urban	Arterial / Collector	Urban Minor Collector	40	I	1U	D	616	0.97
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	616	0.97
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	638	0.97
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	638	0.97
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	Trans.	Arterial / Collector	Rural Minor Collector	40	I	1U	D	560	0.97
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	Trans.	Arterial / Collector	Rural Minor Collector	40	I	1U	D	560	0.97
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	Trans.	Arterial / Collector	Rural Minor Collector	40	I	1U	D	560	0.97
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	Trans.	Unint. Flow Hwy	Rural Minor Collector	45	N/A	1U	D	1,160	0.97
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	Trans.	Unint. Flow Hwy	Rural Minor Collector	45	N/A	1U	D	1,160	0.97
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	25	II	1U	D	525	0.97
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	Trans.	Unint. Flow Hwy	Rural Minor Collector	55	N/A	1U	D	1,160	0.97
Canal Rd	Town Boundary Line	Timberlane Road	Trans.	Unint. Flow Hwy	Rural Minor Collector	55	N/A	1U	D	1,160	0.97
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Trans.	Unint. Flow Hwy	Rural Minor Collector	45	N/A	1U	D	1,160	0.97
Ridgewood Ave	SR 17 (Center St)	8th St	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
Lincoln Ave	US 27	Camp Endeavor Blvd	Urban	Arterial / Collector	Urban Minor Collector	25	II	1U	D	525	0.97
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	525	0.97
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	525	0.97
4th St S	Florida Ave	SR 17 (Main St)	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	525	0.97
Welsh Rd	US 27	Dr Welch Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	616	0.97
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	748	0.97
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	616	0.97
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Rural Minor Collector	35*	II	1U	D	525	0.97
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	Trans.	Arterial / Collector	Rural Minor Collector	40*	I	1U	D	680	0.97
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	Trans.	Arterial / Collector	Rural Minor Collector	45*	I	1U	D	560	0.97

<sup>1</sup> Facility Type was used to determine the standard level of service (Std. LOS) / Uninterrupted flow highways have average spacing between stop signs or signals greater than 2 miles.  
<sup>2</sup> Number of lanes per direction / D = Divided, U = Undivided  
<sup>3</sup> MOCF = Model Output Conversion Factor  
\* Assumed posted speed limit (usually for unpaved roads and proposed new roads shown in the Town of Dundee 2030 Comprehensive Plan). 5/5/2023



Some of the Polk TPO 2022 Roadway Network Database segments located within the Town of Dundee area, represent long sections of roadway that should not be analyzed as one segment due to changes in posted speed, geometric characteristics and/or traffic patterns. Because of this, several segments (already in the Polk TPO database) were split into two or more segments order to make sure that each segment of the network has consistent characteristics. The length of some of the segments was also an issue when looking at Polk TPO traffic volumes because traffic counts from a particular count station are typically applied to the entire length of the segment. When segments are too long, this can lead to unreasonable traffic volumes assigned to certain parts of the network.

## 5.4. Socioeconomic (SE) Data

A detailed review of the most-recent version (Version 2.0) of the D1RPM 2045 socioeconomic data that corresponds to the 15 TAZs shown on MAP 01 was conducted. This review showed inconsistencies based on a comparison with 2022 socioeconomic data that were developed, based on Polk County Property Appraiser building data, as part of the analysis conducted for this study. The Polk County Property Appraiser building data were thoroughly reviewed and matched with the parcels located within each TAZ (see Figure 1) in order to obtain the corresponding actual land uses and land-use sizes. The property Appraiser data are updated on a regular basis and are very detailed. Approximately 150 different land-use types from these data were matched with the SE-data categories used by the D1RPM. The following are the main SE-data categories used by the model:

- *Single Family Units*
- *Multi-Family Units*
- *Industrial Employment*
- *Commercial Employment*
- *Service Employment*
- *School Enrollment*
- *University Enrollment*

Information that shows the Property Appraiser land-use types assigned to each of the D1RPM SE-data categories listed above is provided under Appendix 2.

The next step was to use Florida Standard Urban Transportation Model Structure (FSUTMS) standard rates to develop 2022 SE data based on the Property Appraiser data mentioned above. Even though this process required a significant effort, the resulting SE-data allowed for a direct comparison intended to find and correct the D1RPM data deficiencies within the 15 TAZs



mentioned above. Table 2 shows a summary of the resulting 2022-SE data and Table 3 details the school-enrollment figures.

**Table 2 – 2022 SE Data Based On Polk Co Property Appraiser Building Data**

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	277	23	0	0	0	0	0
286	260	39	128	482	301	0	0
287	87	26	561	152	107	0	0
288	63	0	47	42	210	59	0
289	190	4	631	50	80	0	0
292	119	0	29	28	22	637	0
297	270	0	2	0	33	0	0
520	421	35	337	0	112	0	0
531	232	0	134	0	21	0	0
560	1099	14	21	12	83	0	0
577	145	0	442	0	0	0	0
578	506	0	1	20	88	812	0
579	152	0	22	0	24	0	0
580	314	1	661	282	148	0	0
583	113	4	0	0	32	0	0
	4248	146	3015	1068	1264	1508	0

**Table 3 – Existing Dundee Schools**

Name	Enrollment	Capacity	Remaining Capacity	TAZ
Dundee Elementary Academy	637	650	13	292
Dundee Ridge Middle Academy	812	850	38	578
Donald E Woods Center	15	250	235	288
Wallens Academy (Childcare & Preschool)	44	44	0	288

**Future Development** - The Town of Dundee provided specific information in connection with incoming residential projects that are at different stages of the permitting process. This information was aggregated by TAZ in order to be able to combine it and compare it with the 2022 SE Data from Table 2 and the model’s SE data. Table 4 shows the Town of Dundee incoming-development projects, all of which are residential, and the corresponding TAZs. Map 03A (provided under Appendix 1) shows the exact location of these future developments as well as the existing and future school sites. The significant growth in population that will come with the materialization of the incoming-development projects will trigger the need for additional schools. Since the Town of Dundee has already designated the future school sites, it was possible to model

the anticipated additional school enrollment within the correct TAZs. Table 5 shows the Town of Dundee incoming-development figures aggregated by TAZ and includes school-enrollment numbers based on the anticipated population growth.

**Table 4 – Incoming Development - Town of Dundee**

Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
1	Grands at Lake Hamilton	580	105	
2	Crystal Lake Preserve	289	236	
3	Weiberg West	292	286	
4	Landings at Lake Trask - Phase 1	297	404	
5	Landings at Lake Trask - Phase 2	297	169	
6	Alford Ridge	297	178	
7	Seasons at Hilltop	297	74	
8	Shores of Lake Dell	287	41	
9	Dundee Lakes - Phases 1 & 2	297	419	
9	Dundee Lakes - Remaining Phases	297	441	
10	Tea Groves	560	200	
11	Bella Vista - Phase 1	520	78	
11	Bella Vista - Phase 2	286	33	
12	Sol Vista - Phases 1 & 2	520		121
13	Vista Del Lago - Phase 4	520	32	
14	Woodland Ranch Estates - Phases 1 & 2	560	36	
15	Woodland Ranch Estates - Phase 3	579	308	
16	Valencia Ridge Reserve	531	576	
17	Landings at Lake Mable Loop - All Phases	531	217	
18	Legacy Hill of Dundee	531	476	
19	Weiberg West [Future Phase]	292	210	
			<b>4,519</b>	<b>121</b>

The D1RPM 2045 SE data, for the 15 Town-of-Dundee TAZs, are summarized in Table 6, as shown at the bottom of the table, this data set reveals significant inconsistencies when compared to the 2022 SE data developed based on Property Appraiser data. The most evident issue is the significant difference in Industrial Employment between 2022 and 2045.

Moreover, when adding the existing (2022) number of single-family units and the total number of incoming-development single-family units, it is easy to realize that the development of the model data did not take into account the significant level growth that the Town of Dundee and its immediate vicinity will experience between now and the year 2045. For this reason, it was necessary to revise the D1RPM 2045 SE data in order to reflect the current population, employment and school enrollment as well as the effects of the incoming development and the additional growth that will occur within the Dundee area, and its vicinity, during the next 13 and 23 years.



**Table 5 – Incoming Development Aggregated by TAZ**

TAZ	SF Units	MF Units	Addl. School Enrollment
285	0	0	0
286	33	0	0
287	41	0	0
288	0	0	235
289	236	0	0
292	496	0	13
297	1685	0	0
520	110	121	0
531	1269	0	1500
560	236	0	0
577	0	0	0
578	0	0	38
579	308	0	0
580	105	0	0
583	0	0	0
	4519	121	1786

**Table 6 – D1RPM 2045 SE Data**

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	341	38	71	25	13	283	0
286	355	149	43	587	473	0	0
287	142	109	564	113	210	0	0
288	74	6	3	20	87	127	0
289	301	35	140	85	253	0	0
292	213	11	0	0	141	512	0
297	496	132	20	153	108	284	0
520	1498	179	36	436	523	0	0
531	671	385	2	171	187	0	0
560	2020	648	20	16	58	19	0
577	425	189	37	29	67	0	0
578	341	98	0	7	263	677	0
579	327	69	5	0	0	284	0
580	547	101	117	252	378	0	0
583	214	80	0	41	101	0	0
	7965	2229	1058	1935	2862	2186	0
2022-2045 Growth:	87.5%	1426.7%	-64.9%	81.2%	126.4%	45.0%	--
Avg Annual Growth:	3.8%	62.0%	-2.8%	3.5%	5.5%	2.0%	--





Additional analysis was carried out to use all the available information in order to revise the 2045 SE data. The estimated additional growth, between 2022 and 2045, was estimated on a TAZ-by-TAZ basis. Table 7 summarizes the results of this step. This analysis resulted in the following 2022-to-2045 average annual population growth rates: 8.1% for single-family households, 62% for multi-family households, 1.5% for industrial employment, 4.1% for commercial employment, 6.1% for service employment, and 7.9% for school enrollment. These growth rates are compatible with the expected levels of development. The significantly high multi-family growth rate is due to the low number of existing multifamily units within the 15 TAZs included in the analysis. The revised 2045 SE data are shown in Table 8. These are the SE data that were used to forecast traffic volumes for the 2045 scenario.

Data for the Midterm (2035) scenario were developed taking into account the existing SE data (2022) and the 2045 revised SE data from Table 8. It was assumed that approximately 90% of the incoming Single-Family Detached Units (SFDUs) will be constructed by the end of 2035. Based on the most recent and localized data, the estimated total number of incoming SFDU's is 4,519. As a result, our analysis assumes that approximately 4,067 new SFDU's will be constructed by the end of 2035.

**Table 7 – Estimated Additional 2022-2045 Growth**

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	0	0	0	0	0	0	0
286	0	0	124	0	0	0	0
287	0	0	0	39	0	0	0
288	0	0	64	22	123	235	0
289	236	0	717	0	0	0	0
292	496	0	42	28	0	138	0
297	1685	0	0	0	0	0	0
520	0	0	439	0	0	0	0
531	1269	0	193	0	0	1500	0
560	0	0	1	0	25	0	0
577	0	0	591	0	0	0	0
578	165	0	2	13	0	173	0
579	308	0	25	0	24	0	0
580	0	0	794	30	0	0	0
583	0	0	0	0	0	0	0
	4159	0	2993	132	172	2046	0



**Table 8 – Revised 2045 SE Data**

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	341	38	71	25	13	283	0
286	355	149	167	587	473	0	0
287	142	109	564	152	210	0	0
288	74	6	67	42	210	362	0
289	537	35	857	85	253	0	0
292	709	11	42	28	141	650	0
297	2181	132	20	153	108	284	0
520	1498	179	475	436	523	0	0
531	1940	385	195	171	187	1500	0
560	2020	648	21	16	83	19	0
577	425	189	628	29	67	0	0
578	506	98	2	20	263	850	0
579	635	69	30	0	24	284	0
580	547	101	911	282	378	0	0
583	214	80	0	41	101	0	0
	<b>12124</b>	<b>2229</b>	<b>4051</b>	<b>2067</b>	<b>3034</b>	<b>4232</b>	<b>0</b>
2022-2045 Growth:	185.4%	1426.7%	34.3%	93.6%	140.1%	180.6%	--
Avg Annual Growth:	8.1%	62.0%	1.5%	4.1%	6.1%	7.9%	--

**Table 9 – 2022-2035 Growth**

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	33	8	40	14	7	146	0
286	49	62	22	59	97	0	0
287	28	47	2	0	58	0	0
288	6	3	11	0	0	156	0
289	179	18	128	20	98	0	0
292	305	6	8	0	67	7	0
297	987	75	10	86	42	147	0
520	556	113	78	246	232	0	0
531	882	218	34	97	94	775	0
560	476	358	0	2	0	10	0
577	145	107	105	16	38	0	0
578	0	55	0	0	99	20	0
579	249	39	4	0	0	147	0
580	120	57	141	0	130	0	0
583	52	43	0	23	39	0	0
	<b>4068</b>	<b>1209</b>	<b>585</b>	<b>565</b>	<b>1001</b>	<b>1407</b>	<b>0</b>



For the other land-use categories, growth was forecasted assuming linear growth between 2022 (existing conditions) and 2045. The expected growth between 2022 and 2035 was also estimated on a TAZ-by-TAZ basis verifying consistency with the previously developed 2045 estimates. Table 9 details the 2022-to-2035 growth figures and Table 10 provides the 2035 SE data that were used for the Midterm Scenario analysis.

**Table 10 – 2030 SE Data**

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	310	31	40	14	7	146	0
286	309	101	150	541	398	0	0
287	115	73	563	152	165	0	0
288	69	3	58	42	210	215	0
289	369	22	759	70	178	0	0
292	424	6	37	28	89	644	0
297	1257	75	12	86	76	147	0
520	977	148	415	246	344	0	0
531	1114	218	168	97	115	775	0
560	1575	372	21	14	83	10	0
577	290	107	547	16	38	0	0
578	506	55	2	20	187	832	0
579	401	39	26	0	24	147	0
580	434	58	802	282	278	0	0
583	165	47	0	23	71	0	0
	8316	1355	3600	1633	2265	2915	0
2022-2035 Growth:	95.8%	827.8%	19.4%	52.9%	79.2%	93.3%	--
Avg Annual Growth:	7.4%	63.7%	1.5%	4.1%	6.1%	7.2%	--

Based on the revised socioeconomic data developed as described above, the percentage of residential growth between 2022 and 2045 as well as the percentage of residential growth between 2022 and 2035 were calculated for each of the Town of Dundee incoming-development projects included in this study<sup>1</sup>. The resulting percentages are provided in Table 11. The results of this analysis indicate that these incoming-development projects will account for approximately 49.6% of the total residential development, between now and 2045, within the 15-TAZ area that includes the Town of Dundee. Based on the assumptions used to develop the 2035 SE data, approximately 90% of the incoming-development single-family detached units (SFDUs) will be completed by the end of 2035. As shown in Table 11, all the incoming-development residential

<sup>1</sup> The percentages of residential growth discussed above only take into account proposed developments with open and active applications for development orders and/or development permits at the time of this study.

units, based on the most recent and localized data, will account for 94.4% of the residential growth between 2022 and 2035. As a result, some additional residential developments are anticipated before 2035<sup>2</sup>.

**Table 11 – Incoming Development as a % of Residential Growth**

Map ID	Proposed Development Name	TAZ	Single Family		Estimated Population for TD Model	% of	% of
			Attached	Detached		2022-2045 Residential Growth	2022-2035 Residential Growth
1	Grands at Lake Hamilton	580	105		315	1.13%	2.15%
2	Crystal Lake Preserve	289	236		708	2.55%	4.84%
3	Weiberg West	292	286		858	3.09%	5.87%
4	Landings at Lake Trask - Phase 1	297	404		1,212	4.36%	8.29%
5	Landings at Lake Trask - Phase 2	297	169		507	1.82%	3.47%
6	Alford Ridge	297	178		534	1.92%	3.65%
7	Seasons at Hilltop	297	74		222	0.80%	1.52%
8	Shores of Lake Dell	287	41		123	0.44%	0.84%
9	Dundee Lakes - Phases 1 & 2	297	419		1,257	4.52%	8.60%
9	Dundee Lakes - Remaining Phases	297	441		1,323	4.76%	9.05%
10	Tea Groves	560	200		600	2.16%	4.10%
11	Bella Vista - Phase 1	520	78		234	0.84%	1.60%
11	Bella Vista - Phase 2	286	33		99	0.36%	0.68%
12	Sol Vista - Phases 1 & 2	520		121	242	0.87%	1.66%
13	Vista Del Lago - Phase 4	520	32		96	0.35%	0.66%
14	Woodland Ranch Estates - Phases 1 & 2	560	36		108	0.39%	0.74%
15	Woodland Ranch Estates - Phase 3	579	308		924	3.32%	6.32%
16	Valencia Ridge Reserve	531	576		1,728	6.22%	11.82%
17	Landings at Lake Mable Loop - All Phases	531	217		651	2.34%	4.45%
18	Legacy Hill of Dundee	531	476		1,428	5.14%	9.77%
19	Weiberg West [Future Phase]	292	210		630	2.27%	4.31%
			<b>4,519</b>	<b>121</b>	<b>13,799</b>	<b>49.6%</b>	<b>94.4%</b>
<p>- All incoming-development projects included in the analysis will account for 94.4% of the residential growth between 2022 and 2035.                      - It was assumed that 90% of the incoming SFD units will be constructed by 2035.                      - Some additional residential developments are anticipated before 2035.</p>							

## 6. TRAFFIC VOLUMES

Data from the sources mentioned above (which include FDOT and the Polk TPO), collected traffic counts and travel-demand-model output were used to develop the traffic volumes used in the analysis.

<sup>2</sup> Residential development in addition to the proposed projects shown in Table 4 is anticipated before 2035.



## 6.1. Daily Traffic Volumes

Annual Average Daily Traffic (AADT) volumes for the 2022 scenario were developed based on existing counts, K factors, traffic data from the Polk TPO 2022 Roadway Network Database as well as FDOT AADT data. For most segments, the existing traffic volumes and corresponding K factors were used. These K factors are based on Polk TPO data and FDOT standard values.

For the 2027 scenario, trip-generation estimates that represent the traffic that will be generated by the anticipated new development to be completed between now and the end of 2027 (within Town of Dundee boundaries) were added to the 2022 traffic volumes and the same K factors were used to estimate AADT volumes. The Town of Dundee provided detailed information regarding the new projects that will more likely than not be completely or partially developed before the end of 2027. Table 12 summarizes this information.

**Table 12 – Incoming Development To Be Completed by 2027**

Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
2	Crystal Lake Preserve	289	236	
3	Weiberg West	292	286	
4	Landings at Lake Trask - Phase 1	297	202	
7	Seasons at Hilltop	297	74	
8	Shores of Lake Dell	287	41	
9	Dundee Lakes - Phases 1 & 2	297	419	
11	Bella Vista - Phase 1	520	78	
12	Sol Vista - Phases 1 & 2	520		121
17	Landings at Lake Mable Loop - Phases 1 & 2	531	144	
			<b>1,480</b>	<b>121</b>

As shown in Table 12, nine projects that will construct approximately 1,480 single-family detached units and 121 single-family attached units, between now and the end of 2027, are anticipated. Map 03B (included under Appendix 1) shows the exact location of the projects listed in Table 12. The traffic volumes that will be generated by each of these projects (by the end of 2027) were estimated based on ITE<sup>3</sup> rates and equations. Table 13 provides a summary of the 2027 trip-generation estimates. Multiple select-zone analyzes were performed, using the travel-demand model (D1RPM), in order to determine the trip distribution for each project. The expected number of project trips on each roadway segment was calculated using the trip-generation estimates provided in Table 13.

<sup>3</sup> ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.



**Table 13 – Estimated 2027 New-Development Trips (by project)**

Project	LU		Size	Weekday		AM-Peak Hr		PM-Peak Hr	
	Code	Land Use		In	Out	In	Out	In	Out
Crystal Lake Preserve	210	Single-Family	236 DUs	1,113	1,112	41	124	140	83
Weiberg West	210	Single-Family	286 DUs	1,348	1,349	50	150	169	100
Landings at Lake Trask (Phase 1)	210	Single-Family	202 DUs	963	964	35	106	121	71
Seasons at Hilltop	210	Single-Family	74 DUs	382	383	14	43	47	28
Shores of Lake Dell	210	Single-Family	41 DUs	222	222	8	25	27	16
Dundee Lakes (Phases 1 & 2)	210	Single-Family	419 DUs	1,976	1,975	73	220	248	146
Bella Vista (Phase 1)	210	Single-Family	78 DUs	401	402	15	44	50	29
Sol Vista (Phases 1 & 2)	215	Single-Family	121 DUs	436	436	15	43	41	28
Landings at Lake Mable Loop (Phases 1 & 2)	210	Single-Family	144 DUs	706	705	26	78	88	52
<b>Net New Trips:</b>				<b>7,547</b>	<b>7,548</b>	<b>277</b>	<b>833</b>	<b>931</b>	<b>553</b>

*Trip-generation estimates are based on the ITE Trip-Generation Manual, 11th Edition*

Map 04 and Map 05 (included under Appendix 1) show the estimated 2022-AADT and 2027-AADT volumes within the study area.

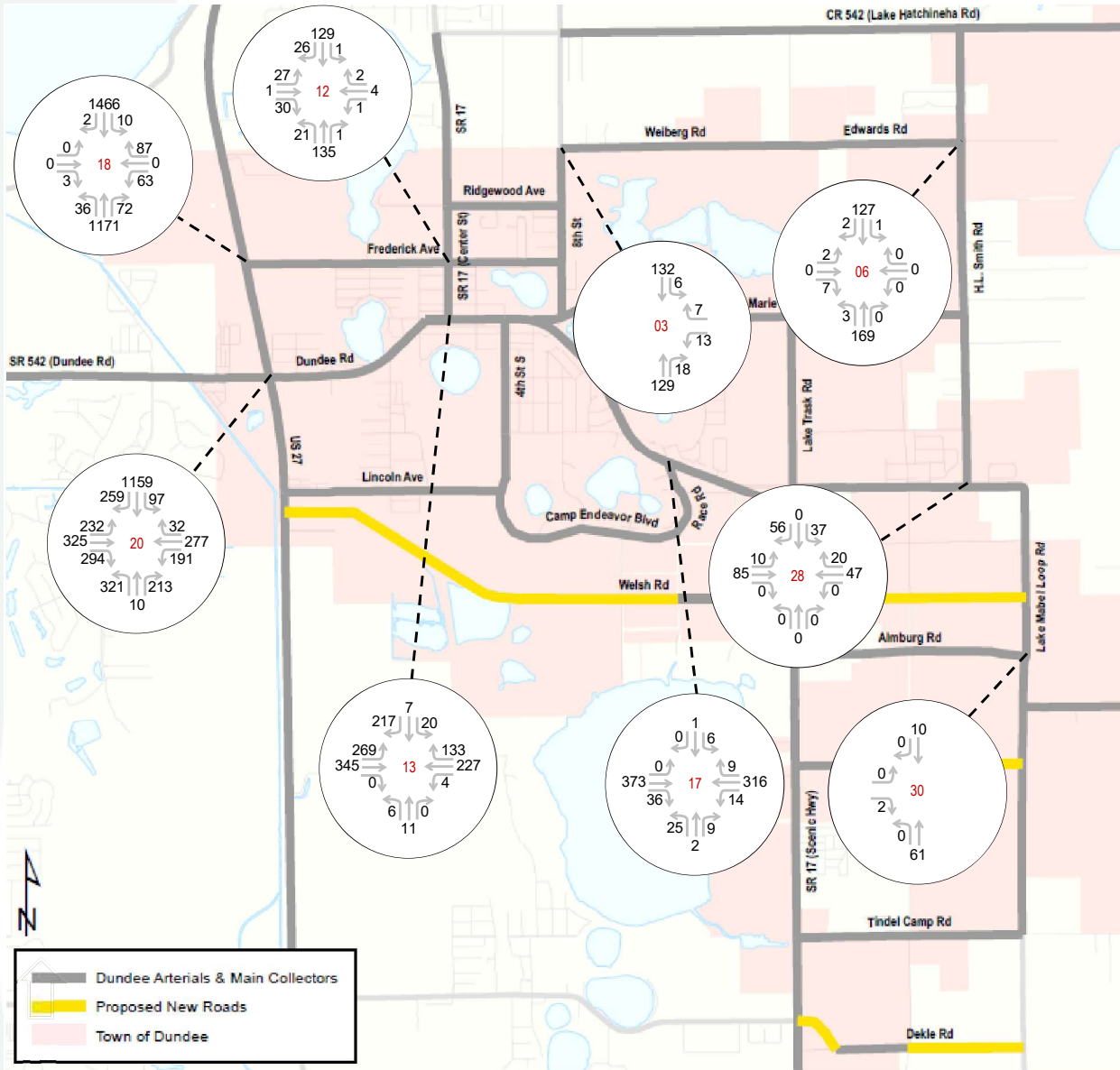
Annual Average Daily Traffic (AADT) volumes for the 2035 and 2045 scenarios were developed based on D1RPM forecasted traffic volumes. The model was run using the E+C network, for both scenarios, with the modifications described in Section 5.3 above. The 2035 SE data and 2045 revised SE data developed as described in Section 5.4 of this report, were used as model input. The model output and resulting daily volumes were used to estimate AADT volumes for each study-network segment. FDOT Model Output Conversion Factors (MOCF) from the 2021 FDOT Peak Season Category Report were used for this analysis. For study-network segments with multiple model segments, the average volume was calculated. Maps 06 and 07 (included under Appendix 1) show the AADT volumes for the 2035 and 2045 scenarios.

## 6.2. Peak-Hour Volumes

Traffic counts at multiple locations within the study area were collected in 2022 and early 2023. The raw counts were adjusted to the peak season using FDOT peak-season factors. Copies of the turning movement counts are included in Appendix 3. Figures 3 and 4 show the existing peak-hour traffic volumes collected at multiple locations within Town of Dundee Limits. Figures that show the approach-volume percentage distribution of existing trips as well as directional segment volumes are provided under Appendix 4.



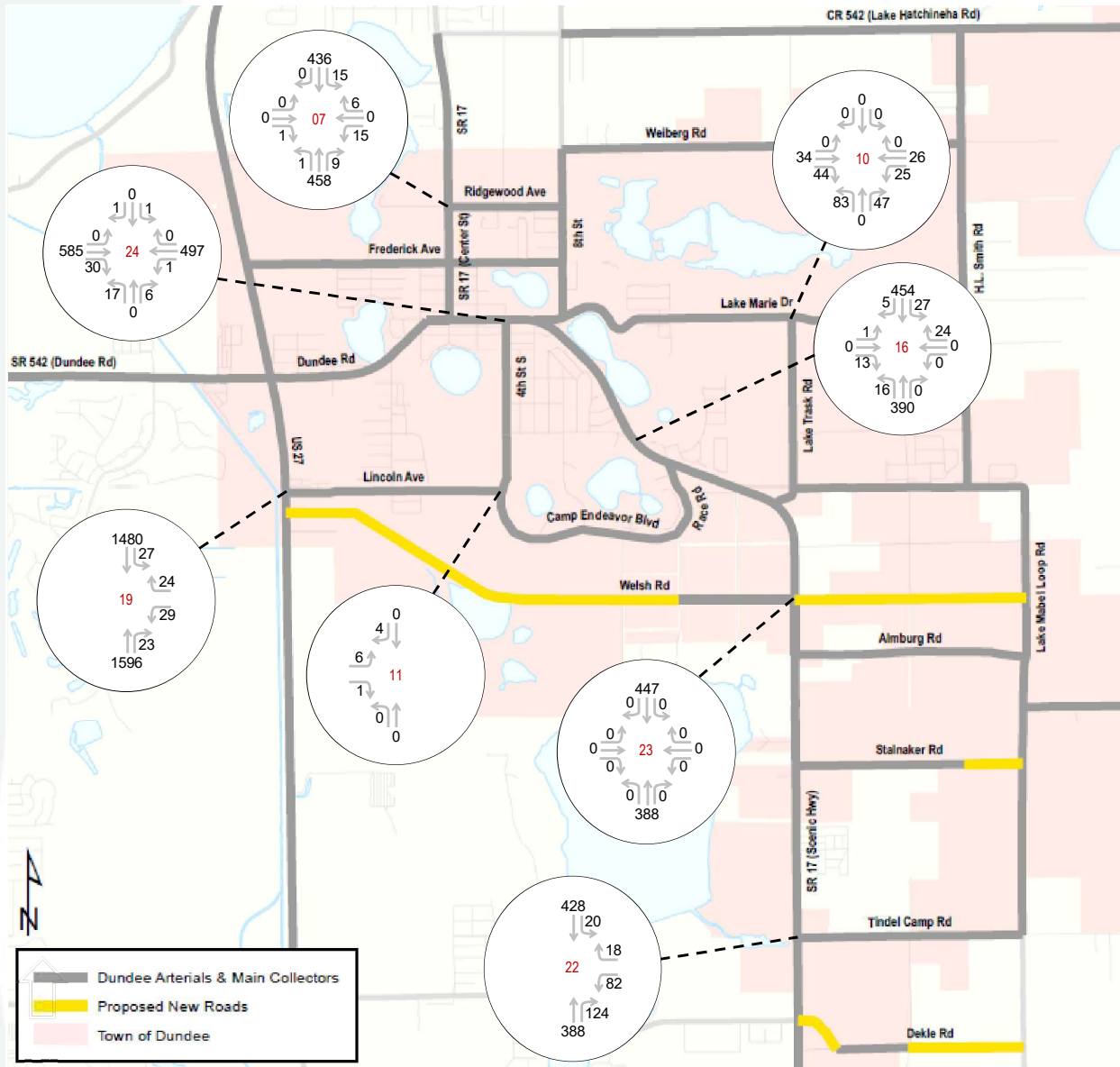
Figure 3 – Peak Hour Traffic Volumes at Intersections



Directional Design Hour Volumes (DDHV) were developed for all the analysis scenarios. These volumes represent peak-hour traffic conditions and are used to perform capacity analyses. For segments on which peak-hour traffic counts were collected, the 2022 DDHV were directly derived from the count data.



Figure 4 – Peak Hour Traffic Volumes at Intersections (Cont'd)



The 2027 DDHV were obtained by adding project-trip estimates for each of the nine projects included in Table 12 to the existing traffic volumes on each segment of the Town’s thoroughfare network. As discussed above, the 2027 project-trip estimates were developed based on multiple select-zone analyses. Table 14 summarizes the results of these analyses.





**Table 14 – 2027 Project Trips on Dundee’s Thoroughfare-Network Segments**

Road Name	From	To	Project Number (Map ID)*									Total Trips
			2	3	4	7	8	9	11	12	17	
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	31	24	12	3	8	19	16	9	11	133
US 27	Lincoln Ave	SR 542 (Dundee Rd)	32	6	3	0	9	0	29	29	43	151
US 27	SR 542 (Dundee Rd)	Frederick Ave	100	27	15	3	10	0	7	12	19	193
US 27	Frederick Ave	W Main St (Lake Hamilton)	53	43	21	4	8	58	11	11	17	226
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	1	8	6	5	0	57	1	5	26	109
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	1	10	7	6	0	62	1	6	36	129
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	2	11	7	6	0	65	2	6	36	135
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	5	16	7	6	1	74	3	8	36	156
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	7	19	7	6	1	81	4	9	0	134
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	9	21	9	7	1	100	5	9	18	179
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	9	21	0	1	2	10	6	15	17	81
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	9	22	0	0	2	0	0	6	12	51
SR 17 (Main St)	Lake Marie Dr	4th St S	9	26	12	4	3	104	11	0	6	175
SR 17 (Main St)	4th St S	Center St	15	0	0	2	4	90	13	4	5	133
SR 17 (Center St)	Main St	Frederick Ave	18	48	29	7	5	0	12	3	4	126
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	29	60	32	8	5	9	6	3	4	156
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	19	21	0	0	3	15	5	2	3	68
SR 542 (Dundee Rd)	Overlook Dr	US 27	58	55	32	10	13	73	19	15	22	297
Dundee Rd	US 27	Main St	2	46	27	9	17	88	0	0	0	189
Main St	Dundee Rd	SR 17 (Center St)	3	48	29	10	9	90	1	1	1	192
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	3	5	5	16	1	7	1	1	2	41
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	1	3	7	10	0	10	0	1	2	34
Frederick Ave	US 27	SR 17 (Center St)	109	77	42	9	0	69	6	0	0	312
Frederick Ave	SR 17 (Center St)	8th St	12	68	41	9	1	82	0	0	0	213
8th St	Lake Marie Dr	Frederick Ave	6	57	16	0	0	117	6	5	5	212
8th St	Frederick Ave	Ridgewood Ave	6	125	58	9	1	35	6	5	5	250
8th St	Ridgewood Ave	Weiberg Rd	13	56	94	19	2	19	6	4	3	216
Weiberg Rd	8th St	Alford Rd	11	20	133	23	1	0	1	0	1	190
Edwards Rd	Alford Rd	H.L. Smith Rd	4	9	49	24	1	15	0	0	6	108
Main St	SR 17 (Scenic Hwy)	8th St	1	50	14	4	1	106	10	6	5	197
Lake Marie Dr	8th St	Lake Trask Rd	4	6	1	4	1	224	4	1	0	245
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	1	1	11	15	0	13	1	2	0	44
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	0	0	9	9	0	110	1	5	1	135
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	0	0	9	10	0	113	0	3	1	136
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	0	0	11	5	0	0	0	0	13	29
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	0	0	24	20	0	52	1	2	13	112
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	1	3	17	44	0	25	1	2	6	99
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	0	0	0	0	0	0	1	2	0	3
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	0	0	11	5	0	0	1	1	17	35
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	0	0	11	5	0	0	0	0	11	27
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	2	2	4	2	0	7	1	1	11	30
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	0	0	2	1	0	0	0	0	5	8
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	0	0	2	1	0	0	0	0	5	8
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	3	2	0	7	1	1	18	36
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	2	2	2	1	0	7	1	1	6	22
Canal Rd	Town Boundary Line	Timberlane Road	1	1	1	0	0	3	0	0	3	9
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	1	1	0	0	0	2	0	0	0	4
Ridgewood Ave	SR 17 (Center St)	8th St	9	86	35	9	1	14	0	0	1	155
Lincoln Ave	US 27	Camp Endeavor Blvd	0	18	9	2	0	21	45	39	1	135
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	3	4	2	1	0	9	8	43	3	73
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	6	26	12	1	0	13	55	5	0	118
4th St S	Florida Ave	SR 17 (Main St)	6	26	12	1	0	13	24	4	0	86
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	0	0	0	1	0	10	6	22	3	42
Welsh Rd	US 27	Dr Welch Rd	0	0	0	0	0	0	0	0	44	44
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	0	0	1	2	0	14	0	0	49	66
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	1	2	0	0	0	3	0	0	67	73
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	3	0	0	0	5	1	1	0	12
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	0	0	0	0	0	1	0	0	0	1
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	0	0	0	0	0	1	0	0	0	1

\* Project Number corresponds to the "Map ID" values from Table 12, Map 03A and Map 03B.  
 - Project trips were estimated based on DIRPM's select-zone analyses and trip-generation estimates using ITE rates and equations.  
 - Most of the roadway segments above are represented by several segments in the travel-demand model (DIRPM) network. Project trips are average 2-way peak-hour volumes.  
 - In close proximity of a project access point, the actual distribution of project trips may change based on the access configuration and the number of access points.  
 - Detailed traffic studies are recommended to conduct traffic-operations and safety analyzes within the study area of each proposed project. 5/6/2023



In a few cases, for which count data were not available, directional factors and/or K factors from the Polk TPO 2022 Roadway Network Database, or standard K factors from the FDOT Project Traffic Forecasting Handbook, were used to develop existing and/or short-term DDHV estimates.

The DDHV for the 2022 and 2027 scenarios are shown on Map 08 and Map 09 which are included under Appendix 1. Directional factors for the 2035 and 2045 scenarios were developed based on D1RPM peak-period traffic assignment. The split of directional volumes for the afternoon-peak period was used to determine the D factor for each roadway segment. This process was performed separately for each scenario. The DDHV for the 2035 and 2045 scenarios are shown on Map 10 and Map 11 which are included under Appendix 1.

## 7. EXISTING & SHORT-TERM CONDITIONS

### 7.1. Existing Segment Deficiencies



In Section 5.3 above, it was explained that several segments were added to the study area. However, it is important to note that most of these segments currently have certain deficiencies related to physical roadway conditions. In other words, most of these segments are “substandard roads”. The needed improvements to address these deficiencies are not triggered by capacity-related issues caused by traffic (i.e., unacceptable levels of service) because the existing traffic volumes on these facilities are very low.

Since the existing deficiencies are not related to insufficient roadway capacity or level-of-service standards, they are not caused by development-generated trips. However, a new development could have a significant impact on a substandard road. In order to address situations like this, the Town may implement “Substandard Road” regulation by amending the Town’s Land Development Code. The “Substandard Road” regulation could mandate substandard-road assessments, prepared by licensed engineers, and could also provide a funding mechanism for mitigation of significant impacts on substandard roads and upgrading of substandard facilities to meet the applicable Town standards.

Regardless, improving the substandard segments will enable the Town to be well-equipped to meet the rising demand for travel resulting from the expected growth. To this end, it is recommended to include the improvements needed to address the aforementioned deficiencies in the Town’s Capital Improvement Plan (CIP). Further analysis may be needed to determine the scope of CIP improvement projects and their corresponding funding sources. Table 15 includes detailed information regarding the existing substandard roadway segments within the Town of Dundee thoroughfare network.

**Table 15 – Existing Substandard Roadway Segments**

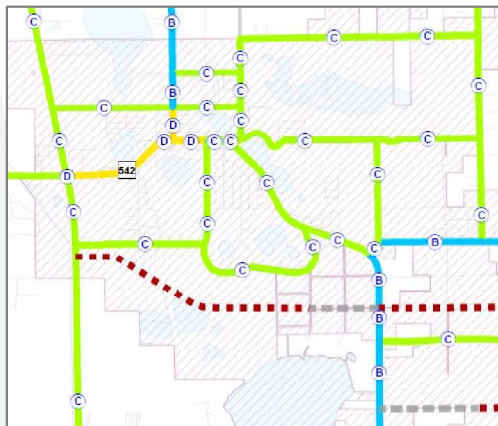
Road Name	From	To	Existing	Future	Existing Deficiencies
			Lanes	Lanes	
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Partially Unpaved Segment / Narrow Lanes
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	2	2	Unpaved Segment
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	2	2	Unpaved Segment
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	2	2	Unpaved Segment
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	2	2	Poor Pavement Condition
Lincoln Ave	US 27	Camp Endeavor Blvd	2	2	Partially Unpaved Segment
Stalaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Unpaved Segment + Proposed New Road Segment (Town's Network)
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	2	2	Proposed New Road Segment (Town's Network)
Welsh Rd	US 27	Dr Welch Rd	N/A	2	Proposed New Road Segment (Town's Network)
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	N/A	2	Proposed New Road Segment (Town's Network)
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	N/A	2	Unpaved Segment
4th St S	Florida Ave	SR 17 (Scenic Hwy)	2	2	Faded Striping

*- Proposed new roadway segments are part of the Town of Dundee's network of arterials and main collectors (and are shown in the town's Comprehensive Plan).*

6/16/2023

The proposed new roads shown in Table 15 were not included in the 2022 scenario because they have not been constructed yet. However, it was assumed that these segments will be constructed by the end of 2027. As a result, they were included in all the future scenarios. Moreover, it was assumed that all the existing deficiencies listed in Table 15 will be addressed by the end of 2027. As a result, the segments from Table 15 were included in the future analysis scenarios with standard capacities for two-lane collectors. If deficiencies identified in Table 15 are not addressed by the end of 2027, this study as well as the Transportation Concurrency Management System that will be implemented by the Town should be updated accordingly. Map 12 (included under Appendix 1) shows the substandard segments and corresponding deficiencies discussed above.

## 7.2. Existing (2022) Level of Service



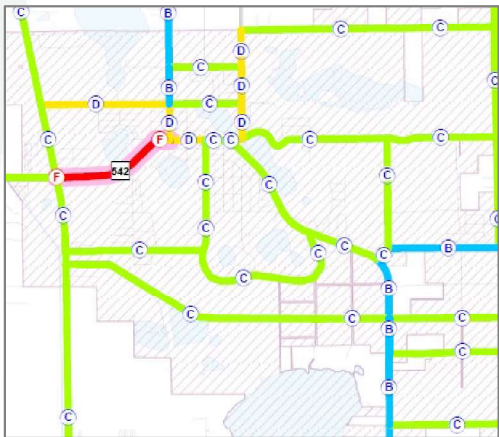
The 2022 Directional Design Hour Volumes (DDHV) shown on Map 08 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 16 shows the existing volumes on the roadway segments included in the

Town's thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 13 (included under Appendix 1) shows the existing level of service for all the study-area roadway segments. As explained above, some of the segments present existing deficiencies that are



not triggered by traffic volumes. These deficiencies are related to existing physical characteristics such as pavement condition, lane width, etc. The existing traffic volumes on these “substandard segments” are very low so capacity is not a concern at the moment. Nonetheless, certain deficiencies can reduce the roadway-segment standard capacity which is defined as the maximum number of vehicles that can pass through a segment of road during a period of time. Since deficiencies could reduce the operating speed of a roadway and/or cause unexpected delays, they can decrease the maximum number of vehicles that can pass through a segment of road and, therefore, reduce its standard capacity. Even though this is not a concern for the 2022 scenario (due to very low traffic volumes), it can be a concern for the future scenarios. As explained above, this study assumes that all the existing deficiencies will be addressed by the end of 2027. If substandard segments identified in Table 15 are not upgraded (to meet acceptable standards as required by the Town of Dundee) by this date, the future (2027, 2035 and 2045) standard roadway capacities included in this study as well as the corresponding information to be used in the Transportation Concurrency Management System (that the Town of Dundee intends to implement) should be updated accordingly.

### 7.3.Short-Term (2027) Level of Service



The 2027 Directional Design Hour Volumes (DDHV) shown on Map 09 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 17 shows the 2027 volumes on the roadway segments included in the Town’s

thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 14 (included under Appendix 1) shows the 2027 level of service for all the thoroughfare-network (study area) roadway segments.

**Table 16 – 2022 Traffic Volumes and Levels of Service**

Road Name	From	To	Std LOS	Std Capacity	2022 AADT	2022 Dir. Factor	2022 Peak Dir.	K Factor	2022 DDHV	2022 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	34,760	0.52	N	0.09	1,619	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	35,290	0.50	N	0.09	1,601	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	31,320	0.54	S	0.09	1,524	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	31,480	0.56	S	0.09	1,575	C
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	11,360	0.50	N	0.09	512	B
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	11,360	0.50	N	0.09	512	B
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	9,380	0.53	S	0.09	448	B
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	9,380	0.53	S	0.09	448	B
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	9,380	0.53	S	0.09	448	B
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	8,680	0.53	S	0.09	418	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	8,680	0.53	S	0.09	418	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	10,220	0.54	S	0.09	501	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	10,220	0.54	E	0.09	501	C
SR 17 (Main St)	4th St S	Center St	D	750	11,440	0.57	E	0.09	585	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	9,870	0.50	N	0.09	445	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	9,870	0.50	N	0.09	445	B
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	10,170	0.51	N	0.09	464	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	18,980	0.50	W	0.09	857	C
Dundee Rd	US 27	Main St	D	675	12,610	0.56	E	0.09	635	D
Main St	Dundee Rd	SR 17 (Center St)	D	638	11,860	0.58	E	0.09	617	D
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	7,300	0.51	W	0.09	335	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,300	0.51	W	0.09	335	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	3,660	0.54	E	0.09	179	C
Frederick Ave	SR 17 (Center St)	8th St	D	525	1,210	0.53	E	0.09	58	C
8th St	Lake Marie Dr	Frederick Ave	D	525	3,520	0.50	S	0.09	160	C
8th St	Frederick Ave	Ridgewood Ave	D	525	3,400	0.51	N	0.09	156	C
8th St	Ridgewood Ave	Weiberg Rd	D	525	3,400	0.51	N	0.09	156	C
Weiberg Rd	8th St	Alford Rd	D	525	490	0.55	E	0.09	24	C
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	160	0.64	E	0.09	9	C
Main St	SR 17 (Scenic Hwy)	8th St	D	616	5,500	0.51	W	0.09	252	C
Lake Marie Dr	8th St	Lake Trask Rd	D	616	2,080	0.58	W	0.09	109	C
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	1,470	0.61	E	0.09	81	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	4,100	0.51	N	0.09	188	C
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	2,210	0.65	N	0.09	130	C
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	2,400	0.57	N	0.09	123	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	3,400	0.56	N	0.09	172	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	3,340	0.57	N	0.09	171	C
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	3,230	0.65	E	0.09	188	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	1,960	0.64	N	0.09	113	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	1,960	0.64	N	0.09	113	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	1,840	0.63	S	0.09	105	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	1,800	0.51	S	0.09	83	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,800	0.51	S	0.09	83	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	20	1.00	E	0.09	2	C
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	2,400	0.51	W	0.09	110	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	2,400	0.51	W	0.09	110	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	2,710	0.59	E	0.09	144	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	500	0.53	E	0.09	24	C
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	1,140	0.51	W	0.09	53	C
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	10	1.00	E	0.09	1	C
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	110	0.60	N	0.09	6	C
4th St S	Florida Ave	SR 17 (Main St)	D	525	600	0.57	S	0.09	31	C
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	970	0.59	S	0.09	51	C
Welsh Rd	US 27	Dr Welch Rd	D	616						
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748						
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616						
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525						
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680						
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560						

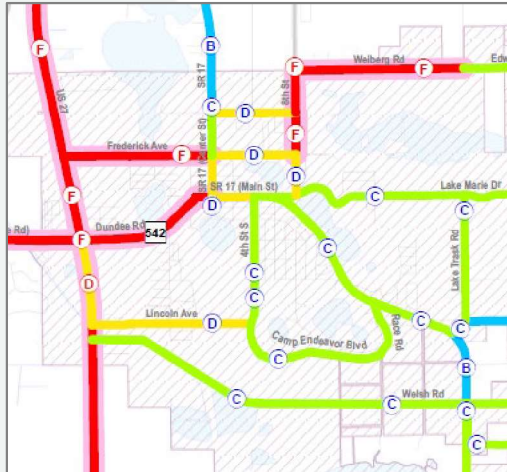
- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.  
 - Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

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## 8. MIDTERM & LONG-TERM CONDITIONS

### 8.1. Midterm (2035) Level of Service



The 2035 Directional Design Hour Volumes (DDHV) shown on Map 10 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 17 shows the 2035 volumes on the roadway segments included in the Town’s thoroughfare

network (study area) as well as the corresponding service volumes and levels of service. Map 15 (included under Appendix 1) shows the 2035 level of service for all the study-area roadway segments.

### 8.2. Long-Term (2045) Level of Service



The 2045 Directional Design Hour Volumes (DDHV) shown on Map 11 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 18 shows the 2045 volumes on the roadway segments included in the Town’s thoroughfare network (study area) as well as

the corresponding service volumes and levels of service. Map 16 (included under Appendix 1) shows the 2045 level of service for all the study-area roadway segments.

**Table 17 – 2027 Traffic Volumes and Levels of Service**

Road Name	From	To	Std LOS	Std Capacity	2027 AADT	2027 Dir. Factor	2027 Peak Dir.	K Factor	2027 DDHV	2027 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	36,230	0.52	N	0.09	1,703	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	36,970	0.51	N	0.09	1,696	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	33,460	0.55	S	0.09	1,646	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	33,990	0.56	S	0.09	1,718	C
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	12,570	0.51	N	0.09	581	C
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	12,790	0.52	N	0.09	594	C
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	10,880	0.54	S	0.09	533	B
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	11,120	0.55	S	0.09	546	B
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	10,870	0.54	S	0.09	532	B
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	10,670	0.55	S	0.09	531	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	9,580	0.54	S	0.09	469	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	10,790	0.55	S	0.09	533	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	12,170	0.56	E	0.09	611	C
SR 17 (Main St)	4th St S	Center St	D	750	12,920	0.58	E	0.09	669	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	11,270	0.52	N	0.09	525	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	11,600	0.52	N	0.09	544	B
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	10,920	0.52	N	0.09	507	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	22,280	0.52	W	0.09	1,045	C
Dundee Rd	US 27	Main St	D	675	14,710	0.57	E	0.09	755	F
Main St	Dundee Rd	SR 17 (Center St)	D	638	13,990	0.59	E	0.09	738	F
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	7,760	0.52	W	0.09	361	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,680	0.52	W	0.09	357	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	7,120	0.59	E	0.09	376	D
Frederick Ave	SR 17 (Center St)	8th St	D	525	3,580	0.60	E	0.09	193	C
8th St	Lake Marie Dr	Frederick Ave	D	525	5,880	0.55	S	0.09	294	D
8th St	Frederick Ave	Ridgewood Ave	D	525	6,180	0.56	N	0.09	313	D
8th St	Ridgewood Ave	Weiberg Rd	D	525	5,800	0.56	N	0.09	292	D
Weiberg Rd	8th St	Alford Rd	D	525	2,600	0.61	E	0.09	144	C
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	1,360	0.63	E	0.09	78	C
Main St	SR 17 (Scenic Hwy)	8th St	D	616	7,690	0.54	W	0.09	377	C
Lake Marie Dr	8th St	Lake Trask Rd	D	616	4,800	0.61	W	0.09	264	C
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	1,960	0.62	E	0.09	109	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	5,600	0.54	N	0.09	274	C
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	3,720	0.64	N	0.09	216	C
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	2,720	0.58	N	0.09	142	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	4,640	0.58	N	0.09	243	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	4,440	0.58	N	0.09	234	C
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	3,270	0.65	E	0.09	190	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	2,350	0.64	N	0.09	135	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	2,260	0.64	N	0.09	130	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	2,180	0.63	S	0.09	124	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	1,890	0.52	S	0.09	88	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,890	0.52	S	0.09	88	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	420	0.65	E	0.09	25	C
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	2,640	0.52	W	0.09	125	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	2,500	0.51	W	0.09	116	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	2,760	0.59	E	0.09	147	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	2,220	0.61	E	0.09	122	C
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	2,640	0.58	W	0.09	139	C
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	820	0.64	E	0.09	47	C
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	1,420	0.63	N	0.09	81	C
4th St S	Florida Ave	SR 17 (Main St)	D	525	1,560	0.61	S	0.09	86	C
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	1,430	0.60	S	0.09	78	C
Welsh Rd	US 27	Dr Welch Rd	D	616	490	0.63	E	0.09	28	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	730	0.63	W	0.09	42	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	810	0.63	E	0.09	46	C
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	130	0.63	E	0.09	8	C
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	10	0.63	E	0.09	1	C
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	10	0.63	E	0.09	1	C

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.  
 - Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.  
 - Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

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**Table 18 – 2035 Traffic Volumes and Levels of Service**

Road Name	From	To	Std LOS	Std Capacity	2035 AADT	2035 Dir. Factor	2035 Peak Dir.	K Factor	2035 DDHV	2035 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	58,190	0.60	N	0.09	3,148	F
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	58,700	0.57	N	0.09	3,014	D
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	60,660	0.62	N	0.09	3,387	F
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	60,370	0.61	N	0.09	3,328	F
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	14,950	0.60	N	0.09	807	C
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	16,030	0.61	N	0.09	878	C
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	15,150	0.59	N	0.09	801	C
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	13,150	0.52	N	0.09	612	C
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	16,010	0.50	N	0.09	724	C
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	9,490	0.56	N	0.09	478	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	5,920	0.54	S	0.09	287	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	3,730	0.61	S	0.09	206	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	11,270	0.66	E	0.09	673	C
SR 17 (Main St)	4th St S	Center St	D	750	8,740	0.64	E	0.09	502	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	11,890	0.51	N	0.09	550	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	16,440	0.56	N	0.09	822	C
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	7,760	0.63	N	0.09	438	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	50,550	0.58	E	0.09	2,647	F
Dundee Rd	US 27	Main St	D	675	16,390	0.59	E	0.09	866	F
Main St	Dundee Rd	SR 17 (Center St)	D	638	16,060	0.60	E	0.09	871	F
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	11,580	0.53	W	0.09	547	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,470	0.72	E	0.09	487	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	13,940	0.60	E	0.09	755	F
Frederick Ave	SR 17 (Center St)	8th St	D	525	8,350	0.63	E	0.09	472	D
8th St	Lake Marie Dr	Frederick Ave	D	525	8,770	0.50	N	0.09	397	D
8th St	Frederick Ave	Ridgewood Ave	D	525	11,350	0.60	N	0.09	610	F
8th St	Ridgewood Ave	Weiberg Rd	D	525	18,280	0.56	N	0.09	913	F
Weiberg Rd	8th St	Alford Rd	D	525	14,110	0.57	E	0.09	721	F
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	9,990	0.59	E	0.09	530	C
Main St	SR 17 (Scenic Hwy)	8th St	D	616	9,620	0.63	E	0.09	546	C
Lake Marie Dr	8th St	Lake Trask Rd	D	616	9,380	0.63	E	0.09	535	C
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	5,520	0.71	E	0.09	355	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	5,060	0.64	N	0.09	291	C
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	4,060	0.65	N	0.09	236	C
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	1,640	0.60	N	0.09	88	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	5,910	0.72	N	0.09	381	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	8,690	0.76	N	0.09	596	F
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	680	0.61	E	0.09	37	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	4,010	0.67	N	0.09	242	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	2,400	0.60	N	0.09	129	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	4,490	0.51	S	0.09	207	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	3,990	0.75	N	0.09	270	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,450	0.70	N	0.09	91	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	4,160	0.56	E	0.09	209	C
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	7,060	0.66	E	0.09	420	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	6,310	0.72	E	0.09	409	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	3,890	0.60	E	0.09	211	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	9,830	0.52	W	0.09	464	D
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	5,480	0.61	E	0.09	303	D
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	3,020	0.56	E	0.09	152	C
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	4,230	0.64	N	0.09	245	C
4th St S	Florida Ave	SR 17 (Main St)	D	525	4,050	0.64	N	0.09	234	C
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	1,850	0.59	N	0.09	99	C
Welsh Rd	US 27	Dr Welch Rd	D	616	7,240	0.65	E	0.09	425	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	8,510	0.65	E	0.09	500	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	3,800	0.73	E	0.09	250	C
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	6,250	0.65	E	0.09	365	D
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	1,060	0.53	E	0.09	51	C
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	1,150	0.54	E	0.09	55	C

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.  
- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.  
- Directional Factors are based on peak-period traffic assignment of the Florida Department of Transportation (FDOT) - District 1 Regional Planning Model.

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**Table 19 – 2045 Traffic Volumes and Levels of Service**

Road Name	From	To	Std LOS	Std Capacity	2045 AADT	2045 Dir. Factor	2045 Peak Dir.	K Factor	2045 DDHV	2045 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	60,430	0.61	N	0.09	3,300	F
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	63,130	0.55	N	0.09	3,136	F
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	61,480	0.61	N	0.09	3,366	F
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	61,920	0.60	N	0.09	3,365	F
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	16,210	0.56	N	0.09	821	C
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	18,620	0.57	N	0.09	948	D
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	17,100	0.53	N	0.09	823	C
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	15,270	0.51	N	0.09	703	C
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	18,710	0.51	S	0.09	855	C
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	11,310	0.56	N	0.09	569	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	8,190	0.61	S	0.09	450	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	4,530	0.53	N	0.09	217	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	13,210	0.59	E	0.09	700	C
SR 17 (Main St)	4th St S	Center St	D	750	10,130	0.57	E	0.09	516	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	13,170	0.53	N	0.09	627	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	18,630	0.56	N	0.09	943	D
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	9,560	0.60	N	0.09	512	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	52,700	0.57	E	0.09	2,704	F
Dundee Rd	US 27	Main St	D	675	17,580	0.55	E	0.09	865	F
Main St	Dundee Rd	SR 17 (Center St)	D	638	17,370	0.56	E	0.09	881	F
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	12,050	0.51	W	0.09	552	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,870	0.70	E	0.09	495	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	16,940	0.57	E	0.09	865	F
Frederick Ave	SR 17 (Center St)	8th St	D	525	9,980	0.57	E	0.09	511	D
8th St	Lake Marie Dr	Frederick Ave	D	525	9,570	0.51	N	0.09	440	D
8th St	Frederick Ave	Ridgewood Ave	D	525	13,190	0.56	N	0.09	667	F
8th St	Ridgewood Ave	Weiberg Rd	D	525	19,630	0.55	N	0.09	974	F
Weiberg Rd	8th St	Alford Rd	D	525	19,080	0.54	E	0.09	936	F
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	12,110	0.55	E	0.09	597	D
Main St	SR 17 (Scenic Hwy)	8th St	D	616	11,360	0.62	E	0.09	635	F
Lake Marie Dr	8th St	Lake Trask Rd	D	616	11,270	0.61	E	0.09	614	D
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	6,330	0.67	E	0.09	380	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	7,430	0.68	N	0.09	454	D
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	5,480	0.70	N	0.09	347	D
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	2,830	0.61	N	0.09	155	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	7,500	0.70	N	0.09	474	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	8,550	0.74	N	0.09	569	F
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	1,050	0.55	W	0.09	52	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	6,290	0.65	N	0.09	370	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	4,180	0.60	N	0.09	227	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	5,480	0.50	N	0.09	247	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	4,290	0.71	N	0.09	273	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	2,580	0.80	N	0.09	186	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	5,350	0.56	E	0.09	269	D
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	7,950	0.62	E	0.09	443	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	6,560	0.69	E	0.09	409	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	4,420	0.62	E	0.09	247	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	10,770	0.54	E	0.09	526	E
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	7,300	0.69	E	0.09	455	D
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	5,320	0.73	E	0.09	351	D
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	5,270	0.59	N	0.09	279	D
4th St S	Florida Ave	SR 17 (Main St)	D	525	5,060	0.59	N	0.09	267	D
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	3,690	0.80	N	0.09	267	D
Welsh Rd	US 27	Dr Welch Rd	D	616	9,480	0.63	E	0.09	537	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	11,570	0.63	E	0.09	658	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	5,580	0.65	E	0.09	327	C
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	7,440	0.52	E	0.09	349	D
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	1,530	0.57	E	0.09	79	C
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	1,660	0.58	E	0.09	86	C

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.  
 - Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.  
 - Directional Factors are based on peak-period traffic assignment of the Florida Department of Transportation (FDOT) - District 1 Regional Planning Model.

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## 9. RECOMMENDED IMPROVEMENTS

Section 7 of this report describes several substandard roadway segments that require significant improvements to ensure that the Town’s thoroughfare network can support the anticipated growth. Table 20 provides the recommended improvements to address each existing deficiency.

**Table 20 – 2022 Recommended Improvements**

Road Name	From	To	Existing Lanes	Future Lanes	Existing Deficiencies	Recommended Improvements
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Partially Unpaved Segment / Narrow Lanes	Reconstruct to provide standard roadway width and pave the whole segment
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	2	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	2	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	2	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	2	2	Poor Pavement Condition	Ensure that roadway-design standards are met and resurface the whole segment
Lincoln Ave	US 27	Camp Endeavor Blvd	2	2	Partially Unpaved Segment	Ensure that roadway-design standards are met and pave from Pine St to Camp Endeavor Blvd.
Stalaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Unpaved Segment + Proposed New Road Segment (Town’s Network)	Ensure that roadway-design standards are met and pave from SR 17 to approximately 1,400 feet west of Lake Mabel Loop Rd. Construct new roadway segment from approximately 1,400 feet west of Lake Mabel Loop Rd to Lake Mabel Loop Rd.
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	2	2	Proposed New Road Segment (Town’s Network)	Construct new roadway segment.
Welsh Rd	US 27	Dr Welch Rd	N/A	2	Proposed New Road Segment (Town’s Network)	Construct new roadway segment.
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	N/A	2	Proposed New Road Segment (Town’s Network)	Construct new roadway segment.
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	N/A	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment
4th St S	Florida Ave	SR 17 (Scenic Hwy)	2	2	Faded Striping	Inspect condition of pavement markings and restripe if needed.

- Proposed new roadway segments are part of the Town of Dundee’s network of arterials and main collectors (and are shown in the town’s Comprehensive Plan).  
 - Recommended improvements are related to existing roadway-segment physical conditions and are not triggered as a result of traffic volumes.  
 - Further analysis may be needed to define the specific scopes of improvement projects.

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Further analysis may be needed to define the detailed scope of some of these improvements. As mentioned earlier in this document, some or all of these improvements could be added to the Town’s Capital Improvement Plan (CIP).

The Town could also implement “Substandard Road” regulation by amending the Town’s Land Development Code. The “Substandard Road” regulation could mandate substandard-road



assessments and could also provide a funding mechanism for mitigation of impacts on and upgrading of substandard facilities.

As shown on Maps 14, 15 and 16, there are multiple study area segments that may not be able to meet LOS standards under one or more future scenarios. A detailed analysis for each of these segments was conducted to determine the most reasonable mitigation approaches in order to meet level-of-service standards under future conditions. Recommended improvements and/or strategies were proposed on a case-by-case basis. Tables 21, 22 and 23 summarize the improvement recommendations and provide the levels of service that will be achieved with the proposed improvements.

**Table 21 – 2027 Recommended Improvements**

Road Name	From	To	2027 Recommended Improvements	2027 Improved Std. LOS	2027 Improved Capacity	2027 Peak Dir. Volume	2027 Improved LOS
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	755	D
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	738	D

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2027 traffic conditions.  
 - Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

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**Table 22 – 2035 Recommended Improvements**

Road Name	From	To	2035 Recommended Improvements	2035 Improved Std. LOS	2035 Improved Capacity	2035 Peak Dir. Volume	2035 Improved LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Widen to 8 lanes (divided).	C	3,970	3,148	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Widen to 8 lanes (divided).	C	3,970	3,014	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	Widen to 8 lanes (divided).	C	3,970	3,387	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	Widen to 8 lanes (divided).	C	3,970	3,328	C
SR 542 (Dundee Rd)	Overlook Dr	US 27	Widen to 6 lanes (divided).	D	3,020	2,647	C
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	866	D
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	871	D
Frederick Ave	US 27	SR 17 (Center St)	Widen to 4 lanes (undivided).	D	1,060	755	D
8th St	Frederick Ave	Ridgewood Ave	Provide left-turn lanes at main intersections.	D	638	610	D
8th St	Ridgewood Ave	Weiberg Rd	Widen to 4 lanes (undivided).	D	1,060	913	D
Weiberg Rd	8th St	Alford Rd	Widen to 4 lanes (undivided).	D	1,060	721	D
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	Provide right-turn lanes at main intersections.	D	600	596	D

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2035 traffic conditions.  
 - Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

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**Table 23 – 2045 Recommended Improvements**

Road Name	From	To	2045 Recommended Improvements	2045 Improved Std. LOS	2045 Improved Capacity	2045 Peak Dir. Volume	2045 Improved LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Widen to 8 lanes (divided).	C	3,970	3,300	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Widen to 8 lanes (divided).	C	3,970	3,136	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	Widen to 8 lanes (divided).	C	3,970	3,366	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	Widen to 8 lanes (divided).	C	3,970	3,365	C
SR 542 (Dundee Rd)	Overlook Dr	US 27	Widen to 6 lanes (divided).	D	3,020	2,704	C
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	865	D
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	881	D
Frederick Ave	US 27	SR 17 (Center St)	Widen to 4 lanes (undivided).	D	1,060	865	D
8th St	Frederick Ave	Ridgewood Ave	Widen to 4 lanes (undivided).	D	1,060	667	D
8th St	Ridgewood Ave	Weiberg Rd	Widen to 4 lanes (undivided).	D	1,060	974	D
Weiberg Rd	8th St	Alford Rd	Widen to 4 lanes (undivided).	D	1,060	936	D
Main St	SR 17 (Scenic Hwy)	8th St	Provide right-turn lanes at main intersections.	D	660	635	D
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	Provide right-turn lanes at main intersections.	D	600	569	D
Ridgewood Ave	SR 17 (Center St)	8th St	Provide right-turn lanes at main intersections.	D	563	526	D

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2045 traffic conditions.  
 - Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

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Maps 17, 18 and 19 (provided under Appendix 1) show the affected roadway segments as well as the recommended improvements and the levels of service that will be achieved with those improvements.

## 10. FUTURE INTERSECTION ANALYSIS

As roadway segments approach their standard capacities, main intersections on these segments can become problematic in terms of capacity, safety and/or operations. As a result, improvements such as turn lanes, turn-lane extensions, signalization, etc. could be warranted. Decisions in connection with this kind of improvements typically require detailed analyses that look at operations, safety, signal-warrants, etc. These types of analyses are not part of the scope of this study. However, a preliminary analysis was conducted (based on the future roadway conditions presented in Section 8 of this report) in order to identify study-area intersections that could require improvements of this nature once the anticipated future development reaches significant levels. Map 20 (provided under Appendix 1) shows the intersection locations that were identified.



## 11. CONCURRENCY MANAGEMENT SYSTEM

The Town of Dundee intends to implement a Transportation Concurrency Management System (TCMS). This section offers comprehensive insights into the definition of a TCMS, its core components, and the advantages of implementing one. The analysis carried out to develop this report yielded several essential components that can be used as a foundation for a Town of Dundee TCMS. This section also discusses those components.

Transportation concurrency management is used to ensure that adequate transportation infrastructure is in place to support the anticipated growth within a local jurisdiction. A transportation concurrency management system (TCMS) is a simple tool used to track the capacity of transportation-facility segments. The main goal of a TCMS is to make sure that all segments of the transportation network operate below their standard capacity and, as a result, maintain at an adequate level-of service.

To achieve the TCMS objectives, the travel-demand created by new developments is estimated and assigned to the transportation network. The existing traffic volumes on each segment of the network, the reserved capacities (assigned to recently approved but not-built-yet developments) as well as the available capacities are periodically updated in a database so that the jurisdiction can know, on a timely manner, if the traffic generated by a proposed new development would trigger any deficiencies in the transportation network.

If it is determined that a proposed development would create network deficiencies, the additional capacity required to support the development’s travel demand must be provided (normally, in the form of transportation improvements) concurrent with the approval of the development. This guarantees that all network segments continue operating below their standard capacity.

A TCMS is important to ensure that a local jurisdiction can maintain a “healthy” transportation network. The time between periodic updates of reserved capacities and available capacities will depend on the development activity within the local jurisdiction. It is recommended to monitor and update the existing traffic volumes on an annual basis.

The TCMS information discussed above is consistent with the Town of Dundee Land Development Code (LDC). The LDC provides a more-general description of a concurrency management system and also mentions a monitoring system.

Key elements of a TCMS include:



- **Thoroughfare Network:** This is normally the network of arterials and main collectors within a local jurisdiction. Future roadway segments expected to become significant network links should be included so that future-condition analyses can take them into account. This report proposes a Town of Dundee Thoroughfare Network which is shown on Map 02A (provided under Appendix 1).
- **Functional Classification of Roadway Segments:** The functional classification of roads normally affects design standards and certain traffic characteristics. As a result, the standard level of service can vary according the functional classification. This report proposes a functional classification of thoroughfare-network segments which is provided in Map 02B (provided under Appendix 1). The proposed functional classification is based on FDOT District One Functional Classification and Urban Boundary maps as well as the Polk TPO 2022 Roadway Network Database.
- **Thoroughfare Network Database:** This is a database that includes all the thoroughfare-network segments and must be capable of tracking the existing traffic volumes, reserved capacities, and available capacities as well as the development traffic by project and by segment.
- **Existing Traffic Volumes:** Annually updated traffic counts are vital to ensure that the TCMS accounts for potential variations in travel patterns that are not influenced by recent development. This report provides network-wide existing traffic volumes mainly based on data collected in 2022 and early 2023.
- **Standard capacities of Thoroughfare-Network Segments:** These standard capacities can vary between local jurisdictions depending on sources, adopted methodologies and policy. For this study, the standard daily and peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook, the Town of Dundee Land Development Code (LDC), and the specific segment characteristics. Table 1, provided under Section 5.3 of this report, includes the peak-hour capacities used in the analysis.
- **Transportation Concurrency Management Plan (TCMP):** The TCMP is a policy document that outlines the overall strategy for managing transportation concurrency in the community. It can include concurrency-related guidelines, accepted types of mitigation measures, etc. Language from this document can be used to create proposed/needed LDC text amendments.

As part of the analysis presented in this document, ESRP carried out multiple select-zone analyzes, based on the travel-demand model (D1RPM). The main purpose of this effort was to determine the trip distribution for each of the nine projects listed in Table 12. These projects are expected to be partially or fully-completed by the end of 2027. The trip distributions and trip-



generation estimates, based on ITE<sup>4</sup> rates and equations, were used to calculate the number of 2027 project trips on each segment of the Town’s thoroughfare network. These trips, which are provided in Table 14, represent the estimated amount of network-segment capacity that will be consumed by new developments (to be constructed between now and the end of 2027) within Town limits. The data provided in Table 14 will be very useful for a Town of Dundee TCMS.

In summary, the adoption and implementation of the proposed TCMS will more likely than not assist the Town of Dundee in delivering proper transportation planning and ensuring that the essential transportation infrastructure is available on time to prevent or minimize traffic congestion.

## 12. CONCLUSIONS

The analysis described in this report evaluated the existing and future performance, in terms of roadway capacity, of the main arterials and collectors located within the Town of Dundee in Polk County, Florida. A network of main Town arterials and collectors, also called “thoroughfare network” in this report, was proposed based on a detailed analysis of the Town’s existing roadway network, the existing and future development patterns, the location of activity centers, the Town of Dundee 2030 Comprehensive Plan, and coordination with Town staff members. Map O2A (provided under Appendix 1) shows the proposed thoroughfare network which is the traffic-analysis study area.

Capacity analyses were conducted for all roadway segments included in the study area under existing and future-traffic conditions based on existing traffic counts and directional design-hour volumes (DDHV) developed for each scenario. Existing conditions (2022) as well as three future scenarios were analyzed, including Short-Term (2027), Midterm (2035) and Long-Term (2045). Based on the findings of this study, the following conclusions are reached:

- Existing conditions:
  - Several of the Town’s thoroughfare-network segments currently have certain deficiencies related to physical roadway conditions and are considered “substandard roads”. Table 20 provides the recommended improvements to address each existing deficiency. The needed improvements to address these

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<sup>4</sup> ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.



deficiencies are not triggered by capacity-related issues caused by traffic (i.e., unacceptable levels of service) because the existing traffic volumes on these facilities are very low.

- Since the existing deficiencies are not related to insufficient roadway capacity or level-of-service standards, they are not caused by development-generated trips. However, a new development could have a significant impact on a substandard road. In order to address situations like this, the Town may implement “Substandard Road” regulation by amending its Land Development Code. The “Substandard Road” regulation could mandate substandard-road assessments and could also provide a funding mechanism for mitigation of impacts on and upgrading of substandard facilities.
  - No level-of-service deficiencies were identified. Based on existing traffic volumes, all the Town’s thoroughfare-network segments meet the standard levels of service.
- Under Midterm (2027) traffic conditions:
    - There will be 2 segments of the Town’s thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 17 and shown on Map 14. The recommended improvements to meet level-of-service standards are provided in Table 21. The levels of service that will be achieved with the recommended improvements are shown on map 17.
    - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.
  - Under Long-Term (2035) traffic conditions:
    - There will be 12 segments of the Town’s thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 18 and shown on Map 15. The recommended improvements to meet level-of-service standards are provided in Table 22. The levels of service that will be achieved with the recommended improvements are shown on map 18.
    - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.
  - Under Long-Term (2045) traffic conditions:

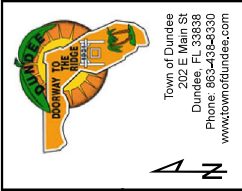
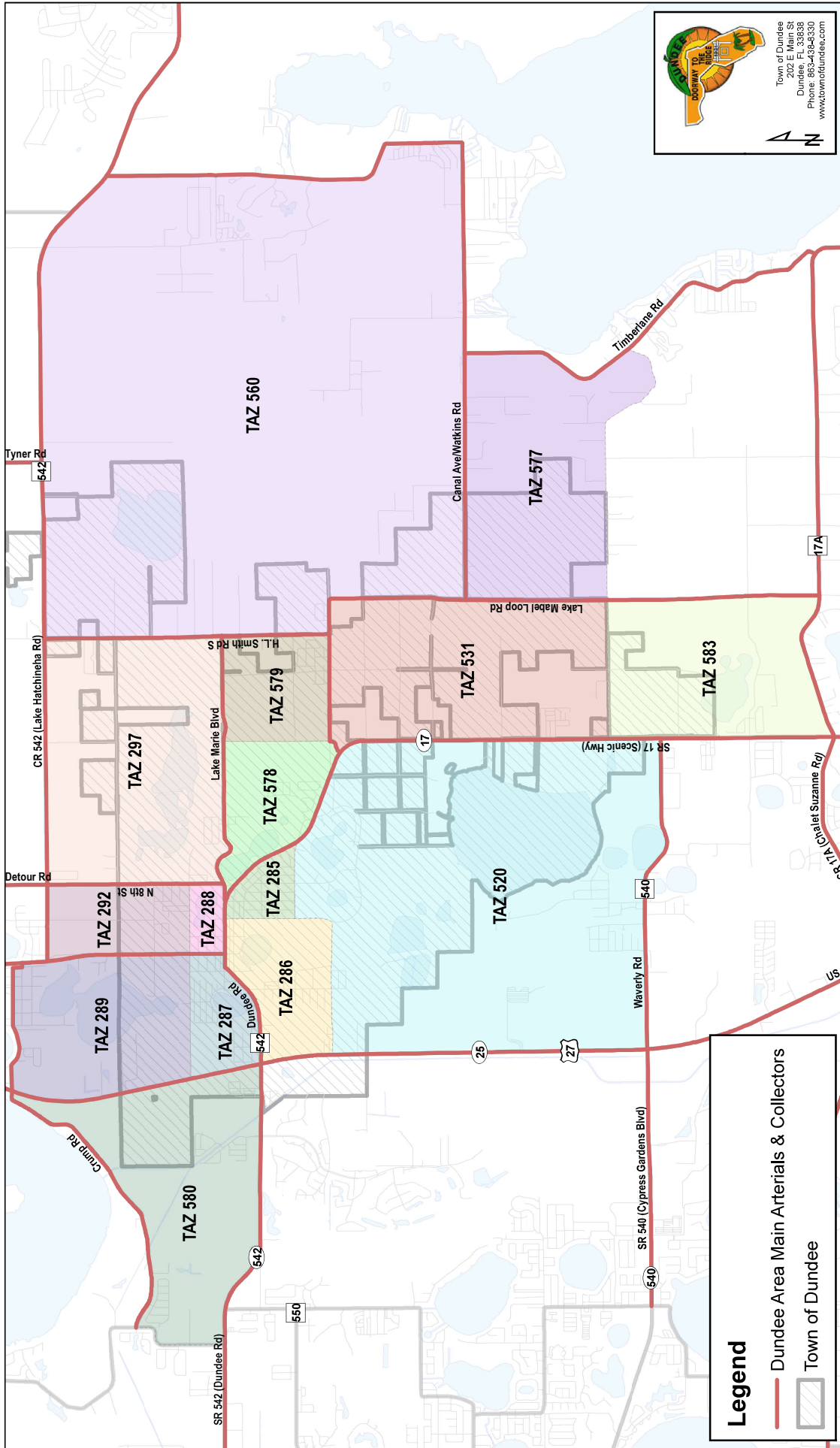




- There will be 14 segments of the Town’s thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 19 and shown on Map 16. The recommended improvements to meet level-of-service standards are provided in Table 23. The levels of service that will be achieved with the recommended improvements are shown on map 19.
  - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.
- 
- The analysis presented here did not take into account the use of Community Development District (CDD) facilities, for recreational purposes, by Town residents . For future updates of this traffic study, it is recommended to conduct traffic counts and data analysis to evaluate the potential impact that additional trips attracted to CDD facilities may have on roadway capacity.
  - The Town of Dundee intends to implement the proposed updated Transportation Concurrency Management System. The analysis carried out to develop this report yielded several essential components that can be used as a foundation for this system. These elements include a proposed Town’s thoroughfare network, a proposed functional classification of roadway segments, the existing traffic volumes, the standard capacities of the proposed Town’s thoroughfare-network segments, and the estimated amount of network-segment capacity that will be consumed by new developments (to be constructed between now and the end of 2027) within Town limits.



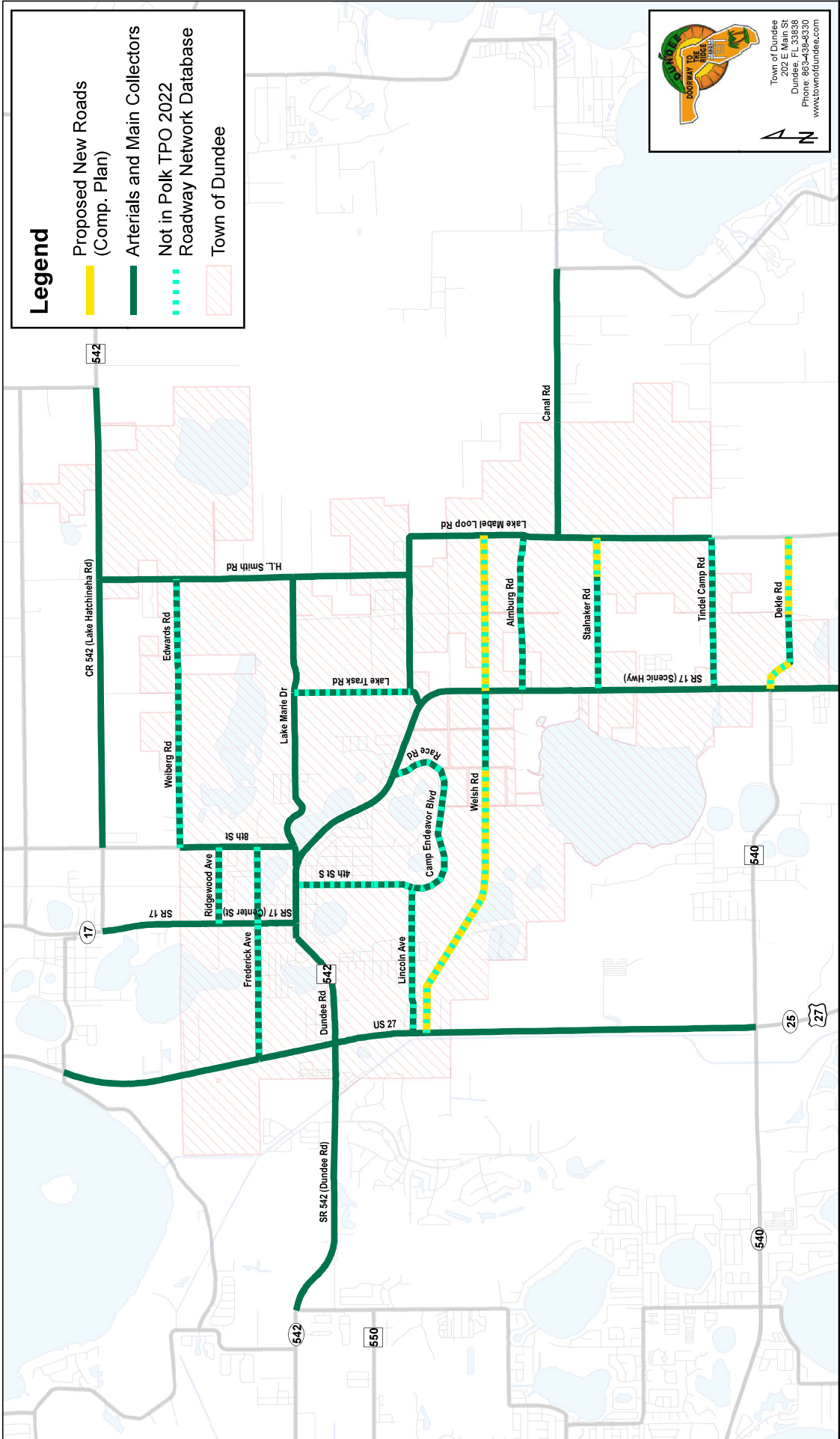
# APPENDIX 1 – Maps



1 in = 3,500 ft  
0 0.5 1 2 Miles

**MAP 01 - Traffic Analysis Zones (TAZs)**  
Town of Dundee Transportation Impact Fee Study  
February 2023

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**Legend**

- Proposed New Roads (Comp. Plan)
- Arterials and Main Collectors
- Not in Polk TPO 2022 Roadway Network Database
- Town of Dundee

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**MAP 02A - Study Area Roadway Segments**  
 Town of Dundee Transportation Impact Fee Study  
 April 2023

1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

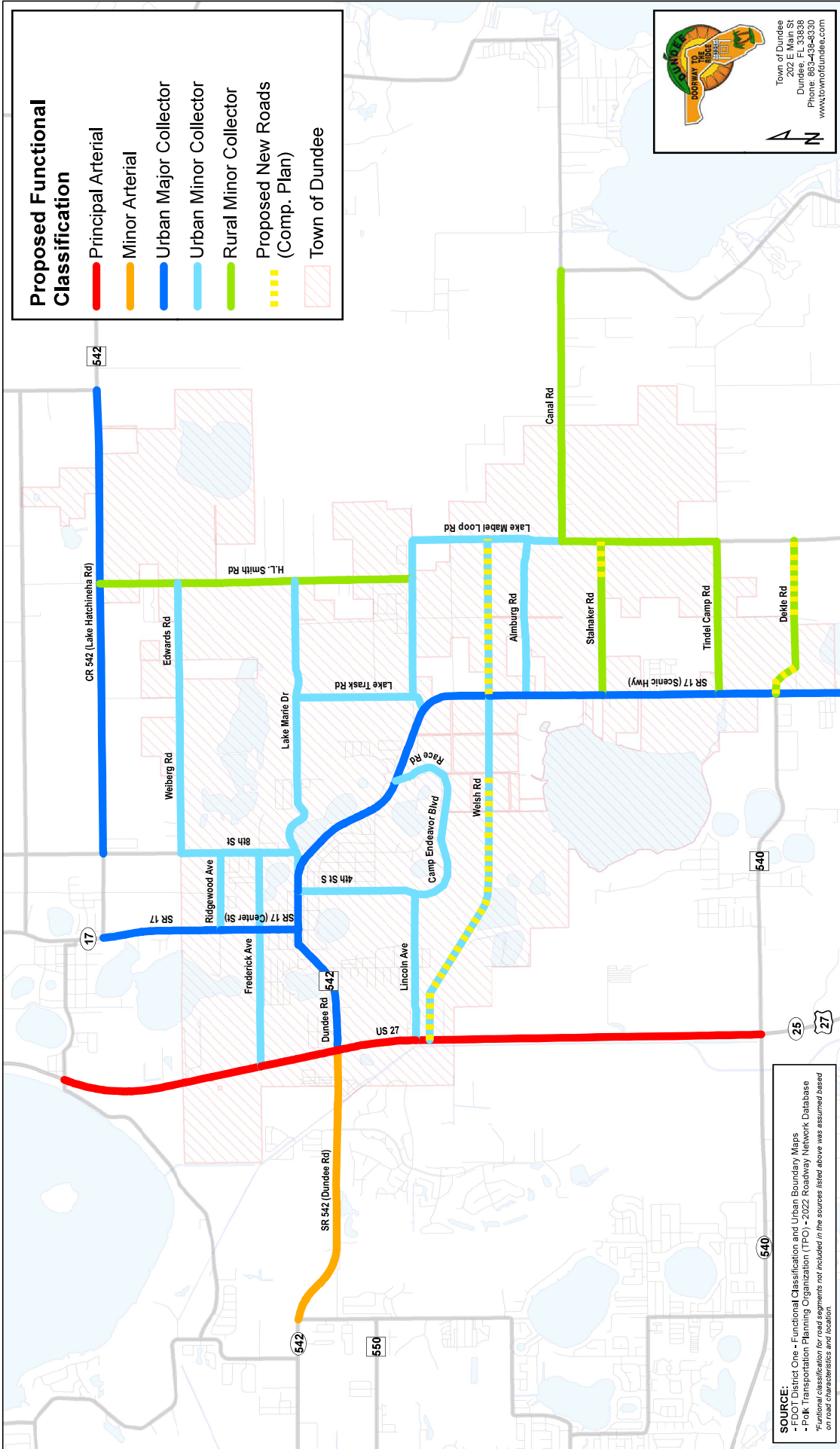
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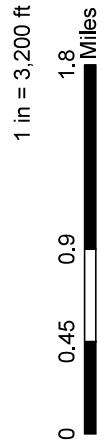
**Proposed Functional Classification**

- Principal Arterial
- Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Rural Minor Collector
- - - Proposed New Roads (Comp. Plan)
- Town of Dundee



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**MAP 02B - Proposed Functional Classification of Roadway Segments**  
**Town of Dundee Transportation Impact Fee Study**  
 April 2023



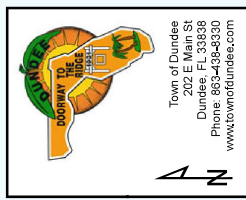
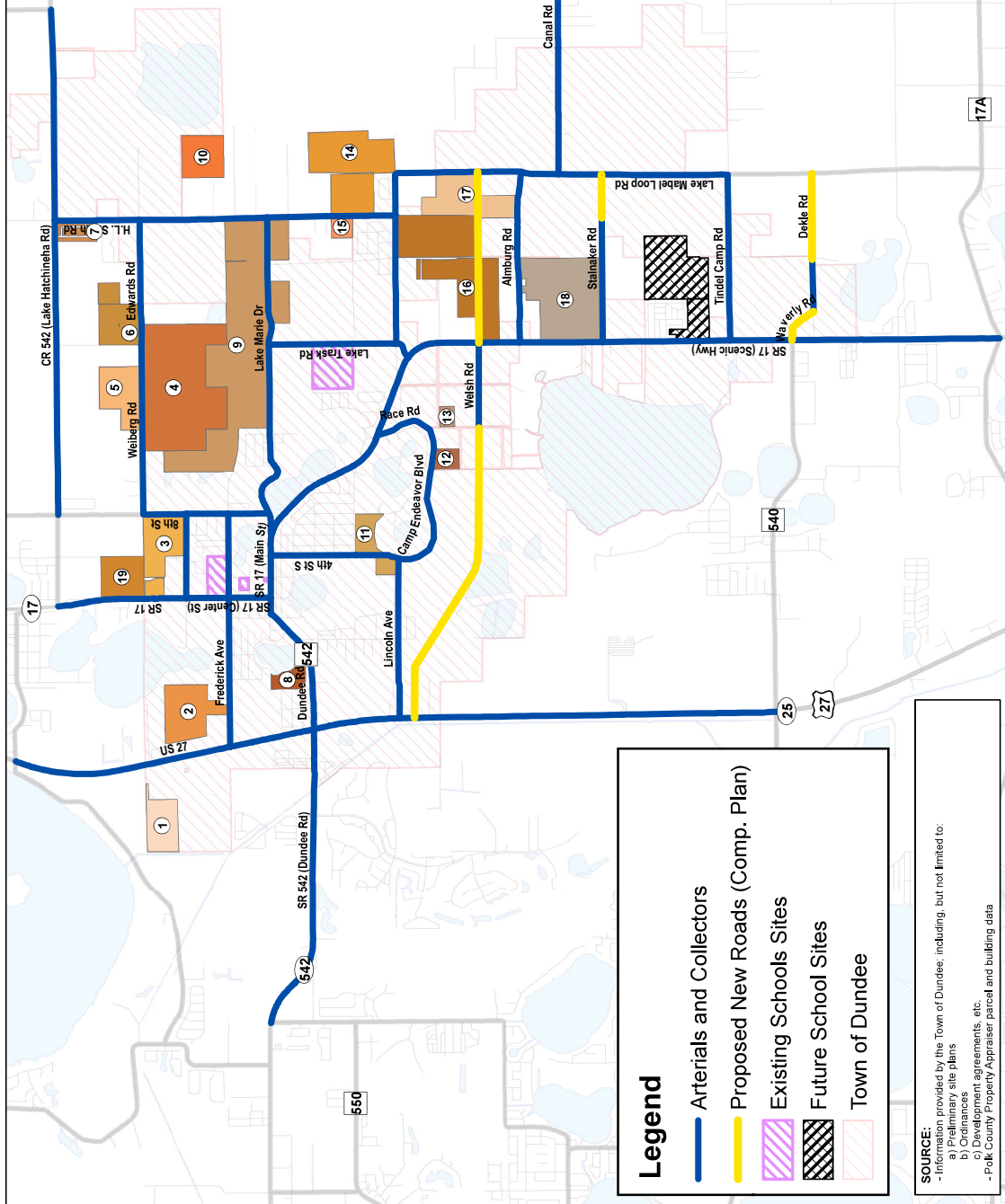
**SOURCE:**  
 - FDOT District One - Functional Classification and Urban Boundary Maps  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 \*Functional classification for road segments not included in the sources listed above was assumed based on road characteristics and location.

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Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
1	Grands at Lake Hamilton	580	105	0
2	Crystal Lake Preserve	289	236	0
3	Weiberg West	292	286	0
4	Landings at Lake Trask - Phase 1	297	404	0
5	Landings at Lake Trask - Phase 2	297	169	0
6	Afford Ridge	297	178	0
7	Seasons at Hilltop	297	74	0
8	Shores of Lake Dell	287	41	0
9	Dundee Lakes - Phases 1 & 2	297	419	0
9	Dundee Lakes - Remaining Phases	297	441	0
10	Tea Groves	560	200	0
11	Bella Vista - Phase 1	520	78	0
11	Bella Vista - Phase 2	286	33	0
12	Sol Vista - Phases 1 & 2	520	0	121
13	Vista Del Lago - Phase 4	520	32	0
14	Woodland Ranch Estates - Phases 1 & 2	560	36	0
15	Woodland Ranch Estates - Phase 3	579	308	0
16	Valencia Ridge Reserve	531	576	0
17	Landings at Lake Mable Loop - All Phases	531	217	0
18	Legacy Hill of Dundee	531	476	0
19	Weiberg West [Future Phase]	292	210	0



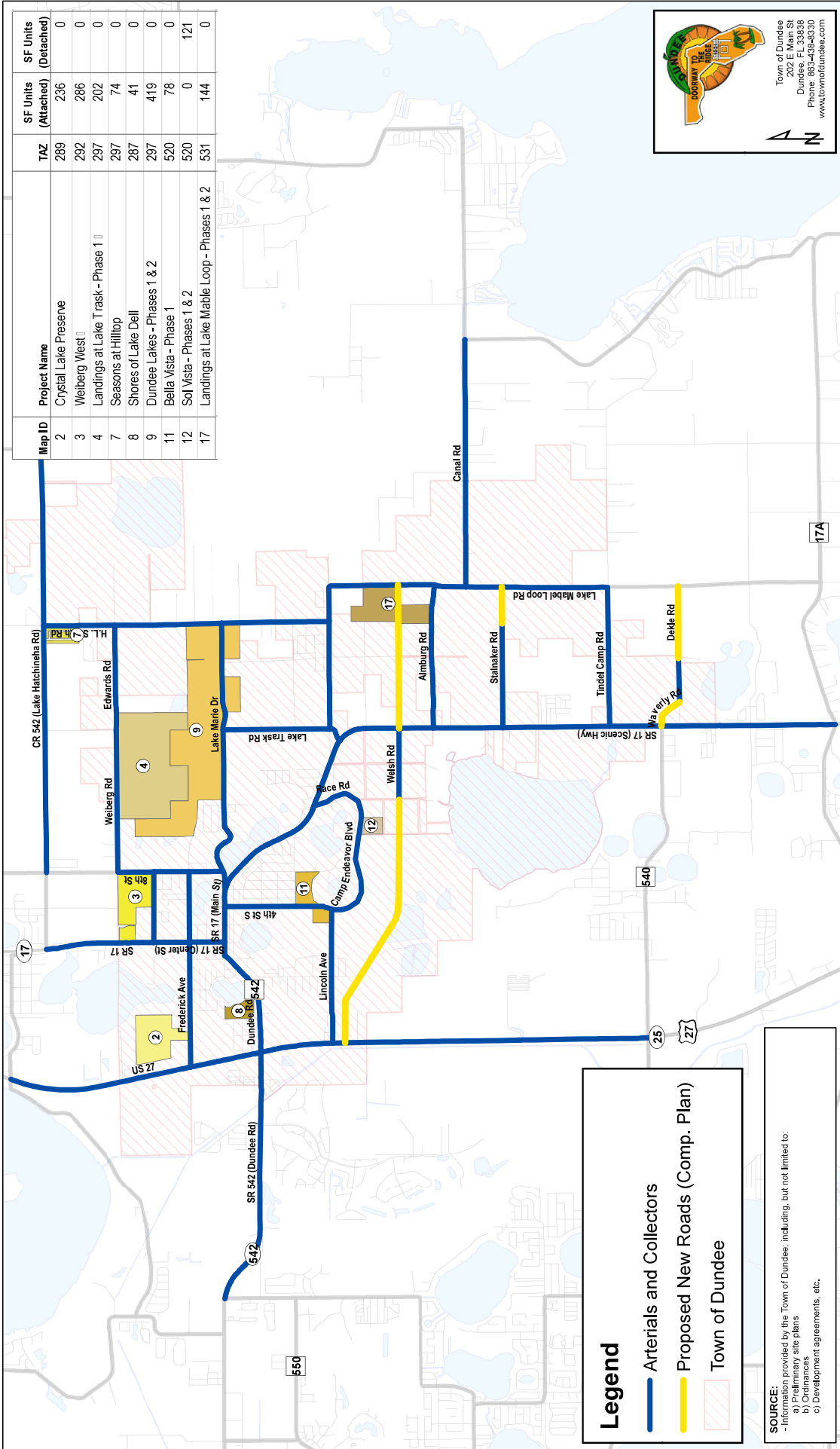
**MAP 03A - Future Development Within Town of Dundee Limits (Residential Projects)**  
 Town of Dundee Transportation Impact Fee Study  
 April 2023

1 in = 3,500 ft  
 0 0.5 1 2 Miles

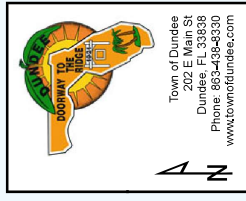
Item 8.

**SOURCE:**  
 - Information provided by the Town of Dundee, including, but not limited to:  
 a) Planning site plans  
 b) Ordinances  
 c) Development agreements, etc.  
 - Polk County Property Appraiser parcel and building data

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Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
2	Crystal Lake Preserve	289	236	0
3	Weiberg West	292	286	0
4	Landings at Lake Trask - Phase 1	297	202	0
7	Seasons at Hilltop	297	74	0
8	Shores of Lake Dell	287	41	0
9	Dundee Lakes - Phases 1 & 2	297	419	0
11	Bella Vista - Phase 1	520	78	0
12	Sol Vista - Phases 1 & 2	520	0	121
17	Landings at Lake Mable Loop - Phases 1 & 2	531	144	0



**Legend**

- Arterials and Collectors
- Proposed New Roads (Comp. Plan)
- Town of Dundee

**SOURCE:**  
 - Information provided by the Town of Dundee, including, but not limited to:  
 a) Planning and site plans  
 b) Ordinances  
 c) Development agreements, etc.

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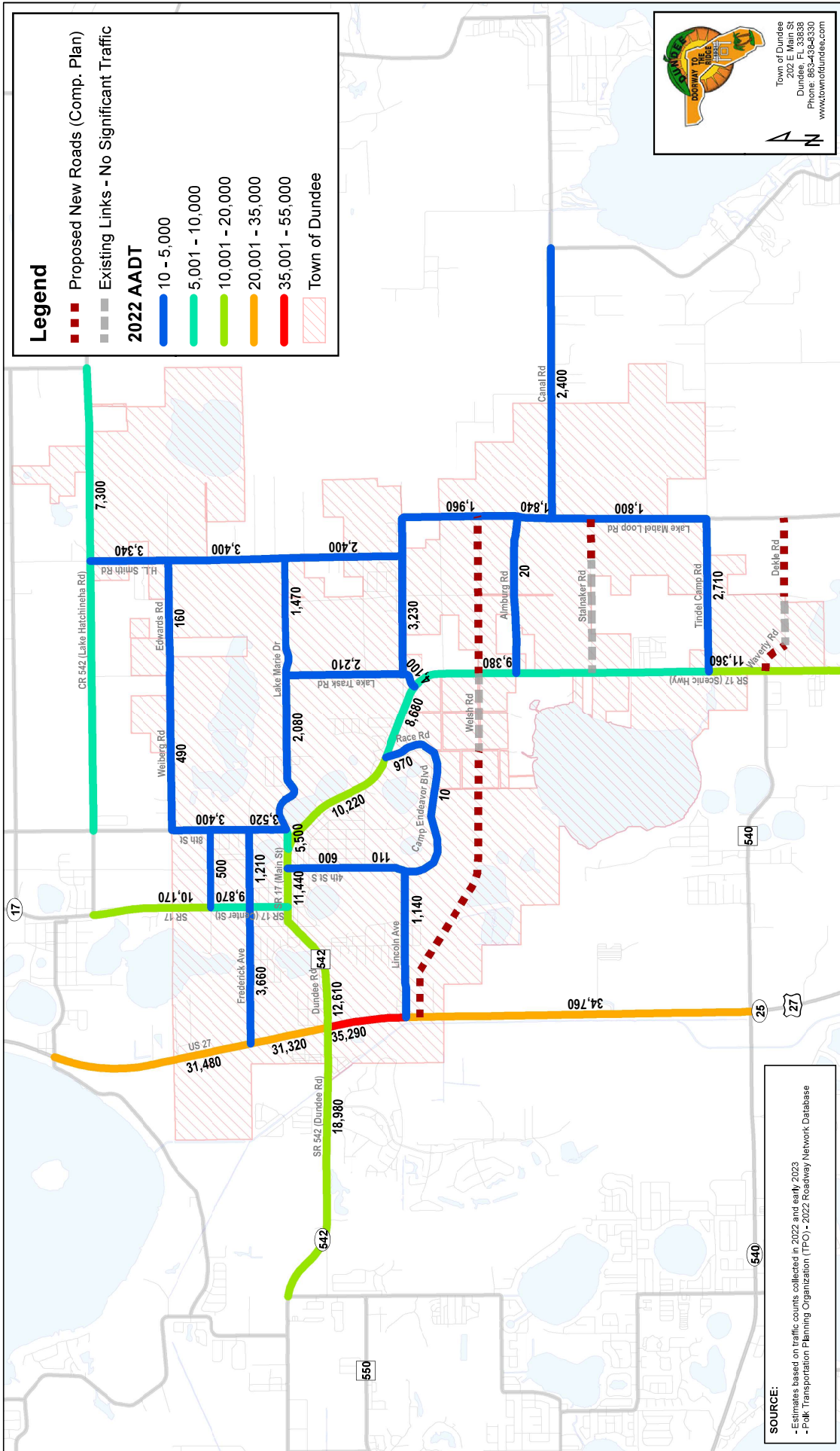
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**MAP 03B - Future Development Expected By 2027 (Residential Projects)**  
 Town of Dundee Transportation Impact Fee Study  
 April 2023

1 in = 3,500 ft

0 0.5 1 2 Miles

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**Legend**

- Proposed New Roads (Comp. Plan)
- Existing Links - No Significant Traffic

**2022 AADT**

- 10 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 35,000
- 35,001 - 55,000

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1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

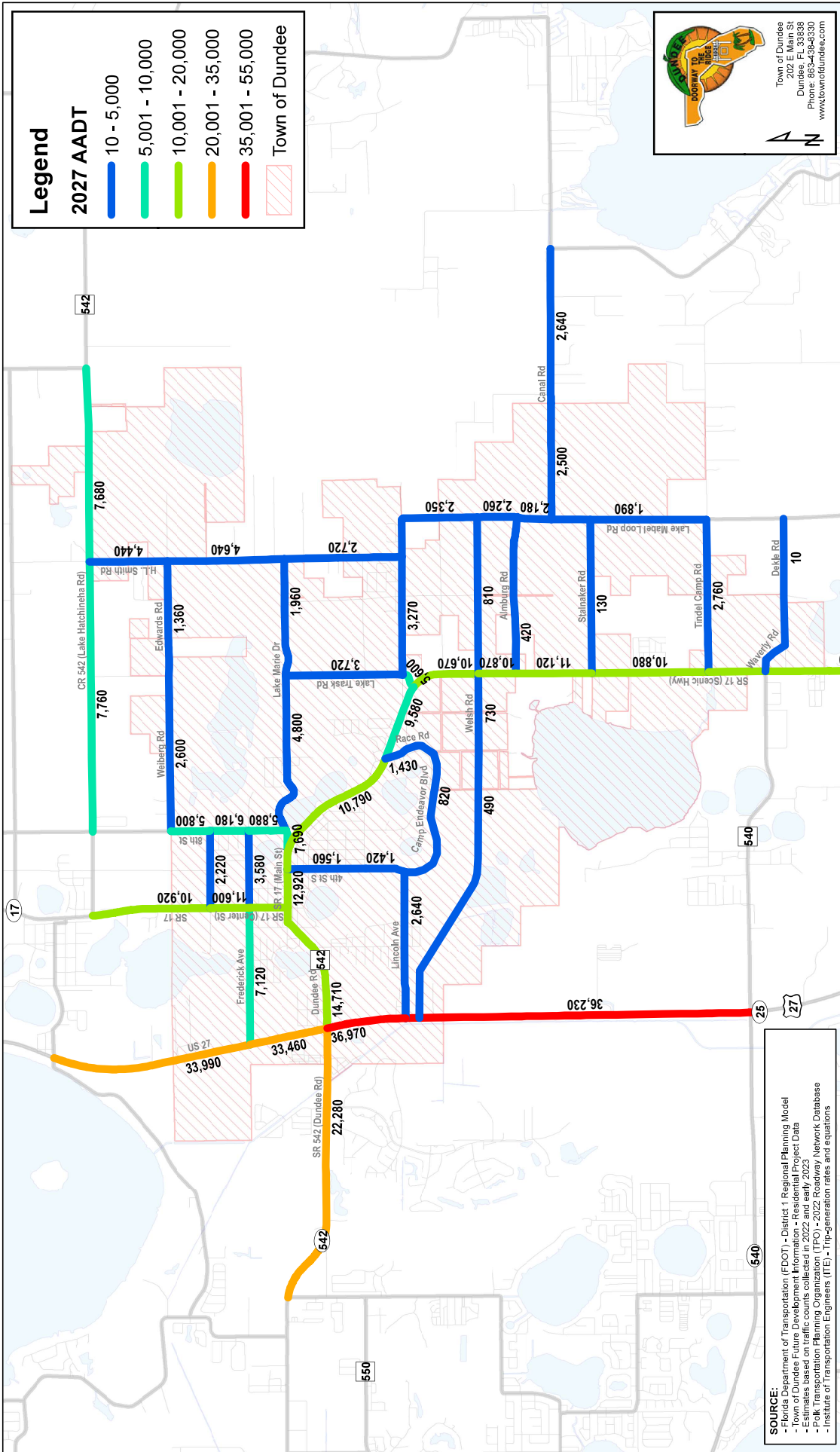
**MAP 04 - 2022 AADT (Annual Average Daily Traffic)  
 Town of Dundee Transportation Impact Fee Study**  
 April 2023

**SOURCE:**  
 - Estimates based on traffic counts collected in 2022 and early 2023  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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**Legend**

**2027 AADT**

- █ 10 - 5,000
- █ 5,001 - 10,000
- █ 10,001 - 20,000
- █ 20,001 - 35,000
- █ 35,001 - 55,000
- Town of Dundee

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**MAP 05 - 2027 AADT (Annual Average Daily Traffic)  
 Town of Dundee Transportation Impact Fee Study**

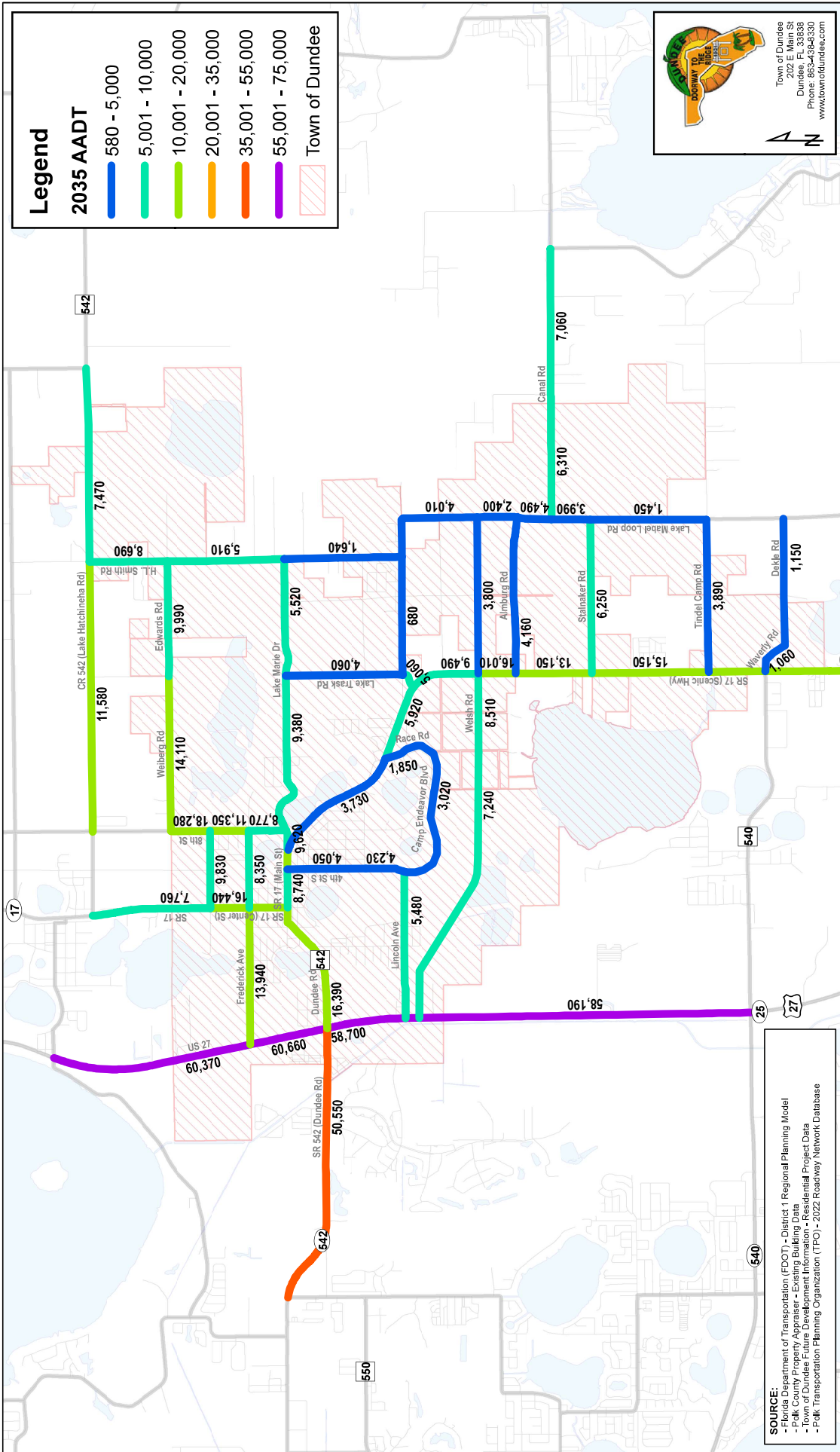
1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Traffic Counts from the Florida Department of Transportation (FDOT) - Resident Project Data  
 - Estimates based on traffic counts collected in 2022 and early 2023  
 - Peak Transportation Planning Organization (PTPO) - 2022 Roadway Network Database  
 - Institute of Transportation Engineers (ITE) - Trip-generation rates and equations

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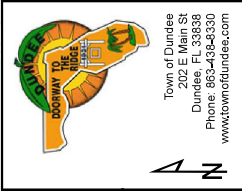
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**Legend**

**2035 AADT**

- 580 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 35,000
- 35,001 - 55,000
- 55,001 - 75,000
- Town of Dundee



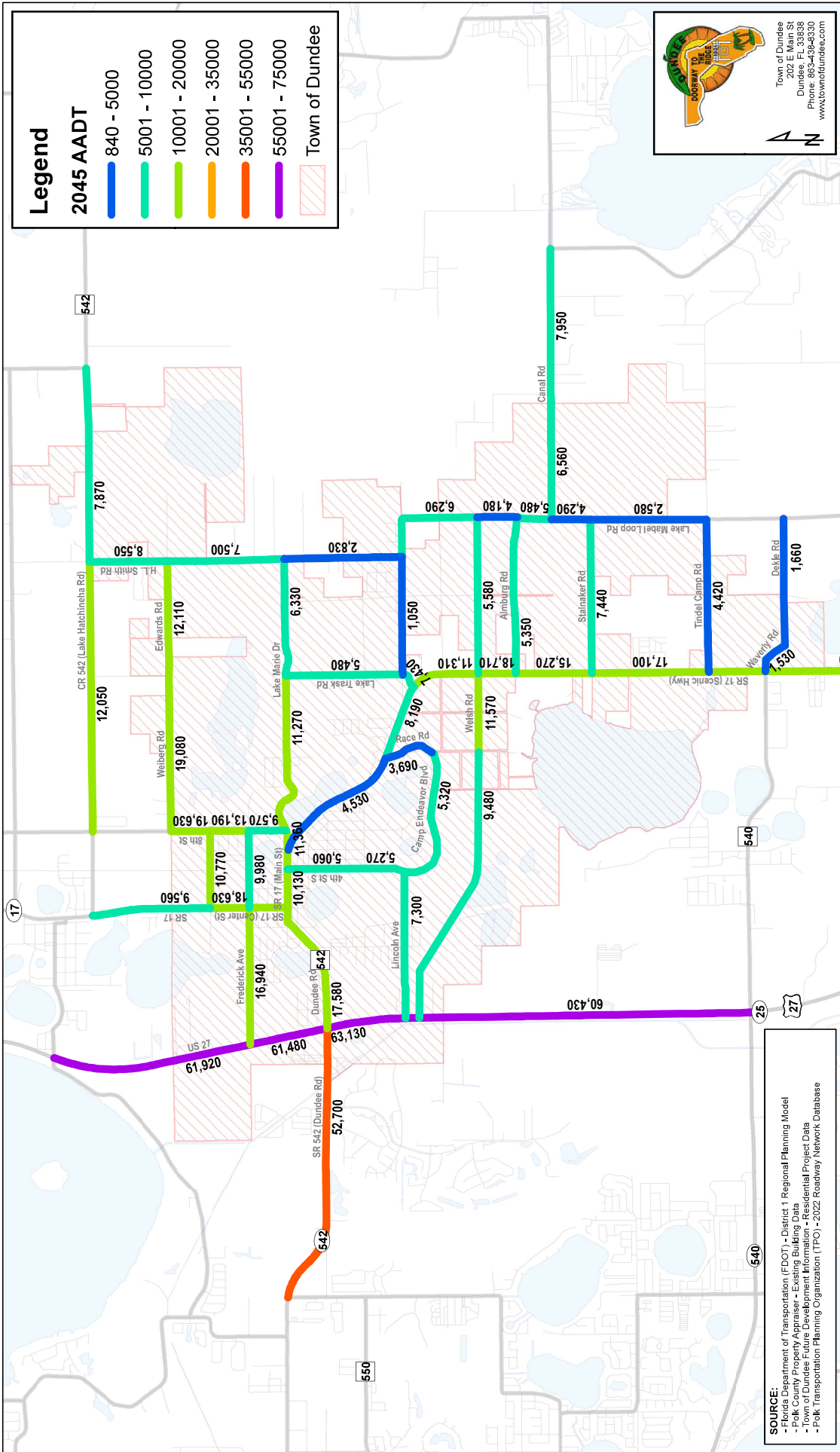
1 in = 3,200 ft  
0 0.45 0.9 1.8 Miles

**MAP 06 - 2035 AADT (Annual Average Daily Traffic)  
Town of Dundee Transportation Impact Fee Study  
May 2023**

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Polk County and Alachua County - Existing Building Data  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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**Legend**

**2045 AADT**

- 840 - 5000
- 5001 - 10000
- 10001 - 20000
- 20001 - 35000
- 35001 - 55000
- 55001 - 75000
- Town of Dundee

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1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

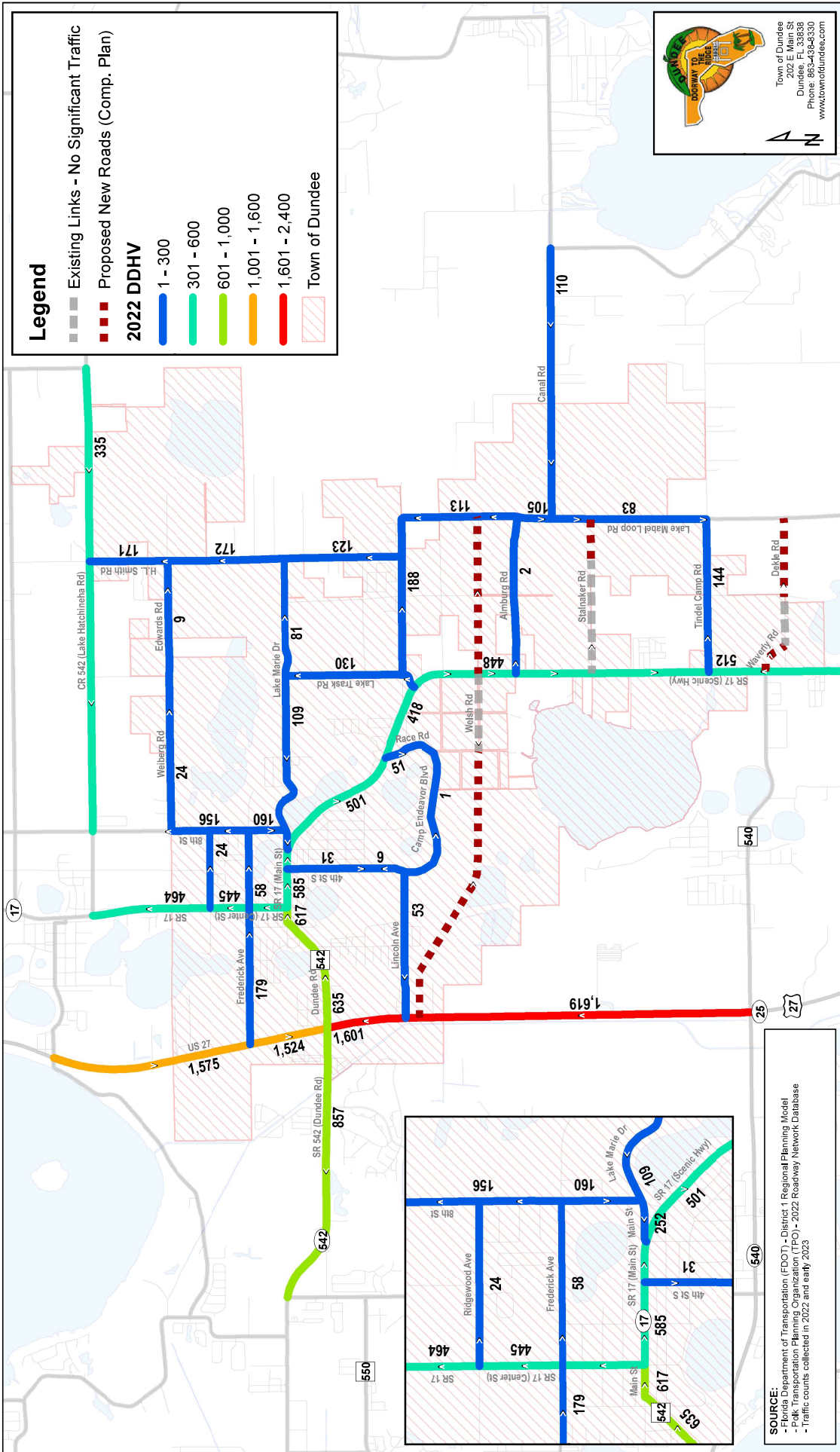
**MAP 07 - 2045 AADT (Annual Average Daily Traffic)**  
**Town of Dundee Transportation Impact Fee Study**  
 May 2023

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Polk County Agency Building Data  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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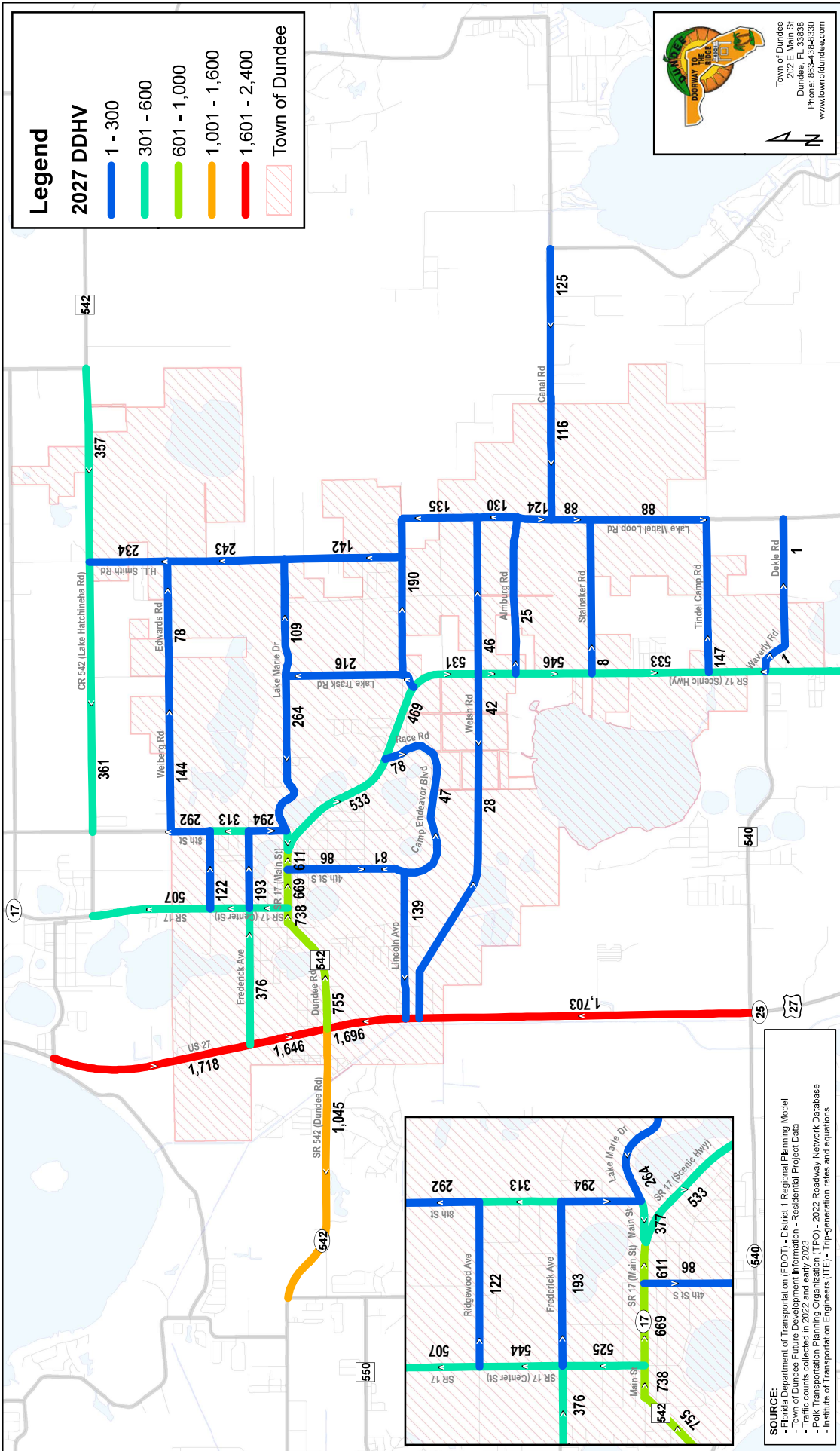
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**SOURCE:** Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 - Traffic counts collected in 2022 and early 2023

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**MAP 08 - 2022 DDHV (Directional Design Hour Volume) - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 April 2023



**Legend**  
**2027 DDHV**  
 1 - 300  
 301 - 600  
 601 - 1,000  
 1,001 - 1,600  
 1,601 - 2,400  
 Town of Dundee



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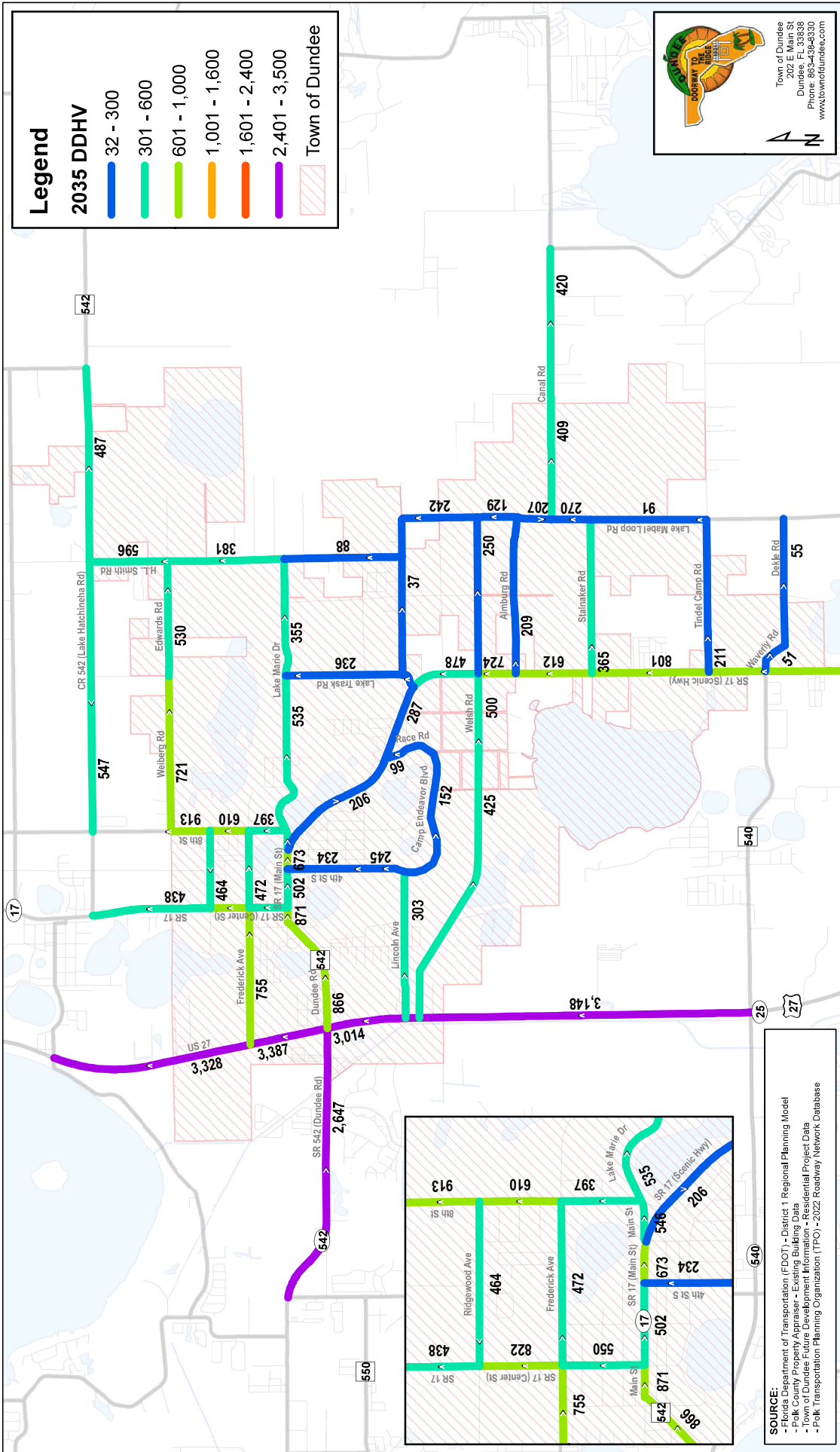
1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

**MAP 09 - 2027 DDHV (Directional Design Hour Volume) - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 April 2023

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Traffic counts collected in 2022 and early 2023  
 - Peak Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 - Institute of Transportation Engineers (ITE) - Trip-generation rates and equations

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**Legend**

**2035 DDHV**

- █ 32 - 300
- █ 301 - 600
- █ 601 - 1,000
- █ 1,001 - 1,600
- █ 1,601 - 2,400
- █ 2,401 - 3,500
- Town of Dundee



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1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

**MAP 10 - 2035 DDHV (Directional Design Hour Volume) - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 April 2023

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Polk County Agency Website - Existing Building Data  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

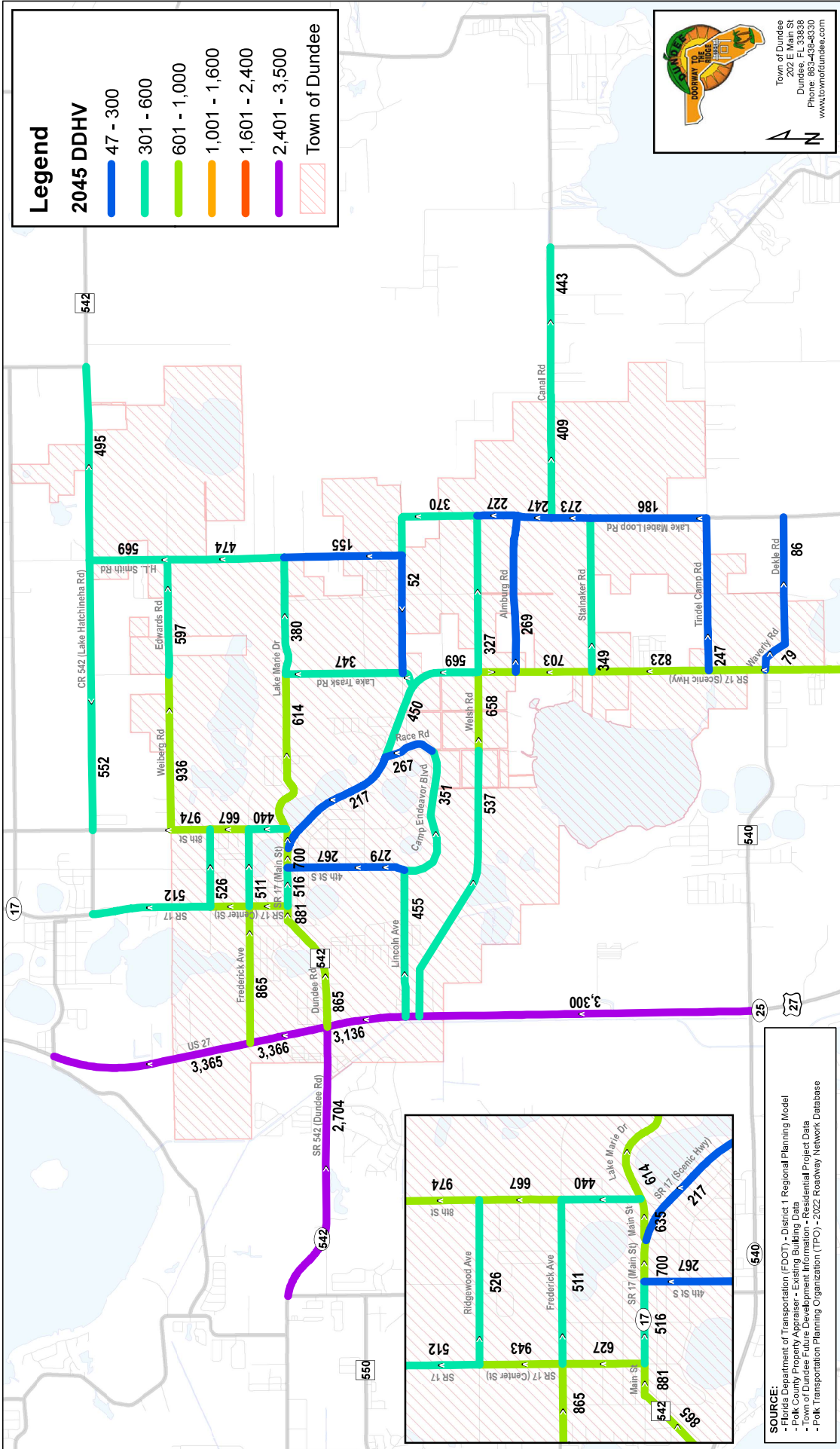
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**Legend**

**2045 DDHV**

- 47 - 300
- 301 - 600
- 601 - 1,000
- 1,001 - 1,600
- 1,601 - 2,400
- 2,401 - 3,500
- Town of Dundee



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1 in = 3,200 ft  
0 0.45 0.9 1.8 Miles

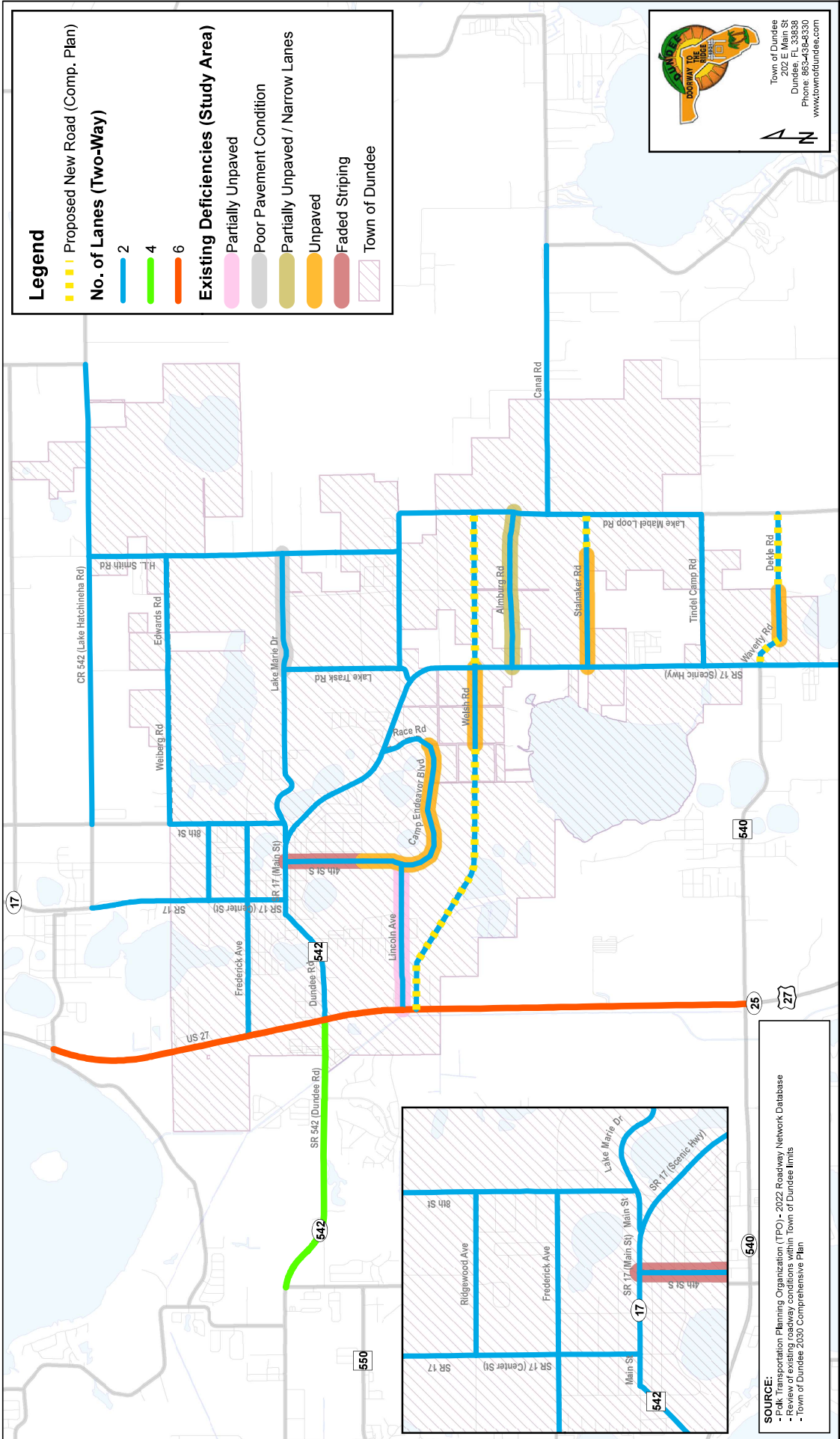
**MAP 11 - 2045 DDHV (Directional Design Hour Volume) - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
April 2023

**SOURCE:**  
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
- Polk County Agency Website - Building Data  
- Town of Dundee Future Development Information - Residential Project Data  
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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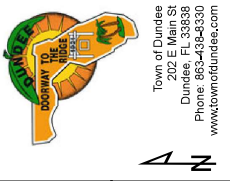


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**Legend**

- Proposed New Road (Comp. Plan)
- No. of Lanes (Two-Way)
  - 2
  - 4
  - 6
- Existing Deficiencies (Study Area)
  - Partially Unpaved
  - Poor Pavement Condition
  - Partially Unpaved / Narrow Lanes
  - Unpaved
  - Faded Striping
  - Town of Dundee



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1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

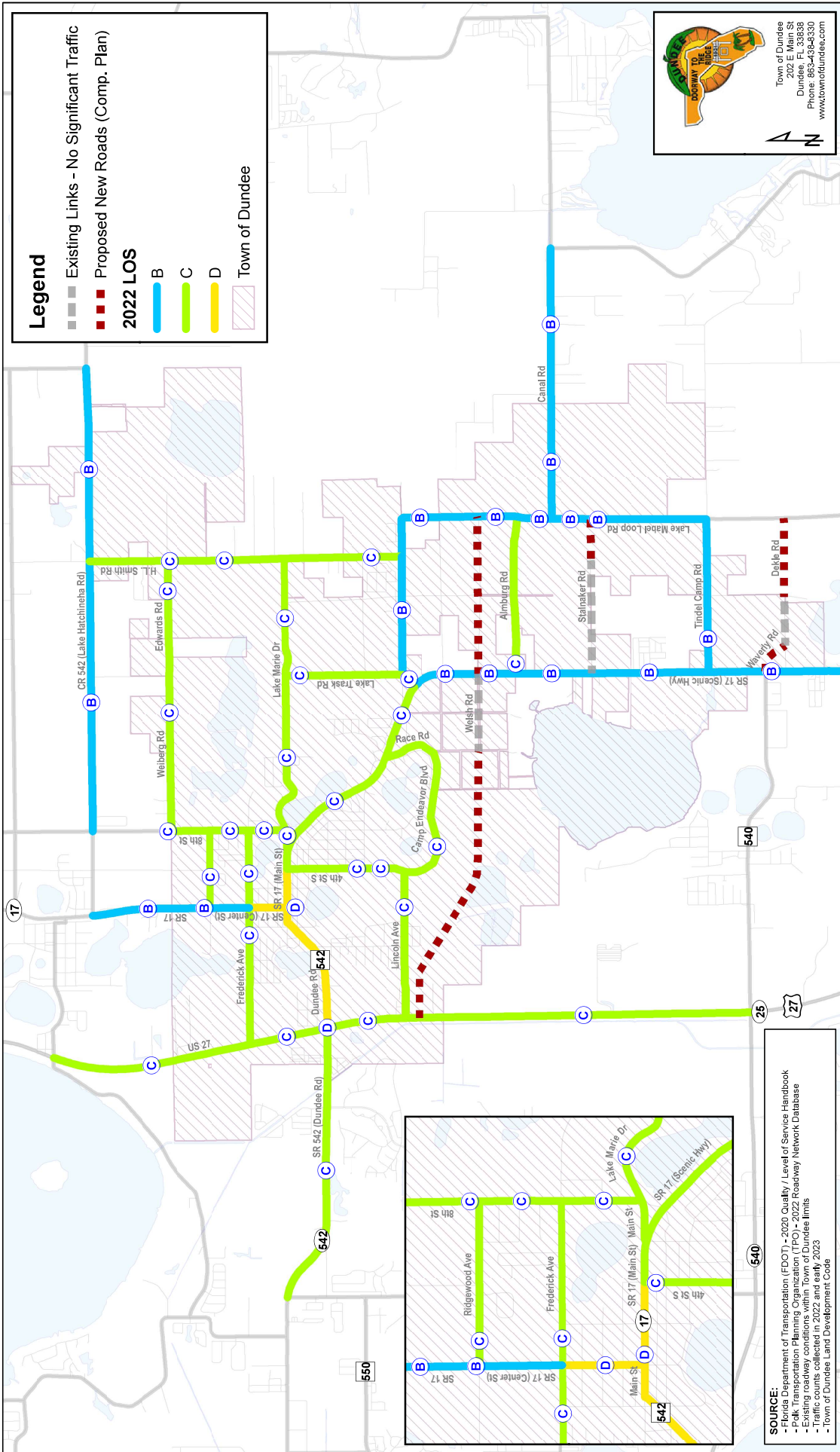
**MAP 12 - Number of Lanes & Deficiencies Within Study Area (Assumed E+C Network)**  
 Town of Dundee Transportation Impact Fee Study  
 April 2023

**SOURCE:**  
 -Link Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 -Roadway Classification Database within Town of Dundee limits  
 -Town of Dundee 2030 Comprehensive Plan

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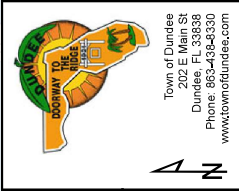


**Legend**

- Existing Links - No Significant Traffic
- Proposed New Roads (Comp. Plan)

**2022 LOS**

- B
- C
- D
- Town of Dundee



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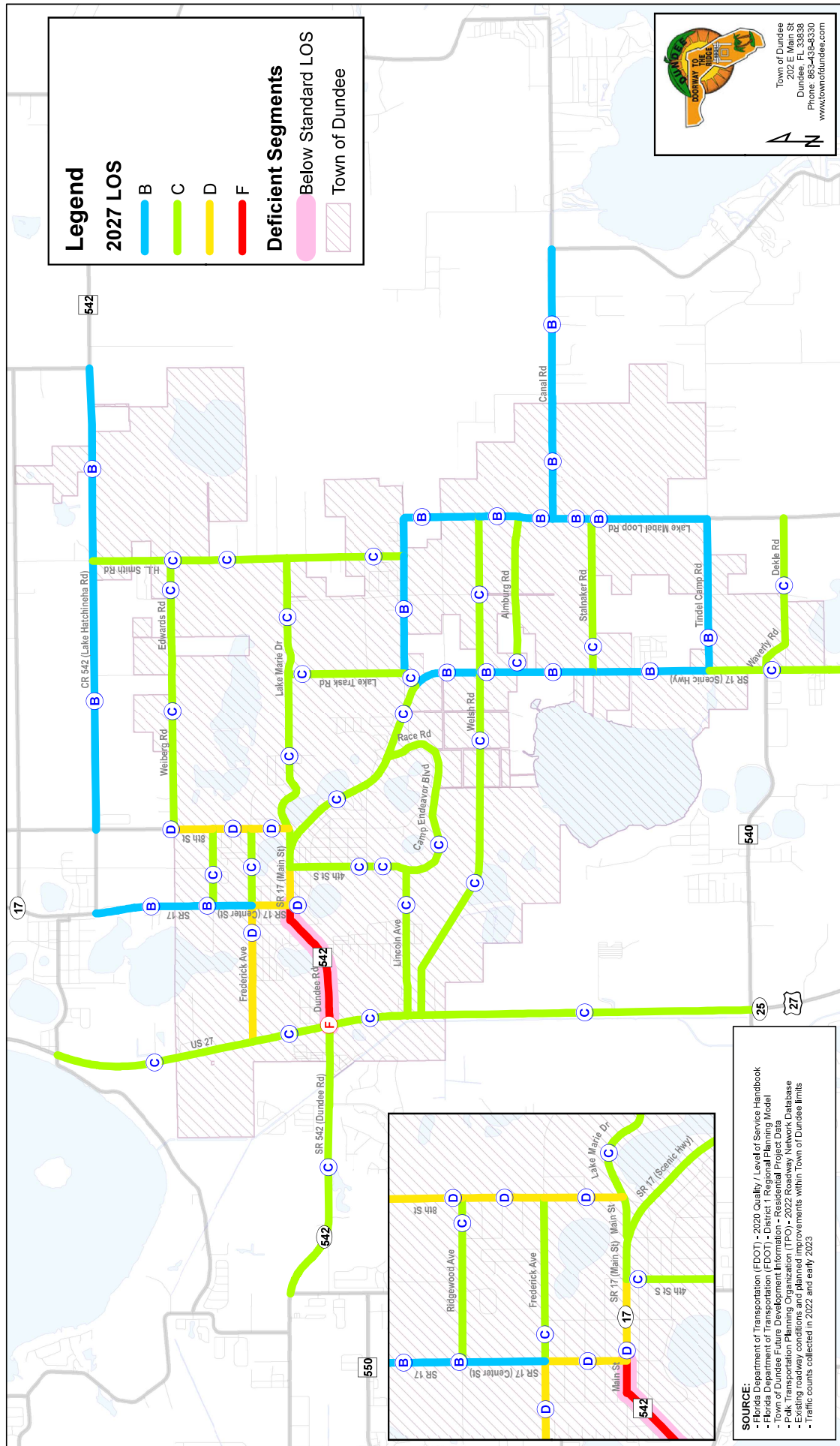
1 in = 3,200 ft  
0 0.45 0.9 1.8 Miles

**MAP 13 - 2022 Level of Service - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
April 2023

**SOURCE:**  
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook  
- Planning Board - 2022 Transportation Impact Fee Study  
- Existing roadway conditions within Town of Dundee limits  
- Traffic counts collected in 2022 and early 2023  
- Town of Dundee Land Development Code

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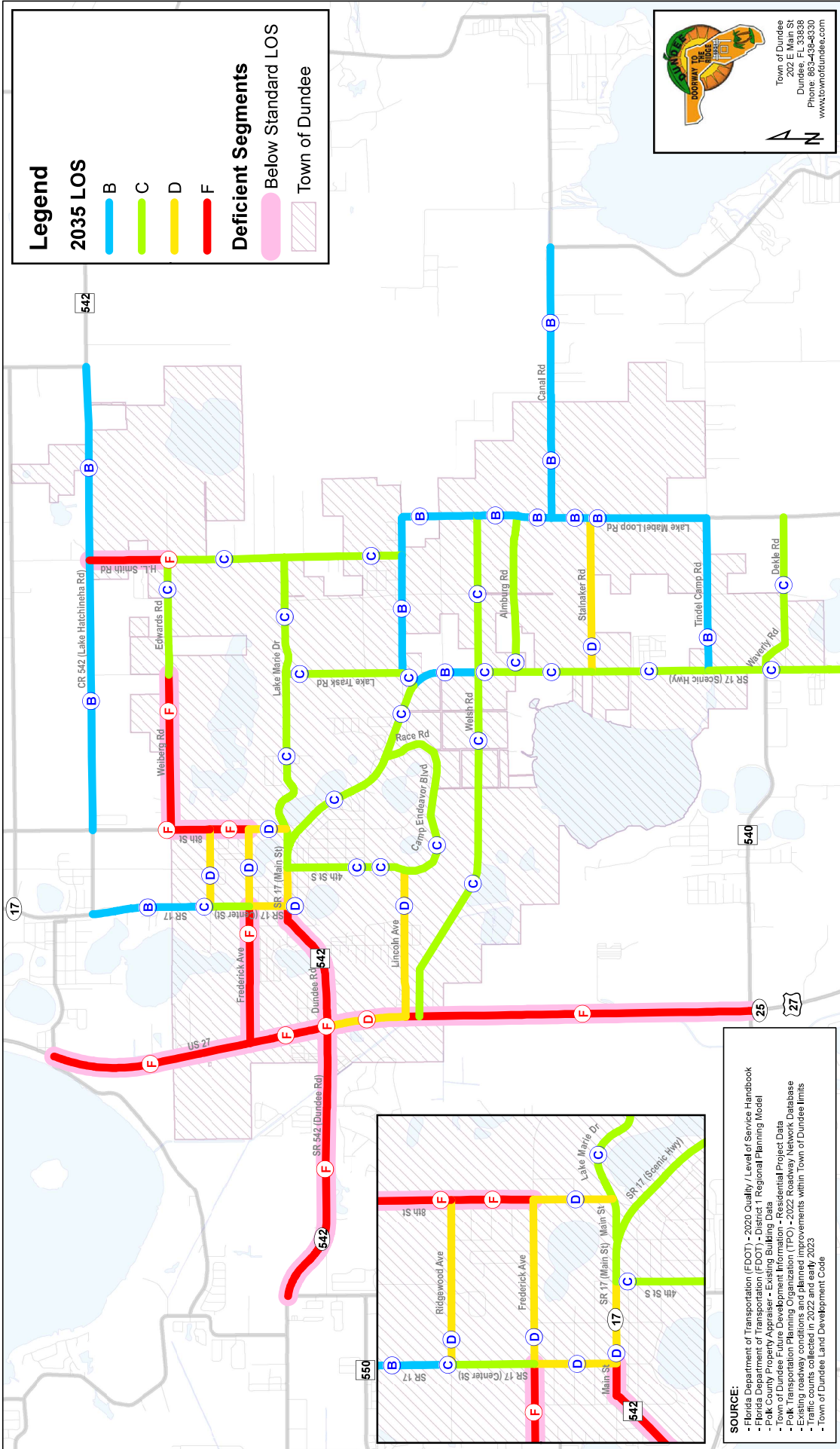
**MAP 14 - 2027 Level of Service - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 April 2023

1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Peak Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 - Existing roadway conditions and planned improvements within Town of Dundee limits  
 - Traffic counts collected in 2022 and early 2023

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**Legend**

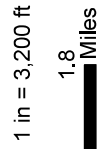
**2035 LOS**

- █ B
- █ C
- █ D
- █ F

**Deficient Segments**

- Below Standard LOS
- Town of Dundee

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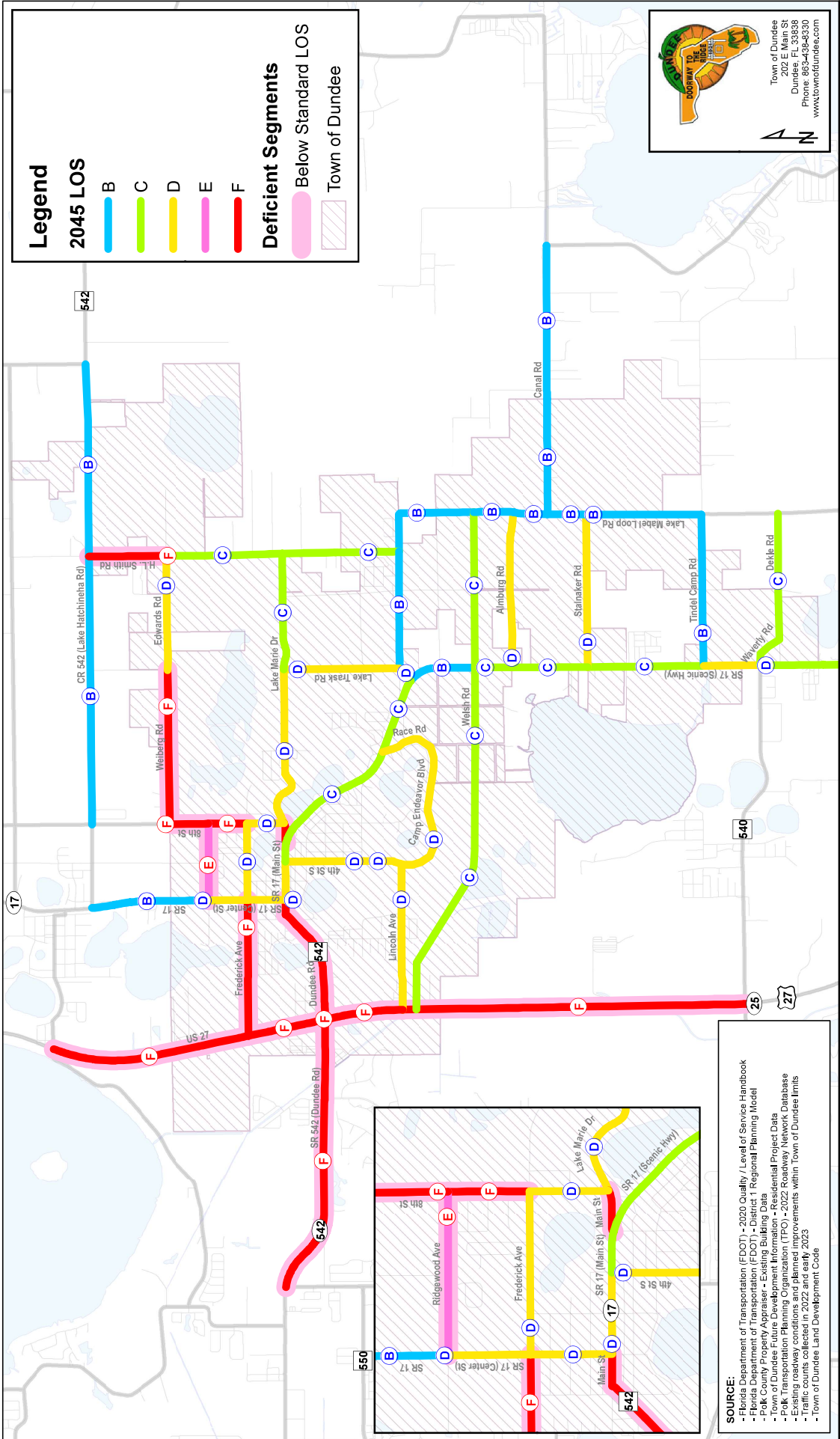
**MAP 15 - 2035 Level of Service - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 May 2023

**SOURCE:**

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
- Town of Dundee Land Development Code

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**MAP 16 - 2045 Level of Service - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 April 2023

1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Polk County Property Appraiser - Existing Building Data  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 - Existing roadway conditions and planned improvements within Town of Dundee limits  
 - Traffic counts collected in 2022 and early 2023  
 - Town of Dundee Land Development Code

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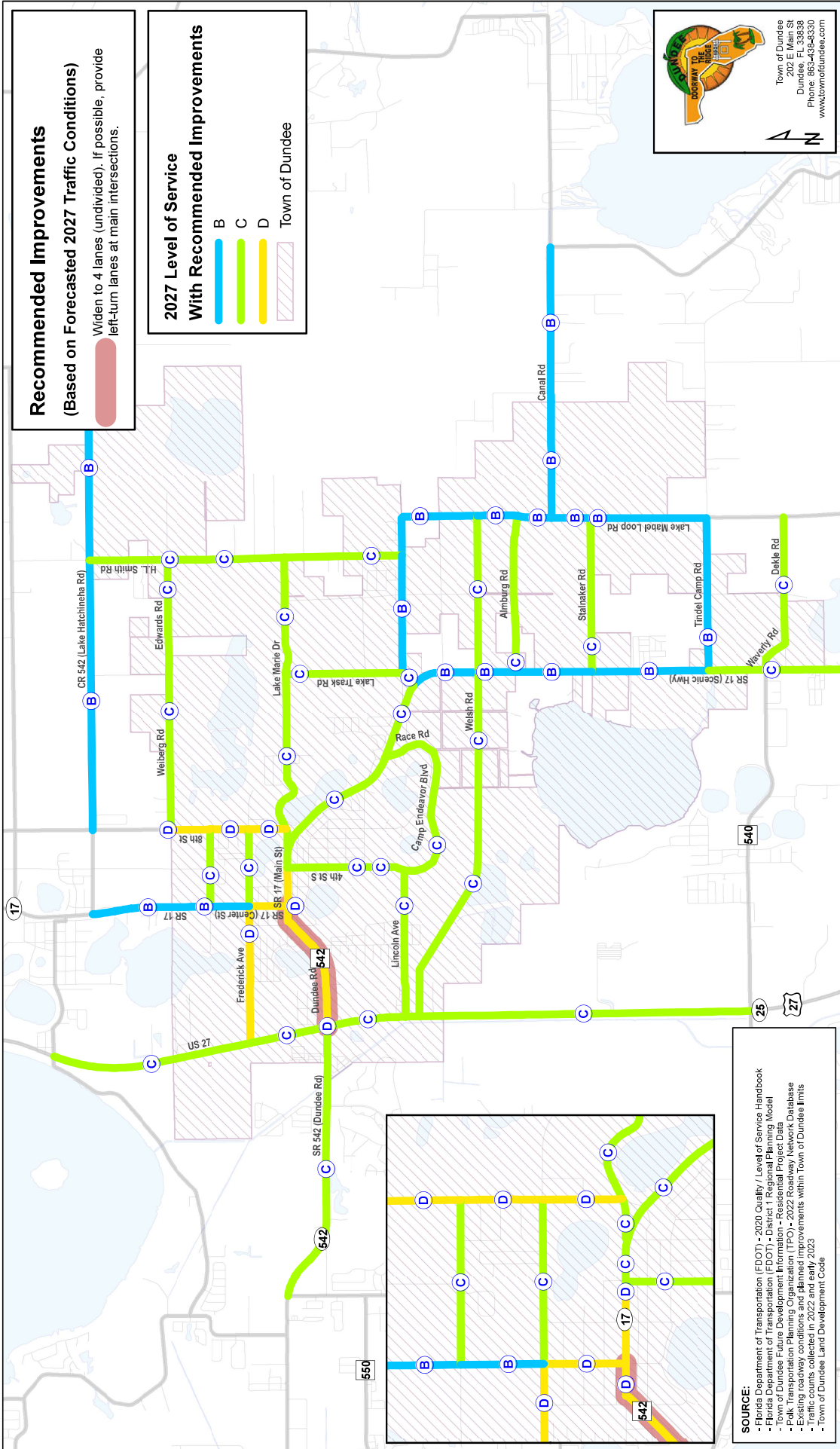
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**Recommended Improvements  
(Based on Forecasted 2027 Traffic Conditions)**

Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.

**2027 Level of Service  
With Recommended Improvements**

- B
- C
- D
- Town of Dundee



**MAP 17 - 2027 LOS with Recommended Improvements - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 Atrial 2023







1 in = 3,200 ft  
 0 0.45 0.9 1.8 Miles

**SOURCE:**  
 - Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook  
 - Florida Department of Transportation (FDOT) - District 1 Regional Planning Model  
 - Town of Dundee Future Development Information - Residential Project Data  
 - Peak Transportation Planning Organization (TPO) - 2022 Roadway Network Database  
 - Existing roadway conditions and planned improvements within Town of Dundee limits  
 - Traffic counts collected in 2022 and early 2023  
 - Town of Dundee Land Development Code





10213 Wilsey Boulevard - Suite 107  
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 Phone: 813.381.5017  
 Fax: 813.381.5018  
 www.esrppc.com

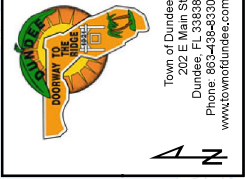


**Recommended Improvements  
(Based on Forecasted 2035 Traffic Conditions)**

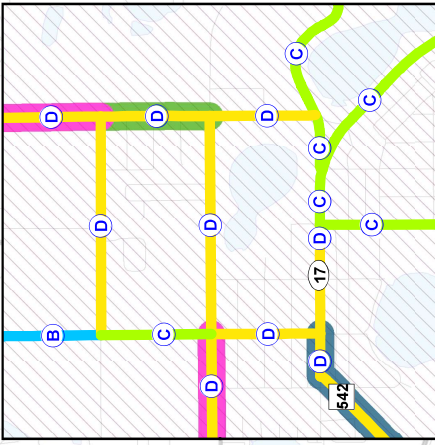
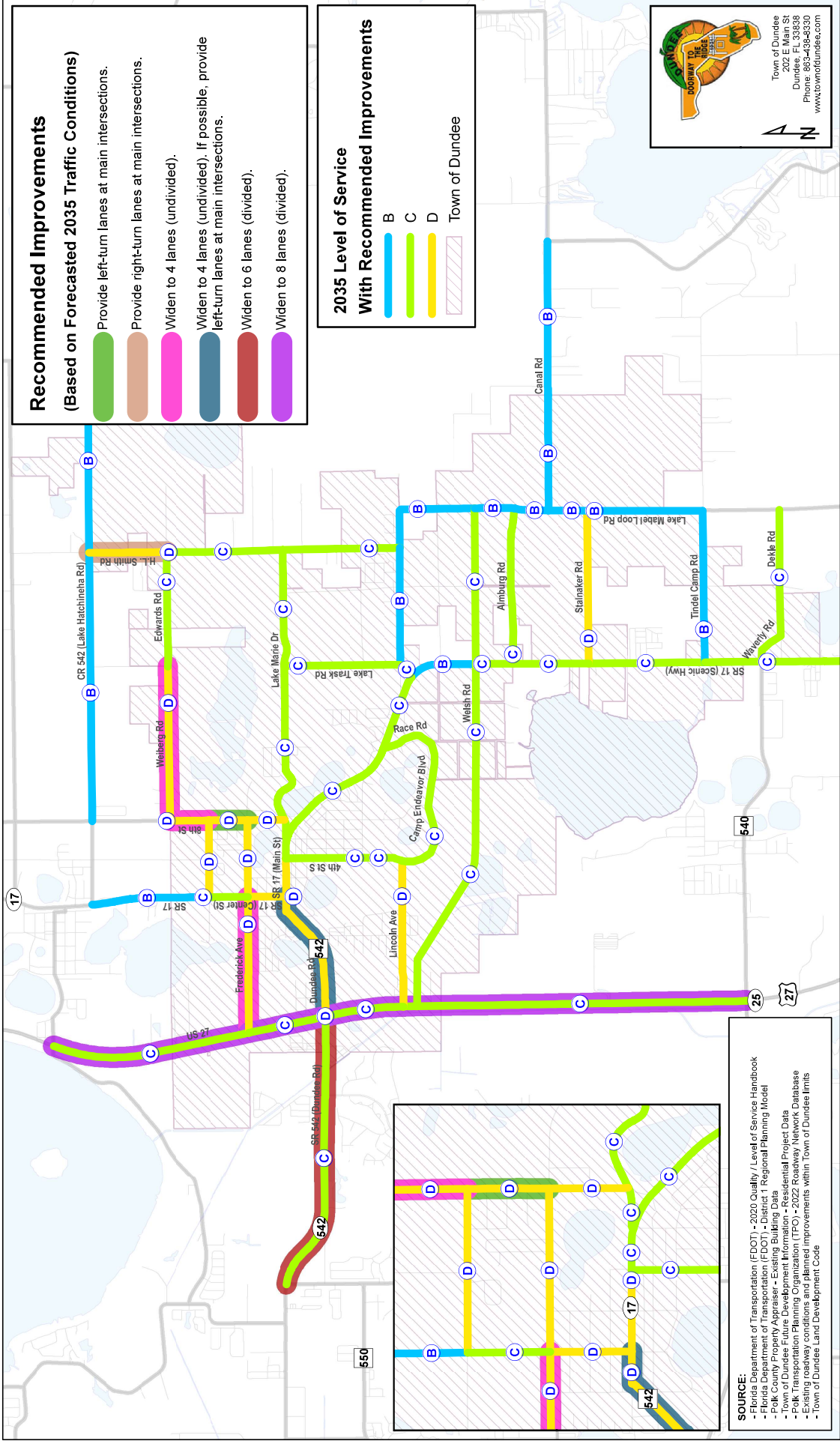
-  Provide left-turn lanes at main intersections.
-  Provide right-turn lanes at main intersections.
-  Widen to 4 lanes (undivided).
-  Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.
-  Widen to 6 lanes (divided).
-  Widen to 8 lanes (divided).

**2035 Level of Service  
With Recommended Improvements**

-  B
-  C
-  D
-  Town of Dundee



Town of Dundee  
202 E Main St  
Dundee, FL 33839  
Phone: 888-498-4330  
www.townofdundee.com



**SOURCE:**

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Town of Dundee Land Development Code

**MAP 18 - 2035 LOS with Recommended Improvements - PM Peak Hour**  
**Town of Dundee Transportation Impact Fee Study**  
 May 2023






1 in = 3,200 ft




10213 Wilky Boulevard - Suite 107  
 Tampa, FL 33625  
 Phone: 813-988-1517  
 Fax: 813-988-1518  
 www.esrppc.com

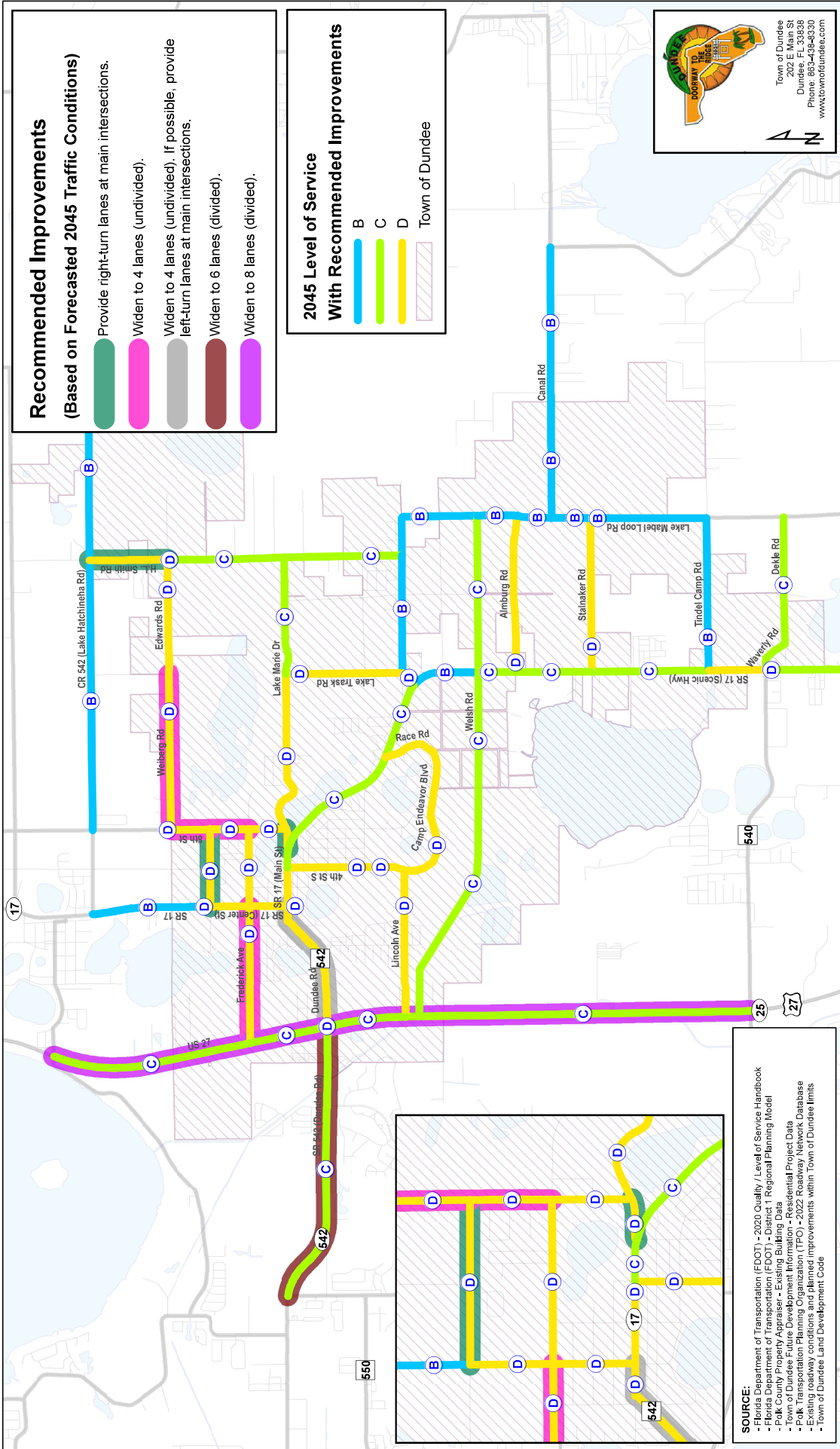



### Recommended Improvements (Based on Forecasted 2045 Traffic Conditions)

-  Provide right-turn lanes at main intersections.
-  Widen to 4 lanes (undivided).
-  Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.
-  Widen to 6 lanes (divided).
-  Widen to 8 lanes (divided).

### 2045 Level of Service With Recommended Improvements

-  B
-  C
-  D
-  Town of Dundee

Town of Dundee  
202 E Main St  
Dundee, FL 33839  
Phone: 888-498-4330  
www.townofdundee.com

1 in = 3,200 ft  
0 0.45 0.9 1.8 Miles

## MAP 19 - 2045 LOS with Recommended Improvements - PM Peak Hour Town of Dundee Transportation Impact Fee Study

April 2023

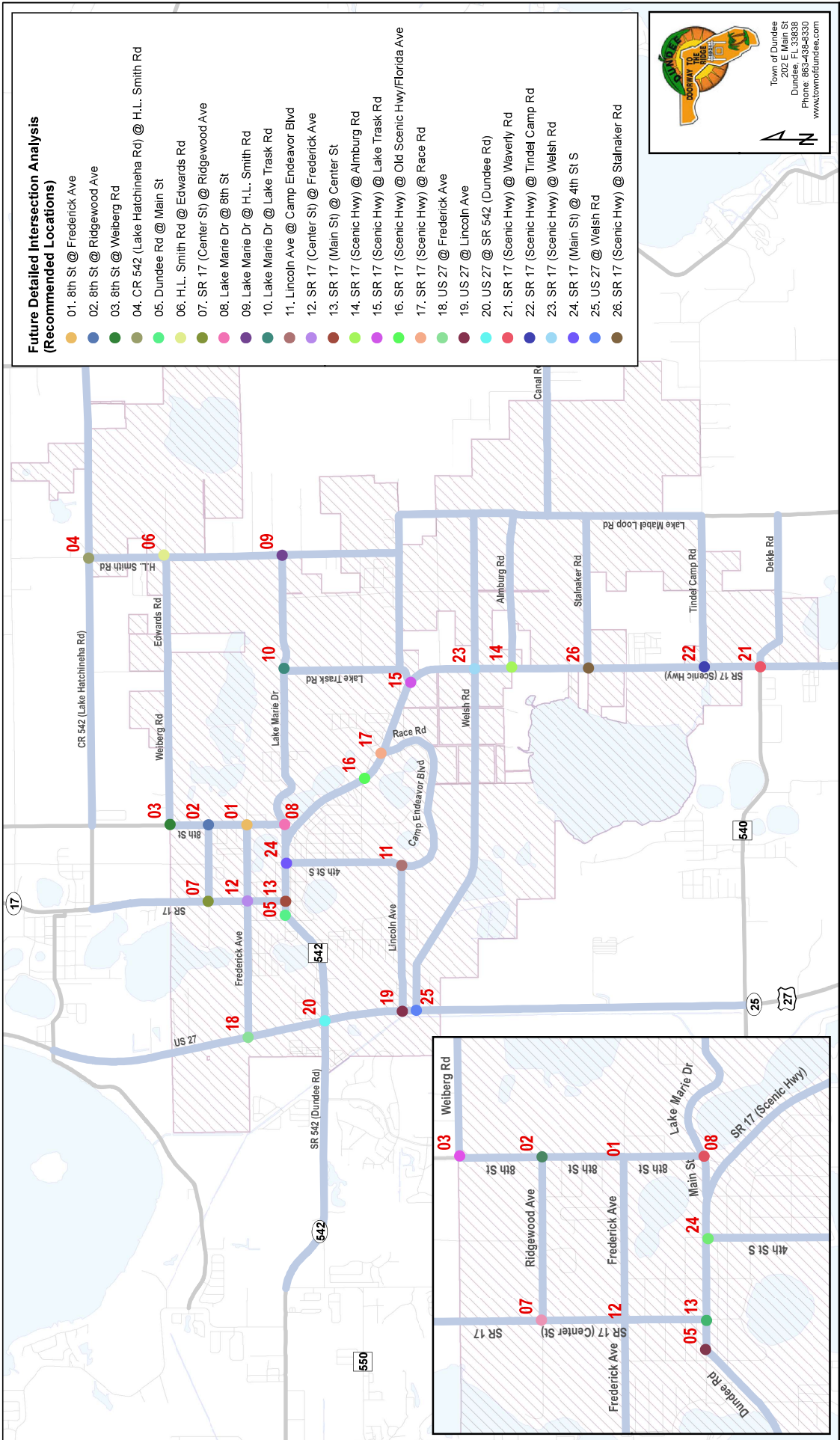
**SOURCE:**

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Town of Dundee Land Development Code

10213 Wilkey Boulevard - Suite 107  
Tampa, FL 33625  
Phone: 813-988-1477  
Fax: 813-988-1518  
www.esrppc.com



Item 8.



**MAP 20 - Locations for Future Operational/Safety and/or Signal Warrant Analysis**

Town of Dundee Transportation Impact Fee Study

April 2023

**ESRP**  
 CORPORATION  
 Engineering · Science · Research · Planning

10213 Wilkey Boulevard - Suite 107  
 Tampa, FL 33625  
 Phone: 813.981.5017  
 Fax: 813.981.5018  
 www.esrppc.com



## **APPENDIX 2 – Existing Building Land-Use Categories** **(Polk County Property Appraiser Building Data)**

**Existing Building Land-Use Categories**  
Used to Evaluate and Revise Travel-Demand-Model Socioeconomic (SE) Data

**Polk County Property Appraiser Building Data**  
**Land-Use Categories Used to Estimate:**

**Single Family Units**

A - Frame
Attached Housing
Log Cabin
Mobile Home/Manufactured Home
Modular Home
Prefab
Single Family
Single Family Residence
Stilt Home
Transient Labor Cabin

**Polk County Property Appraiser Building Data**  
**Land-Use Categories Used to Estimate:**

**Multi-Family Units**

Apartment
Group Care Home
Home For The Elderly
Mult Residence - Elderly Assisted Living
Multiple Residence
Multiple Residence - Senior Citizen
Retirement Community Complex
Rooming House
Senior Citizen Townhouse - 2 Story - End
Shell Apartment

**Polk County Property Appraiser Building Data**  
**Land-Use Categories Used to Estimate:**

**Industrial Employment**

Automotive Service Center
Cold Storage Facility
Cold Storage Farm
Distribution Warehouse
Fruit Packing Barn
Hi-Rise Miniwarehouse
Industrial Building - Interior Build-Out
Industrial Flex Building
Industrial Heavy Manufacturing
Industrial Light Manufacturing
Laundry Plant
Lumber Storage Building - Vertical
Maintenance Hangar
Material Shelter - Light Commercial
Material Storage Building
Mega Warehouse
Mini-Warehouse
Multipurpose Building
Poultry House - Cage - Enclosed
Service (Repair) Garage
Service Garage Shed
Shell Building - Open Mezzanine
Storage Warehouse
Transit Warehouse
Warehouse Showroom Store

**Polk County Property Appraiser Building Data**  
**Land-Use Categories Used to Estimate:**

**School Enrollment**

Alternative School
Classroom
Classroom College
Day Care Center
Elementary And Secondary Media Center
Entire Elementary
High School
Junior High School
Lecture Classrooms
Relocatable Classroom
Vocational School

**Polk County Property Appraiser Building Data**

**Land-Use Categories Used to Estimate:**

**Commercial Employment**

Arcade Building
Bar/Tavern
Barber Shop / Beauty Salon
Bowling Center
Cafeteria
Car Wash - Automatic
Car Wash - Automatic
Car Wash - Canopy
Car Wash - Drive Thru
Car Wash - Drive-Thru
Car Wash - Manual
Car Wash Canopies
Cocktail Lounge
Complete Auto Dealership
Computer Center
Convenience Market
Department Store
Department Store - Display Basement
Dining Atrium
Discount Store
Drugstore
Fast Food Restaurant
Fitness Center
Florist Shop
Health Club
Laundromat
Laundry - Dry Cleaner
Light Comm. Arch-Rib Quonest
Light Commercial Utility Building
Mall Anchor Department Store
Market
Mini-Lube Garage
Mini-Mart/Convenience Store
Mixed Retail W/ Office Units
Mixed Retail W/ Res Units
Post Office - Branch
Post Office - Main
Restaurant
Restaurant - Finished Basement
Retail Store
Roadside Market
Shopping Center - Neighborhood
Shopping Center - Regional
Showroom
Skating Rink Ice
Skating Rink Roller
Snack Bar
Supermarket
Technical Trades
Warehouse Discount

**Polk County Property Appraiser Building Data**

**Land-Use Categories Used to Estimate:**

**Service Employment**

Administrative Office
Bank Branch -
Bed & Breakfast Inn
Central Bank
Church
Church Educational Wing
Church W/ Sunday School
Community Center
Community Service Building
Convalescent Hospital
Dental Office/Clinic
Engineering & Research - Display Basemen
Engineering & Research - Display Mezzani
Engineering & Research Building
Fellowship Hall
Fire Station Staffed
General Hospital
Governmental Building
Guest Cottage
Hotel - Full Service
Hotel - Limited Service
Jail - Police Station
Laboratory Building
Library Public
Lodge
Medical Building
Medical Building - Finished Basement
Mini-Bank
Motel
Motel - Extended Stay
Office - Apartment
Office Building
Office Building - Office Basement
Office Building - Office Mezzanine
Physical Education Building
Relocatable Office
Shed Office Structure
Shell Office Building
Surgical Center - Finished Basement
Telephone Building
Veterinary Hospital
Visitor Center

## **APPENDIX 3 – Traffic Counts**

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Race Road  
NB/SB Road: SR 17  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.01

Movement/Lane Group	EASTBOUND (Corridor Dir = S) Race Road						WESTBOUND (Corridor Dir = N) Race Road						NORTHBOUND SR 17						SOUTHBOUND SR 17						Intersection						
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR		All Lane Groups					
<b>PSCF</b>	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
<b>Start Time</b>																															
7:00 AM	0	37	6	0	43	0	63	0	0	63	8	0	5	0	13	1	0	1	0	2	1	0	1	0	2	1	0	1	0	2	121
7:15 AM	0	44	5	0	49	0	89	2	0	91	15	0	2	0	17	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	159
7:30 AM	0	63	5	0	68	1	82	2	0	85	12	1	10	0	23	2	1	0	0	3	2	1	0	0	3	2	1	0	0	3	179
7:45 AM	0	59	9	0	68	6	74	0	0	80	16	0	9	0	25	4	0	0	0	4	4	0	0	0	4	4	0	0	0	4	177
<b>Total</b>	0	203	25	0	228	7	308	4	0	319	51	1	26	0	78	9	1	1	0	11	9	1	1	0	11	9	1	1	0	11	636
8:00 AM	0	57	12	0	69	2	78	1	0	81	22	0	1	0	23	2	1	0	0	3	2	1	0	0	3	2	1	0	0	3	176
8:15 AM	0	63	11	0	74	1	68	3	0	72	8	0	5	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
8:30 AM	0	53	6	0	59	1	67	3	0	71	5	0	4	0	9	3	0	0	0	3	3	0	0	0	3	3	0	0	0	3	142
8:45 AM	0	67	6	0	73	2	78	1	0	81	6	0	2	0	8	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	164
<b>Total</b>	0	240	35	0	275	6	291	8	0	305	41	0	12	0	53	7	1	0	0	8	7	1	0	0	8	7	1	0	0	8	641
<b>Hourly Volumes</b>																															
Hour Starting at:																															
7:00 AM	0	203	25	0	228	7	308	4	0	319	51	1	26	0	78	9	1	1	0	11	9	1	1	0	11	9	1	1	0	11	636
7:15 AM	0	223	31	0	254	9	323	5	0	337	65	1	22	0	88	10	2	0	0	12	10	2	0	0	12	10	2	0	0	12	691
7:30 AM	0	242	37	0	279	10	302	6	0	318	58	1	25	0	84	8	2	0	0	10	8	2	0	0	10	8	2	0	0	10	691
7:45 AM	0	232	38	0	270	10	287	7	0	304	51	0	19	0	70	9	1	0	0	10	9	1	0	0	10	9	1	0	0	10	654
8:00 AM	0	240	35	0	275	6	291	8	0	305	41	0	12	0	53	7	1	0	0	8	7	1	0	0	8	7	1	0	0	8	641
<b>Peak-Hour Volumes</b>																															
7:15 AM	0	44	5	0	49	0	89	2	0	91	15	0	2	0	17	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	159
7:30 AM	0	63	5	0	68	1	82	2	0	85	12	1	10	0	23	2	1	0	0	3	2	1	0	0	3	2	1	0	0	3	179
7:45 AM	0	59	9	0	68	6	74	0	0	80	16	0	9	0	25	4	0	0	0	4	4	0	0	0	4	4	0	0	0	4	177
8:00 AM	0	57	12	0	69	2	78	1	0	81	22	0	1	0	23	2	1	0	0	3	2	1	0	0	3	2	1	0	0	3	176
<b>Peak-Hour Volume:</b>	0	223	31	0	254	9	323	5	0	337	65	1	22	0	88	10	2	0	0	12	10	2	0	0	12	10	2	0	0	12	691
<b>PHF:</b>	0.88	0.65			0.92	0.38	0.91	0.63		0.93	0.74	0.25	0.55		0.88	0.63	0.50			0.75	0.63	0.50			0.75	0.63	0.50			0.97	

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups / All Vehicles

EB/WB Road: Race Road  
NB/SB Road: SR 17  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.01

Movement/Lane Group	EASTBOUND Race Road						WESTBOUND Race Road						NORTHBOUND SR 17						SOUTHBOUND SR 17						Intersection		
	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups		LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups		LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups		LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups				
<b>PSCF</b>	0	83	7	0	90	0	74	0	0	76	9	1	5	0	15	2	0	0	0	2	2	0	0	0	0	2	183
Start Time																											
4:00 PM	0	98	12	0	110	4	87	4	0	95	2	2	2	0	6	2	2	0	0	2	2	0	0	0	0	2	213
4:15 PM	0	94	11	0	105	3	104	3	0	110	9	0	2	0	11	1	0	0	0	1	1	0	0	0	0	1	227
4:30 PM	0	72	6	0	78	3	62	1	0	66	4	0	3	0	7	1	1	0	0	2	1	1	0	0	0	2	153
4:45 PM	0	347	36	0	383	12	327	8	0	347	24	3	12	0	39	6	1	0	0	7	6	1	0	0	0	7	776
<b>Total</b>	0	109	7	0	116	4	63	1	0	68	10	0	2	0	12	2	0	0	0	2	2	0	0	0	0	2	198
5:00 PM	0	96	12	0	108	4	61	4	0	69	8	0	3	0	11	3	0	0	0	3	3	0	0	0	0	3	191
5:15 PM	1	87	14	0	102	2	56	2	0	60	8	1	2	0	11	1	0	0	0	1	1	0	0	0	0	1	174
5:30 PM	0	75	10	0	85	2	60	3	0	65	7	0	4	0	11	1	0	0	0	1	1	0	0	0	0	1	162
5:45 PM	1	367	43	0	411	12	240	10	0	262	33	1	11	0	45	7	0	0	0	7	7	0	0	0	0	7	725
<b>Hourly Volumes</b>																											
Hour Starting at:																											
4:00 PM	0	347	36	0	383	12	327	8	0	347	24	3	12	0	39	2	0	0	0	2	2	0	0	0	0	2	776
4:15 PM	0	373	36	0	409	14	316	9	0	339	25	2	9	0	36	6	1	0	0	7	6	1	0	0	0	7	791
4:30 PM	0	371	36	0	407	14	290	9	0	313	31	0	10	0	41	7	1	0	0	8	7	1	0	0	0	8	769
4:45 PM	1	364	39	0	404	13	242	8	0	263	30	1	10	0	41	7	1	0	0	8	7	1	0	0	0	8	716
5:00 PM	1	367	43	0	411	12	240	10	0	262	33	1	11	0	45	7	0	0	0	7	7	0	0	0	0	7	725
<b>Peak-Hour Volumes</b>																											
4:15 PM	0	98	12	0	110	4	87	4	0	95	2	2	2	0	6	2	0	0	0	2	2	0	0	0	0	2	213
4:30 PM	0	94	11	0	105	3	104	3	0	110	9	0	2	0	11	1	0	0	0	1	1	0	0	0	0	1	227
4:45 PM	0	72	6	0	78	3	62	1	0	66	4	0	3	0	7	1	1	0	0	2	1	1	0	0	0	2	153
5:00 PM	0	109	7	0	116	4	63	1	0	68	10	0	2	0	12	2	0	0	0	2	2	0	0	0	0	2	198
<b>Peak-Hour Volume:</b>	0	373	36	0	409	14	316	9	0	339	25	2	9	0	36	6	1	0	0	7	6	1	0	0	0	7	791
<b>PHF:</b>	0.86	0.75	0.88	0.88	0.88	0.76	0.76	0.56	0.56	0.77	0.63	0.25	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.88	0.75	0.25	0.25	0.25	0.88	0.87	0.87

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND (Corridor Dir = S) Race Road					WESTBOUND (Corridor Dir = N) Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection			
	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups				
<b>PSCF</b>	0	4	2	0	6	0	4	0	0	4	1	0	0	1	0	2	0	0	0	0	0	0	0	0
Start Time																								
7:00 AM	0	5	1	0	6	0	8	1	0	9	1	0	1	0	2	0	0	0	0	0	0	0	0	0
7:15 AM	0	6	1	0	7	0	1	1	0	2	1	0	0	0	1	0	1	0	0	0	0	0	0	0
7:30 AM	0	4	0	0	4	2	5	0	0	7	0	0	2	0	2	0	0	0	0	0	0	0	0	0
7:45 AM	0	19	4	0	23	2	18	2	0	22	3	0	4	0	7	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	8	1	0	9	0	8	0	0	8	1	0	1	0	2	0	1	0	0	0	0	0	0	1
8:00 AM	0	9	1	0	10	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0
8:15 AM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	25	2	0	27	0	23	0	0	23	3	0	1	0	4	0	0	1	0	0	0	0	0	1
<b>Total</b>	0	19	4	0	23	2	18	2	0	22	3	0	4	0	7	0	1	0	0	0	0	0	0	1
<b>Hourly Volumes</b>																								
Hour Starting at:																								
7:00 AM	0	19	4	0	23	2	18	2	0	22	3	0	4	0	7	0	1	0	0	0	0	0	0	1
7:15 AM	0	23	3	0	26	2	22	2	0	26	3	0	4	0	7	0	2	0	0	0	0	2	0	2
7:30 AM	0	27	3	0	30	2	16	1	0	19	4	0	3	0	7	0	2	0	0	0	0	2	0	2
7:45 AM	0	24	2	0	26	2	23	0	0	25	3	0	3	0	6	0	1	0	0	0	0	1	0	1
8:00 AM	0	25	2	0	27	0	23	0	0	23	3	0	1	0	4	0	0	1	0	0	0	0	0	1
<b>Peak-Hour Volumes</b>																								
7:15 AM	0	5	1	0	6	0	8	1	0	9	1	0	1	0	2	0	0	0	0	0	0	0	0	0
7:30 AM	0	6	1	0	7	0	1	1	0	2	1	0	0	0	1	0	0	1	0	0	0	0	0	1
7:45 AM	0	4	0	0	4	2	5	0	0	7	0	0	2	0	2	0	0	0	0	0	0	0	0	0
8:00 AM	0	8	1	0	9	0	8	0	0	8	1	0	1	0	2	0	0	1	0	0	0	0	0	1
<b>Peak-Hour Volume:</b>	0	23	3	0	26	2	22	2	0	26	3	0	4	0	7	0	2	0	0	0	0	2	0	2
<b>Heavy Vehicles %:</b>	10.3%	9.7%	9.7%	10.2%	22.2%	6.8%	40.0%	4.6%	0.0%	18.2%	4.6%	0.0%	18.2%	8.0%	0.0%	100.0%	16.7%	8.8%	8.8%	16.7%	0.0%	100.0%	16.7%	8.8%

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Race Road						WESTBOUND Race Road						NORTHBOUND SR 17						SOUTHBOUND SR 17						Intersection					
	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR		Groups				
	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01				
<b>PSCF</b>	0	3	2	0	5	0	8	0	0	8	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Time																														
4:00 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	7	1	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	17	3	0	20	0	19	0	0	19	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	7	1	0	8	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	8	1	0	9	1	3	0	0	4	1	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	26	2	0	28	1	11	0	0	12	2	0	1	0	3	2	0	1	0	3	1	0	0	0	1	1	0	0	0	1
<b>Total</b>	0	26	2	0	28	1	11	0	0	12	2	0	1	0	3	2	0	1	0	3	1	0	0	0	1	1	0	0	0	1
<b>Hourly Volumes</b>																														
Hour Starting at:																														
4:00 PM	0	17	3	0	20	0	19	0	0	19	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	21	2	0	23	0	13	0	0	13	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	25	3	0	28	1	13	0	0	14	3	0	1	0	4	3	0	1	0	4	1	0	0	0	1	1	0	0	0	1
4:45 PM	0	24	2	0	26	1	14	0	0	15	2	0	1	0	3	2	0	1	0	3	1	0	0	0	1	1	0	0	0	1
5:00 PM	0	26	2	0	28	1	11	0	0	12	2	0	1	0	3	2	0	1	0	3	1	0	0	0	1	1	0	0	0	1
<b>Peak-Hour Volumes</b>																														
4:30 PM	0	7	1	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	7	1	0	8	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	8	1	0	9	1	3	0	0	4	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	25	3	0	28	1	13	0	0	14	3	0	1	0	4	3	0	1	0	4	1	0	0	0	1	1	0	0	0	1
<b>Heavy Vehicles %:</b>	6.7%	8.3%	8.3%	6.8%	7.1%	4.1%	0.0%	4.1%	4.1%	12.0%	0.0%	11.1%	11.1%	16.7%	0.0%	0.0%	14.3%	5.9%												



**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND (Corridor Dir = S) Race Road				WESTBOUND (Corridor Dir = N) Race Road				NORTHBOUND SR 17				SOUTHBOUND SR 17				Intersection			
	LT	TH	RT	All Lane Groups	LT	TH	RT	All Lane Groups	LT	TH	RT	All Lane Groups	LT	TH	RT	All Lane Groups				
<b>Start Time</b>																				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																				
Hour Starting at:																				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF:</b>																				

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Race Road					WESTBOUND Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection			
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups				
Start Time																								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																								
Hour Starting at:																								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume: PHF:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
																					0.25	0.25		

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Pedestrians and Bicyclists on Sidewalk](#)

Crossing at: Conflict with:	North Side of Race Road						South Side of Race Road						East Side of SR 17						West Side of SR 17						
	WB Approach - RT			EB Approach - RT			WB Approach - RT			EB Approach - RT			NB Approach - RT			SB Approach - RT			NB Approach - RT			SB Approach - RT			
	Pedestrians EB	Pedestrians WB	Bicyclists 2-Way	Pedestrians EB	Pedestrians WB	Bicyclists 2-Way	Pedestrians EB	Pedestrians WB	Bicyclists 2-Way	Pedestrians EB	Pedestrians WB	Bicyclists 2-Way	Pedestrians NB	Pedestrians SB	Bicyclists 2-Way	Pedestrians NB	Pedestrians SB	Bicyclists 2-Way	Pedestrians NB	Pedestrians SB	Bicyclists 2-Way	Pedestrians NB	Pedestrians SB	Bicyclists 2-Way	
Start Time																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	4	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																									
Hour Starting at:																									
7:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																									
7:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	3	1	4	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
PHF:	0.38	0.25	0.50									0.25	0.25	0.25	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.40	

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 / Race Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Pedestrians](#) and [Bicyclists on Sidewalk](#)

Crossing at: Conflict with:	North Side of Race Road WB Approach - RT						South Side of Race Road EB Approach - RT						East Side of SR 17 NB Approach - RT						West Side of SR 17 SB Approach - RT						Intersection
	Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists						
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way				
Start Time 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Peak-Hour Volumes</b>																									
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Peak-Hour Volume:</b>	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>PHF:</b>	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25			
																					0.50				

Item 8.

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 (Center Street) / Main Street  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included:  All Groups / All Vehicles

EB/WB Road: Main Street  
NB/SB Road: SR 17 (Center Street)  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.01

Movement/Lane Group	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection	
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups		
<b>PSCF</b>	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Start Time																						
7:00 AM	40	32	0	0	72	0	75	41	0	116	2	1	0	0	3	25	0	54	0	79	270	
7:15 AM	51	39	0	0	90	1	74	60	0	135	3	5	0	0	8	28	0	60	0	88	321	
7:30 AM	49	40	0	0	89	0	61	57	0	118	2	3	1	0	6	25	1	47	0	73	286	
7:45 AM	56	53	0	0	109	0	69	40	0	109	3	5	0	0	8	31	1	46	0	78	304	
Total	196	164	0	0	360	1	279	198	0	478	10	14	1	0	25	109	2	207	0	318	1181	
8:00 AM	47	39	0	0	86	0	64	48	0	112	3	5	0	0	8	39	1	57	0	97	303	
8:15 AM	29	44	0	0	73	0	72	40	0	112	1	5	0	0	6	42	2	52	0	96	287	
8:30 AM	29	35	0	0	64	0	70	41	0	111	2	2	1	0	5	31	1	46	0	78	258	
8:45 AM	38	42	0	0	80	0	54	44	0	98	1	3	1	0	5	42	3	49	0	94	277	
Total	143	160	0	0	303	0	260	173	0	433	7	15	2	0	24	154	7	204	0	365	1125	
<b>Hourly Volumes</b>																						
Hour Starting at:																						
7:00 AM	196	164	0	0	360	1	279	198	0	478	10	14	1	0	25	109	2	207	0	318	1181	
7:15 AM	203	171	0	0	374	1	268	205	0	474	11	18	1	0	30	123	3	210	0	336	1214	
7:30 AM	181	176	0	0	357	0	266	185	0	451	9	18	1	0	28	137	5	202	0	344	1180	
7:45 AM	161	171	0	0	332	0	275	169	0	444	9	17	1	0	27	143	5	201	0	349	1152	
8:00 AM	143	160	0	0	303	0	260	173	0	433	7	15	2	0	24	154	7	204	0	365	1125	
<b>Peak-Hour Volumes</b>																						
7:15 AM	51	39	0	0	90	1	74	60	0	135	3	5	0	0	8	28	0	60	0	88	321	
7:30 AM	49	40	0	0	89	0	61	57	0	118	2	3	1	0	6	25	1	47	0	73	286	
7:45 AM	56	53	0	0	109	0	69	40	0	109	3	5	0	0	8	31	1	46	0	78	304	
8:00 AM	47	39	0	0	86	0	64	48	0	112	3	5	0	0	8	39	1	57	0	97	303	
Peak-Hour Volume:	203	171	0	0	374	1	268	205	0	474	11	18	1	0	30	123	3	210	0	336	1214	
PHF:	0.91	0.81			0.86	0.25	0.91	0.85		0.88	0.92	0.90	0.25		0.94	0.79	0.75	0.88		0.87	0.95	

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Center Street) / Main Street  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups / All Vehicles

EB/WB Road: Main Street  
NB/SB Road: SR 17 (Center Street)  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.01

Movement/Lane Group	EASTBOUND Main Street						WESTBOUND Main Street						NORTHBOUND SR 17 (Center Street)						SOUTHBOUND SR 17 (Center Street)						Intersection
	LT	TH	RT	RTOR	All Lane Groups		LT	TH	RT	RTOR	All Lane Groups		LT	TH	RT	RTOR	All Lane Groups		LT	TH	RT	RTOR	All Lane Groups		
<b>PSCF</b>	1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01	1.01		
Start Time																									
4:00 PM	61	82	0	0	143		1	51	37	0	89		1	2	2	2	0	5		36	0	49	0	85	
4:15 PM	58	74	0	0	132		0	45	45	0	90		2	2	1	1	0	5		54	4	38	0	96	
4:30 PM	56	76	0	0	132		1	74	51	0	126		3	3	1	1	0	7		66	3	54	0	123	
4:45 PM	55	66	0	0	121		0	54	30	0	84		1	0	0	0	0	1		42	2	63	0	107	
<b>Total</b>	230	298	0	0	528		2	224	163	0	389		7	7	4	4	0	18		198	9	204	0	411	
5:00 PM	65	104	0	0	169		1	68	29	0	98		0	5	0	0	0	5		45	2	60	0	107	
5:15 PM	75	83	0	0	158		2	46	29	0	77		2	4	0	0	0	6		56	2	44	0	102	
5:30 PM	75	84	0	0	159		0	54	34	0	88		2	1	0	0	0	3		54	1	55	0	110	
5:45 PM	54	74	0	0	128		1	59	41	0	101		2	1	0	0	0	3		53	2	58	0	113	
<b>Total</b>	269	345	0	0	614		4	227	133	0	364		6	11	0	0	0	17		208	7	217	0	432	
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	230	298	0	0	528		2	224	163	0	389		7	7	4	4	0	18		198	9	204	0	411	
4:15 PM	234	320	0	0	554		2	241	155	0	398		6	10	2	2	0	18		207	11	215	0	433	
4:30 PM	251	329	0	0	580		4	242	139	0	385		6	12	1	1	0	19		209	9	221	0	439	
4:45 PM	270	337	0	0	607		3	222	122	0	347		5	10	0	0	0	15		197	7	222	0	426	
<b>5:00 PM</b>	269	345	0	0	614		4	227	133	0	364		6	11	0	0	0	17		208	7	217	0	432	
<b>Peak-Hour Volumes</b>																									
5:00 PM	65	104	0	0	169		1	68	29	0	98		0	5	0	0	0	5		45	2	60	0	107	
5:15 PM	75	83	0	0	158		2	46	29	0	77		2	4	0	0	0	6		56	2	44	0	102	
5:30 PM	75	84	0	0	159		0	54	34	0	88		2	1	0	0	0	3		54	1	55	0	110	
5:45 PM	54	74	0	0	128		1	59	41	0	101		2	1	0	0	0	3		53	2	58	0	113	
<b>Peak-Hour Volume:</b>	269	345	0	0	614		4	227	133	0	364		6	11	0	0	0	17		208	7	217	0	432	
<b>PHF:</b>	0.90	0.83			0.91		0.50	0.83	0.81		0.90		0.75	0.55				0.71		0.93	0.88	0.90		0.96	

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 (Center Street) / Main Street  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	LT 1.01	TH 1.01	RT 1.01	RTOR 1.01	All Lane Groups	
<b>PSCF</b>	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Start Time																					
7:00 AM	3	3	0	0	6	0	7	1	0	8	0	1	0	0	1	4	0	3	0	7	22
7:15 AM	5	2	0	0	7	0	4	4	0	8	0	0	0	0	0	3	0	3	0	6	21
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	6
7:45 AM	5	3	0	0	8	0	0	3	0	3	0	1	0	0	1	3	0	3	0	6	18
<b>Total</b>	13	10	0	0	23	0	11	8	0	19	0	2	0	0	2	13	0	10	0	23	67
8:00 AM	4	3	0	0	7	0	8	2	0	10	0	2	0	0	2	8	0	2	0	10	29
8:15 AM	4	1	0	0	5	0	2	3	0	5	0	0	0	0	0	6	0	1	0	7	17
8:30 AM	2	0	0	0	2	0	2	5	0	7	0	0	0	0	0	0	0	2	0	2	11
8:45 AM	2	1	0	0	3	0	0	2	0	2	0	1	0	0	1	9	0	3	0	12	18
<b>Total</b>	12	5	0	0	17	0	12	12	0	24	0	3	0	0	3	23	0	8	0	31	75
<b>Hourly Volumes</b>																					
Hour Starting at:																					
7:00 AM	13	10	0	0	23	0	11	8	0	19	0	2	0	0	2	13	0	10	0	23	67
7:15 AM	14	10	0	0	24	0	12	9	0	21	0	3	0	0	3	17	0	9	0	26	74
7:30 AM	13	9	0	0	22	0	10	8	0	18	0	3	0	0	3	20	0	7	0	27	70
7:45 AM	15	7	0	0	22	0	12	13	0	25	0	3	0	0	3	17	0	8	0	25	75
8:00 AM	12	5	0	0	17	0	12	12	0	24	0	3	0	0	3	23	0	8	0	31	75
<b>Peak-Hour Volumes</b>																					
7:45 AM	5	3	0	0	8	0	0	3	0	3	0	1	0	0	1	3	0	3	0	6	18
8:00 AM	4	3	0	0	7	0	8	2	0	10	0	2	0	0	2	8	0	2	0	10	29
8:15 AM	4	1	0	0	5	0	2	3	0	5	0	0	0	0	0	6	0	1	0	7	17
8:30 AM	2	0	0	0	2	0	2	5	0	7	0	0	0	0	0	0	0	2	0	2	11
<b>Peak-Hour Volume:</b>	15	7	0	0	22	0	12	13	0	25	0	3	0	0	3	17	0	8	0	25	75
<b>Heavy Vehicles %:</b>	7.4%	4.1%			5.9%	0.0%	4.5%	6.3%		5.3%	0.0%	16.7%	0.0%		10.0%	13.8%	0.0%	3.8%		7.4%	6.2%

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 (Center Street) / Main Street  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Main Street						WESTBOUND Main Street						NORTHBOUND SR 17 (Center Street)						SOUTHBOUND SR 17 (Center Street)						Intersection						
	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR		Groups					
	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		1.01					
<b>PSCF</b>	1	3	0	0	4	0	4	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	7	19
Start Time																															
4:00 PM	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	4	0	6	11
4:15 PM	2	3	0	0	5	0	2	1	0	3	0	0	1	0	1	0	0	1	0	1	0	0	2	0	0	4	0	2	0	6	15
4:30 PM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	4	8
4:45 PM	6	8	0	0	14	0	7	7	0	14	1	0	1	0	2	0	0	1	0	1	0	0	13	0	0	10	0	13	0	23	53
<b>Total</b>	5	4	0	0	9	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	14
5:00 PM	3	1	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0	2	0	6	13
5:15 PM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	6	0	2	0	8	14
5:30 PM	1	1	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	5	0	3	0	8	12
5:45 PM	12	6	0	0	18	0	7	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	16	0	8	0	24	53
<b>Hourly Volumes</b>																															
Hour Starting at:																															
4:00 PM	6	8	0	0	14	0	7	7	0	14	1	0	1	0	2	0	0	1	0	1	0	0	13	0	0	10	0	13	0	23	53
4:15 PM	10	9	0	0	19	0	5	4	0	9	1	0	1	0	2	0	0	1	0	1	0	0	9	0	0	9	0	9	0	18	48
4:30 PM	11	9	0	0	20	0	7	4	0	11	0	0	1	0	1	0	0	1	0	1	0	0	7	0	0	11	0	7	0	18	50
4:45 PM	12	6	0	0	18	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	13	0	7	0	20	49
5:00 PM	12	6	0	0	18	0	7	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	16	0	8	0	24	53
<b>Peak-Hour Volumes</b>																															
4:00 PM	1	3	0	0	4	0	4	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	2	0	5	0	7	19
4:15 PM	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	0	0	4	0	0	2	0	4	0	6	11
4:30 PM	2	3	0	0	5	0	2	1	0	3	0	0	1	0	1	0	0	1	0	1	0	0	2	0	0	4	0	2	0	6	15
4:45 PM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	4	8
<b>Peak-Hour Volume:</b>	6	8	0	0	14	0	7	7	0	14	1	0	1	0	2	0	0	1	0	1	0	0	13	0	0	10	0	13	0	23	53
<b>Heavy Vehicles %:</b>	2.2%	2.3%	0.0%	0.0%	2.3%	0.0%	3.1%	5.3%	0.0%	3.8%	16.7%	0.0%	0.0%	0.0%	11.8%	4.8%	0.0%	6.0%	0.0%	5.3%	4.8%	0.0%	6.0%	0.0%	0.0%	5.3%	0.0%	6.0%	0.0%	3.7%	3.7%



**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** SR 17 (Center Street) / Main Street  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection			
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups				
<b>Start Time</b>																								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																								
Hour Starting at:																								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF:</b>																								

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** SR 17 (Center Street) / Main Street  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Main Street				WESTBOUND Main Street				NORTHBOUND SR 17 (Center Street)				SOUTHBOUND SR 17 (Center Street)				Intersection					
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT		TH	RT	RTOR	All Lane Groups	
<b>Start Time</b>																						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																						
Hour Starting at:																						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF:</b>																						





**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included:  All Groups / All Vehicles

EB/WB Road: Dundee Road  
NB/SB Road: US 27  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.04

Movement/Lane Group	EASTBOUND Dundee Road						WESTBOUND Dundee Road						NORTHBOUND US 27						SOUTHBOUND US 27						Intersection
	LT	TH	RT	RTOR	All Lane Groups		LT	TH	RT	RTOR	All Lane Groups		LT	TH	RT	RTOR	All Lane Groups		LT	TH	RT	RTOR	All Lane Groups		
<b>PSCF</b>	1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04	1.04		
Start Time																									
7:00 AM	78	67	43	0	188	27	93	15	0	135	63	216	14	0	293	10	194	40	0	244	860				
7:15 AM	55	56	66	0	177	37	88	15	0	140	66	264	45	0	375	17	241	50	0	308	1000				
7:30 AM	70	50	77	0	197	46	80	11	0	137	70	252	34	0	356	11	260	58	0	329	1019				
7:45 AM	77	60	58	0	195	48	63	15	0	126	63	267	41	0	371	25	233	54	0	312	1004				
Total	280	233	244	0	757	158	324	56	0	538	262	999	134	0	1395	63	928	202	0	1193	3883				
8:00 AM	59	59	47	0	165	37	88	15	0	140	58	237	29	0	324	21	194	47	0	262	891				
8:15 AM	35	52	50	0	137	43	80	4	0	127	50	271	30	0	351	21	277	37	0	335	950				
8:30 AM	50	45	62	0	157	48	83	14	0	145	63	214	27	0	304	15	242	55	0	312	918				
8:45 AM	48	62	58	0	168	51	74	18	0	143	57	209	24	0	290	22	218	40	0	280	881				
Total	192	218	217	0	627	179	325	51	0	555	228	931	110	0	1269	79	931	179	0	1189	3640				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
7:00 AM	280	233	244	0	757	158	324	56	0	538	262	999	134	0	1395	63	928	202	0	1193	3883				
7:15 AM	261	225	248	0	734	168	319	56	0	543	257	1020	149	0	1426	74	928	209	0	1211	3914				
7:30 AM	241	221	232	0	694	174	311	45	0	530	241	1027	134	0	1402	78	964	196	0	1238	3864				
7:45 AM	221	216	217	0	654	176	314	48	0	538	234	989	127	0	1350	82	946	193	0	1221	3763				
8:00 AM	192	218	217	0	627	179	325	51	0	555	228	931	110	0	1269	79	931	179	0	1189	3640				
<b>Peak-Hour Volumes</b>																									
7:15 AM	55	56	66	0	177	37	88	15	0	140	66	264	45	0	375	17	241	50	0	308	1000				
7:30 AM	70	50	77	0	197	46	80	11	0	137	70	252	34	0	356	11	260	58	0	329	1019				
7:45 AM	77	60	58	0	195	48	63	15	0	126	63	267	41	0	371	25	233	54	0	312	1004				
8:00 AM	59	59	47	0	165	37	88	15	0	140	58	237	29	0	324	21	194	47	0	262	891				
Peak-Hour Volume:	261	225	248	0	734	168	319	56	0	543	257	1020	149	0	1426	74	928	209	0	1211	3914				
PHF:	0.85	0.94	0.81		0.93	0.88	0.91	0.93		0.97	0.92	0.96	0.83		0.95	0.74	0.89	0.90		0.92	0.96	0.96			

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups / All Vehicles  NB/ISB  NB/ISB  
EB/WB Road: Dundee Road US 27  
Main Direction: EB/WB   
Peak-Season CF: 1.04

Movement/Lane Group	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection				
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
<b>PSCF</b>	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	
Start Time																									
4:00 PM	59	67	69	0	195	50	58	12	0	120	50	241	46	0	337	26	283	62	0	371	1023				
4:15 PM	42	82	59	0	183	45	69	10	0	124	71	218	38	0	327	38	242	56	0	336	970				
4:30 PM	69	70	71	0	210	52	64	10	0	126	69	219	46	0	334	22	327	75	0	424	1094				
4:45 PM	57	77	79	0	213	44	68	15	0	127	77	262	52	0	391	35	258	66	0	359	1090				
Total	227	296	278	0	801	191	259	47	0	497	267	940	182	0	1389	121	1110	259	0	1490	4177				
5:00 PM	61	85	70	0	216	42	53	5	0	100	74	241	48	0	363	16	294	76	0	386	1065				
5:15 PM	43	90	75	0	208	47	80	7	0	134	95	275	61	0	431	31	265	63	0	359	1132				
5:30 PM	71	73	70	0	214	58	76	5	0	139	75	269	52	0	396	15	342	54	0	411	1160				
5:45 PM	66	85	52	0	203	45	66	4	0	115	83	250	40	0	373	24	201	47	0	272	963				
Total	241	333	267	0	841	192	275	21	0	488	327	1035	201	0	1563	86	1102	240	0	1428	4320				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	227	296	278	0	801	191	259	47	0	497	267	940	182	0	1389	121	1110	259	0	1490	4177				
4:15 PM	229	314	279	0	822	183	254	40	0	477	291	940	184	0	1415	111	1121	273	0	1505	4219				
4:30 PM	230	322	295	0	847	185	265	37	0	487	315	997	207	0	1519	104	1144	280	0	1528	4381				
4:45 PM	232	325	294	0	851	191	277	32	0	500	321	1047	213	0	1581	97	1159	259	0	1515	4447				
5:00 PM	241	333	267	0	841	192	275	21	0	488	327	1035	201	0	1563	86	1102	240	0	1428	4320				
<b>Peak-Hour Volumes</b>																									
4:45 PM	57	77	79	0	213	44	68	15	0	127	77	262	52	0	391	35	258	66	0	359	1090				
5:00 PM	61	85	70	0	216	42	53	5	0	100	74	241	48	0	363	16	294	76	0	386	1065				
5:15 PM	43	90	75	0	208	47	80	7	0	134	95	275	61	0	431	31	265	63	0	359	1132				
5:30 PM	71	73	70	0	214	58	76	5	0	139	75	269	52	0	396	15	342	54	0	411	1160				
<b>Peak-Hour Volume:</b>	232	325	294	0	851	191	277	32	0	500	321	1047	213	0	1581	97	1159	259	0	1515	4447				
<b>PHF:</b>	0.82	0.90	0.93	0	0.98	0.82	0.87	0.53	0	0.90	0.84	0.95	0.87	0	0.92	0.69	0.85	0.85	0	0.92	0.96				

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Dundee Road						WESTBOUND Dundee Road						NORTHBOUND US 27						SOUTHBOUND US 27						Intersection
	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups					
<b>PSCF</b>	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04						
Start Time																									
7:00 AM	4	2	1	0	7	1	3	5	0	9	4	20	1	0	25	1	27	3	0	31					
7:15 AM	1	2	1	0	4	3	0	6	0	9	2	18	3	0	23	1	22	2	0	25					
7:30 AM	6	4	2	0	12	4	1	2	0	7	4	20	0	0	24	2	22	2	0	26					
7:45 AM	1	5	1	0	7	2	2	2	0	6	4	28	2	0	34	5	29	2	0	36					
<b>Total</b>	12	13	5	0	30	10	6	15	0	31	14	86	6	0	106	9	100	9	0	118					
8:00 AM	3	2	4	0	9	2	4	5	0	11	3	29	1	0	33	1	24	3	0	28					
8:15 AM	3	1	3	0	7	3	3	2	0	8	0	19	2	0	21	2	32	4	0	38					
8:30 AM	3	2	2	0	7	5	2	1	0	8	3	20	2	0	25	0	30	4	0	34					
8:45 AM	1	3	2	0	6	1	3	0	0	4	2	23	1	0	26	1	34	2	0	37					
<b>Total</b>	10	8	11	0	29	11	12	8	0	31	8	91	6	0	105	4	120	13	0	137					
<b>Hourly Volumes</b>																									
Hour Starting at:																									
7:00 AM	12	13	5	0	30	10	6	15	0	31	14	86	6	0	106	9	100	9	0	118					
7:15 AM	11	13	8	0	32	11	7	15	0	33	13	95	6	0	114	9	97	9	0	115					
7:30 AM	13	12	10	0	35	11	10	11	0	32	11	96	5	0	112	10	107	11	0	128					
<b>7:45 AM</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>10</b>	<b>96</b>	<b>7</b>	<b>0</b>	<b>113</b>	<b>8</b>	<b>115</b>	<b>13</b>	<b>0</b>	<b>136</b>					
8:00 AM	10	8	11	0	29	11	12	8	0	31	8	91	6	0	105	4	120	13	0	137					
<b>Peak-Hour Volumes</b>																									
<b>7:45 AM</b>	1	5	1	0	7	2	2	2	0	6	4	28	2	0	34	5	29	2	0	36					
8:00 AM	3	2	4	0	9	2	4	5	0	11	3	29	1	0	33	1	24	3	0	28					
8:15 AM	3	1	3	0	7	3	3	2	0	8	0	19	2	0	21	2	32	4	0	38					
8:30 AM	3	2	2	0	7	5	2	1	0	8	3	20	2	0	25	0	30	4	0	34					
<b>Peak-Hour Volume:</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>30</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>10</b>	<b>96</b>	<b>7</b>	<b>0</b>	<b>113</b>	<b>8</b>	<b>115</b>	<b>13</b>	<b>0</b>	<b>136</b>					
<b>Heavy Vehicles %:</b>	<b>3.8%</b>	<b>4.4%</b>	<b>4.0%</b>	<b>0%</b>	<b>4.1%</b>	<b>7.1%</b>	<b>3.4%</b>	<b>17.9%</b>	<b>0%</b>	<b>6.1%</b>	<b>3.9%</b>	<b>9.4%</b>	<b>4.7%</b>	<b>7.9%</b>	<b>10.8%</b>	<b>12.4%</b>	<b>6.2%</b>	<b>8.0%</b>	<b>11.2%</b>	<b>8.0%</b>					

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Dundee Road						WESTBOUND Dundee Road						NORTHBOUND US 27						SOUTHBOUND US 27						Intersection
	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups					
	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04						
<b>PSCF</b>	8	2	1	0	11	4	2	1	0	7	3	26	2	0	31	2	33	2	0	37	86				
Start Time																									
4:00 PM	3	1	0	0	4	0	5	0	0	5	1	30	1	0	32	2	17	2	0	21	62				
4:15 PM	4	1	5	0	10	2	3	0	0	5	1	29	0	0	30	3	21	3	0	27	72				
4:30 PM	3	1	2	0	6	1	1	1	0	3	1	28	2	0	31	4	21	1	0	26	66				
4:45 PM	18	5	8	0	31	7	11	2	0	20	6	113	5	0	124	11	92	8	0	111	286				
<b>Total</b>																									
5:00 PM	2	4	1	0	7	2	2	0	0	4	5	22	2	0	29	3	20	4	0	27	67				
5:15 PM	2	0	2	0	4	1	1	2	0	4	2	27	5	0	34	1	17	2	0	20	62				
5:30 PM	2	2	1	0	5	1	2	1	0	4	2	27	1	0	30	1	23	4	0	28	67				
5:45 PM	2	1	2	0	5	3	1	0	0	4	3	29	3	0	35	0	8	2	0	10	54				
<b>Total</b>	8	7	6	0	21	7	6	3	0	16	12	105	11	0	128	5	68	12	0	85	250				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	18	5	8	0	31	7	11	2	0	20	6	113	5	0	124	11	92	8	0	111	286				
4:15 PM	12	7	8	0	27	5	11	1	0	17	8	109	5	0	122	12	79	10	0	101	267				
4:30 PM	11	6	10	0	27	6	7	3	0	16	9	106	9	0	124	11	79	10	0	100	267				
4:45 PM	9	7	6	0	22	5	6	4	0	15	10	104	10	0	124	9	81	11	0	101	262				
5:00 PM	8	7	6	0	21	7	6	3	0	16	12	105	11	0	128	5	68	12	0	85	250				
<b>Peak-Hour Volumes</b>																									
4:00 PM	8	2	1	0	11	4	2	1	0	7	3	26	2	0	31	2	33	2	0	37	86				
4:15 PM	3	1	0	0	4	0	5	0	0	5	1	30	1	0	32	2	17	2	0	21	62				
4:30 PM	4	1	5	0	10	2	3	0	0	5	1	29	0	0	30	3	21	3	0	27	72				
4:45 PM	3	1	2	0	6	1	1	1	0	3	1	28	2	0	31	4	21	1	0	26	66				
<b>Peak-Hour Volume:</b>	18	5	8	0	31	7	11	2	0	20	6	113	5	0	124	11	92	8	0	111	286				
<b>Heavy Vehicles %:</b>	7.8%	1.5%	2.7%		3.6%	3.7%	4.0%	6.3%		4.0%	1.9%	10.8%	2.3%		7.8%	11.3%	7.9%	3.1%		7.3%	6.4%				



**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection				
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
<b>Start Time</b>																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Hourly Volumes</b>																									
Hour Starting at:																									
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Peak-Hour Volumes</b>																									
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Peak-Hour Volume:</b>	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>PHF:</b>	0.25	0.25			0.50																				0.50

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Dundee Road				WESTBOUND Dundee Road				NORTHBOUND US 27				SOUTHBOUND US 27				Intersection																											
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT		TH	RT	RTOR	All Lane Groups																							
<b>Start Time</b>																																												
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1																				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
<b>Total</b>	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0																				
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
<b>Total</b>	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0																				
<b>Hourly Volumes</b>																																												
Hour Starting at:																																												
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
4:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0																				
5:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0																				
<b>Peak-Hour Volumes</b>																																												
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0																				
<b>Peak-Hour Volume:</b>	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0																				
<b>PHF:</b>	0.25																					0.25	0.25																				0.25	0.75



## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** US 27 / Dundee Road  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Pedestrians](#) and [Bicyclists on Sidewalk](#)

Crossing at: Conflict with:	North Side of Dundee Road WB Approach - RT						South Side of Dundee Road EB Approach - RT						East Side of US 27 NB Approach - RT						West Side of US 27 SB Approach - RT						Intersection
	Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists						
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way				
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Peak-Hour Volumes</b>																									
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>PHF:</b>																						0.25			

Item 8.

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included:  All Groups /  All Vehicles

EB/WB Road: Fredrick Avenue  
NB/SB Road: US 27  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.04

Movement/Lane Group	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection	
	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups		
<b>PSCF</b>	0	0	0	0	0	15	0	0	28	0	43	5	284	19	0	308	11	230	0	0	241	593
Start Time	7:00 AM	0	0	1	0	1	15	0	28	0	43	5	284	19	0	308	11	230	0	0	241	593
7:15 AM	0	0	0	1	0	1	12	0	28	0	40	3	320	11	0	334	14	286	0	0	300	675
7:30 AM	0	0	0	0	0	0	24	0	40	0	64	3	320	12	0	335	21	311	0	0	332	731
7:45 AM	0	0	0	1	0	1	17	0	38	0	55	4	342	9	0	355	26	307	0	0	333	744
Total	0	0	0	3	0	3	68	0	134	0	202	15	1266	51	0	1332	72	1134	0	0	1206	2743
8:00 AM	0	0	0	0	0	0	19	0	38	0	57	5	302	15	0	322	21	268	0	0	289	668
8:15 AM	0	0	0	0	0	0	14	0	23	0	37	4	263	4	0	271	16	278	0	0	294	602
8:30 AM	0	0	0	3	0	3	5	0	20	0	25	6	284	8	0	298	12	317	2	0	331	657
8:45 AM	0	0	0	1	0	1	10	0	27	0	37	2	289	10	0	301	22	297	0	0	319	658
Total	0	0	0	4	0	4	48	0	108	0	156	17	1138	37	0	1192	71	1160	2	0	1233	2585
<b>Hourly Volumes</b>																						
Hour Starting at:																						
7:00 AM	0	0	0	3	0	3	68	0	134	0	202	15	1266	51	0	1332	72	1134	0	0	1206	2743
7:15 AM	0	0	0	2	0	2	72	0	144	0	216	15	1284	47	0	1346	82	1172	0	0	1254	2818
7:30 AM	0	0	0	1	0	1	74	0	139	0	213	16	1227	40	0	1283	84	1164	0	0	1248	2745
7:45 AM	0	0	0	4	0	4	55	0	119	0	174	19	1191	36	0	1246	75	1170	2	0	1247	2671
8:00 AM	0	0	0	4	0	4	48	0	108	0	156	17	1138	37	0	1192	71	1160	2	0	1233	2585
<b>Peak-Hour Volumes</b>																						
7:15 AM	0	0	0	1	0	1	12	0	28	0	40	3	320	11	0	334	14	286	0	0	300	675
7:30 AM	0	0	0	0	0	0	24	0	40	0	64	3	320	12	0	335	21	311	0	0	332	731
7:45 AM	0	0	0	1	0	1	17	0	38	0	55	4	342	9	0	355	26	307	0	0	333	744
8:00 AM	0	0	0	0	0	0	19	0	38	0	57	5	302	15	0	322	21	268	0	0	289	668
Peak-Hour Volume:	0	0	0	2	0	2	72	0	144	0	216	15	1284	47	0	1346	82	1172	0	0	1254	2818
PHF:	0.50	0.50	0.50	0.50	0.50	0.84	0.75	0.75	0.90	0.84	0.84	0.75	0.94	0.78	0.95	0.95	0.79	0.94	0.94	0.94	0.94	0.95

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups / All Vehicles

EB/WB Road: Fredrick Avenue  
NB/SB Road: US 27  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.04

Movement/Lane Group	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection	
	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups		
<b>PSCF</b>	0	0	0	0	0	9	0	0	16	0	25	3	317	12	0	332	25	370	0	0	395	752
Start Time																						
4:00 PM	0	0	0	0	0	1	0	22	0	23	6	250	10	0	266	43	364	0	0	407	696	
4:15 PM	0	0	1	0	1	19	0	36	0	55	7	287	18	0	312	21	373	1	0	395	763	
4:30 PM	0	0	1	0	1	7	0	21	0	28	10	295	17	0	322	30	371	1	0	402	753	
<b>Total</b>	0	0	2	0	2	36	0	95	0	131	26	1149	57	0	1232	119	1478	2	0	1599	2964	
5:00 PM	0	0	1	0	1	19	0	22	0	41	15	307	18	0	340	16	331	0	0	347	729	
5:15 PM	0	0	0	0	0	18	0	8	0	26	4	282	19	0	305	40	391	0	0	431	762	
5:30 PM	0	0	0	0	0	6	0	11	0	17	7	350	12	0	369	27	339	0	0	366	752	
5:45 PM	0	0	0	0	0	10	0	16	0	26	7	275	17	0	299	29	302	0	0	331	656	
<b>Total</b>	0	0	1	0	1	53	0	57	0	110	33	1214	66	0	1313	112	1363	0	0	1475	2899	
<b>Hourly Volumes</b>																						
Hour Starting at:																						
4:00 PM	0	0	2	0	2	36	0	95	0	131	26	1149	57	0	1232	119	1478	2	0	1599	2964	
4:15 PM	0	0	3	0	3	46	0	101	0	147	38	1139	63	0	1240	110	1439	2	0	1551	2941	
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>150</b>	<b>36</b>	<b>1171</b>	<b>72</b>	<b>0</b>	<b>1279</b>	<b>107</b>	<b>1466</b>	<b>2</b>	<b>0</b>	<b>1575</b>	<b>3007</b>	
4:45 PM	0	0	2	0	2	50	0	62	0	112	36	1234	66	0	1336	113	1432	1	0	1546	2996	
5:00 PM	0	0	1	0	1	53	0	57	0	110	33	1214	66	0	1313	112	1363	0	0	1475	2899	
<b>Peak-Hour Volumes</b>																						
4:30 PM	0	0	1	0	1	19	0	36	0	55	7	287	18	0	312	21	373	1	0	395	763	
4:45 PM	0	0	1	0	1	7	0	21	0	28	10	295	17	0	322	30	371	1	0	402	753	
5:00 PM	0	0	1	0	1	19	0	22	0	41	15	307	18	0	340	16	331	0	0	347	729	
5:15 PM	0	0	0	0	0	18	0	8	0	26	4	282	19	0	305	40	391	0	0	431	762	
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>63</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>150</b>	<b>36</b>	<b>1171</b>	<b>72</b>	<b>0</b>	<b>1279</b>	<b>107</b>	<b>1466</b>	<b>2</b>	<b>0</b>	<b>1575</b>	<b>3007</b>	
<b>PHF:</b>			<b>0.75</b>		<b>0.75</b>	<b>0.83</b>		<b>0.60</b>		<b>0.68</b>	<b>0.60</b>	<b>0.95</b>	<b>0.95</b>		<b>0.94</b>	<b>0.67</b>	<b>0.94</b>	<b>0.50</b>		<b>0.91</b>	<b>0.99</b>	

**ESPR CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection	
	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups	LT 1.04	TH 1.04	RT 1.04	RTOR 1.04	All Lane Groups		
<b>PSCF</b>	0	0	0	0	0	0	0	0	2	0	0	26	1	0	27	2	28	0	0	30	59	
Start Time																						
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	26	0	0	26	0	27	0	0	27	54	
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	24	1	0	25	0	25	0	0	25	52	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	34	0	0	34	2	40	0	0	42	77	
7:45 AM	0	0	0	0	0	0	0	0	6	0	0	110	2	0	112	4	120	0	0	124	242	
<b>Total</b>	0	0	0	0	0	0	0	0	4	4	1	33	2	0	36	2	34	0	0	36	76	
8:00 AM	0	0	0	0	0	2	0	0	0	2	0	24	1	0	25	1	27	0	0	28	55	
8:15 AM	0	0	1	0	1	1	0	1	0	2	0	21	2	0	23	2	34	1	0	37	63	
8:30 AM	0	0	0	0	0	0	0	0	3	0	0	26	0	0	26	4	45	0	0	49	78	
8:45 AM	0	0	1	0	1	3	0	8	0	11	1	104	5	0	110	9	140	1	0	150	272	
<b>Total</b>	0	0	1	0	1	3	0	8	0	11	1	104	5	0	110	9	140	1	0	150	272	
<b>Hourly Volumes</b>																						
Hour Starting at:																						
7:00 AM	0	0	0	0	0	0	0	0	6	6	0	110	2	0	112	4	120	0	0	124	242	
7:15 AM	0	0	0	0	0	0	0	0	8	8	1	117	3	0	121	4	126	0	0	130	259	
7:30 AM	0	0	0	0	0	2	0	7	0	9	1	115	4	0	120	5	126	0	0	131	260	
7:45 AM	0	0	1	0	1	3	0	6	0	9	1	112	5	0	118	7	135	1	0	143	271	
<b>8:00 AM</b>	0	0	1	0	1	3	0	8	0	11	1	104	5	0	110	9	140	1	0	150	272	
<b>Peak-Hour Volumes</b>																						
8:00 AM	0	0	0	0	0	0	0	4	0	4	1	33	2	0	36	2	34	0	0	36	76	
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	24	1	0	25	1	27	0	0	28	55	
8:30 AM	0	0	1	0	1	1	0	1	0	2	0	21	2	0	23	2	34	1	0	37	63	
8:45 AM	0	0	0	0	0	0	0	0	3	3	0	26	0	0	26	4	45	0	0	49	78	
<b>Peak-Hour Volume:</b>	0	0	1	0	1	3	0	8	0	11	1	104	5	0	110	9	140	1	0	150	272	
<b>Heavy Vehicles %:</b>	50.0%					5.6%					10.6%					11.9%					12.0%	9.7%

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Fredrick Avenue						WESTBOUND Fredrick Avenue						NORTHBOUND US 27						SOUTHBOUND US 27						Intersection	
	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR	Groups	LT	TH	RT	RTOR		Groups
	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
<b>PSCF</b>	0	0	0	0	0	0	0	0	0	2	0	35	2	0	37	2	44	0	0	46	85					
Start Time																										
4:00 PM	0	0	0	0	0	0	0	0	3	3	0	27	1	0	28	3	22	0	0	25	56					
4:15 PM	0	0	0	0	0	0	0	0	2	2	0	34	3	0	37	1	27	0	0	28	67					
4:30 PM	0	0	0	0	0	0	0	0	1	1	1	28	1	0	30	2	24	0	0	26	57					
4:45 PM	0	0	0	0	0	0	0	0	8	8	1	124	7	0	132	8	117	0	0	125	265					
<b>Total</b>	0	0	0	0	0	2	0	0	0	2	2	23	0	0	25	1	21	0	0	22	49					
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	23	0	0	23	2	25	0	0	27	51					
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	30	0	0	31	3	19	0	0	22	53					
5:30 PM	0	0	0	0	0	0	0	0	1	1	0	24	0	0	24	2	15	0	0	17	42					
5:45 PM	0	0	0	0	0	2	0	2	0	4	3	100	0	0	103	8	80	0	0	88	195					
<b>Total</b>	0	0	0	0	0	2	0	2	0	4	3	100	0	0	103	8	80	0	0	88	195					
<b>Hourly Volumes</b>																										
Hour Starting at:																										
4:00 PM	0	0	0	0	0	0	0	0	8	8	1	124	7	0	132	8	117	0	0	125	265					
4:15 PM	0	0	0	0	0	2	0	6	0	8	3	112	5	0	120	7	94	0	0	101	229					
4:30 PM	0	0	0	0	0	2	0	4	0	6	3	108	4	0	115	6	97	0	0	103	224					
4:45 PM	0	0	0	0	0	2	0	2	0	4	4	104	1	0	109	8	89	0	0	97	210					
5:00 PM	0	0	0	0	0	2	0	2	0	4	3	100	0	0	103	8	80	0	0	88	195					
<b>Peak-Hour Volumes</b>																										
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	35	2	0	37	2	44	0	0	46	85					
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	27	1	0	28	3	22	0	0	25	56					
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	34	3	0	37	1	27	0	0	28	67					
4:45 PM	0	0	0	0	0	0	0	1	0	1	1	28	1	0	30	2	24	0	0	26	57					
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	8	0	8	1	124	7	0	132	8	117	0	0	125	265					
<b>Heavy Vehicles %:</b>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%	0.0%	5.3%	2.8%	10.6%	9.7%	0.0%	10.3%	7.5%	8.0%	0.0%	0.0%	7.9%	8.8%					



**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection			
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups				
<b>Start Time</b>																								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0
<b>Hourly Volumes</b>																								
Hour Starting at:																								
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																								
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF:</b>																								
	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Bicycles on Bike Lane or Road](#)

Movement/Lane Group	EASTBOUND Fredrick Avenue				WESTBOUND Fredrick Avenue				NORTHBOUND US 27				SOUTHBOUND US 27				Intersection							
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT		TH	RT	RTOR	All Lane Groups			
Start Time																								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																								
Hour Starting at:																								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																								
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume: PHF:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Item 8.

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 7:00 AM to 9:00 AM  
Count Groups Included: [Pedestrians](#) and [Bicyclists on Sidewalk](#)

Crossing at: Conflict with:	North Side of Fredrick Avenue WB Approach - RT						South Side of Fredrick Avenue EB Approach - RT						East Side of US 27 NB Approach - RT						West Side of US 27 SB Approach - RT						Intersection					
	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists								
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way						
Direction																														
Start Time																														
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																														
Hour Starting at:																														
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																														
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF:</b>																														

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** US 27 / Fredrick Avenue  
**Jurisdiction:** Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: [Pedestrians](#) and [Bicyclists on Sidewalk](#)

Crossing at: Conflict with:	North Side of Fredrick Avenue WB Approach - RT				South Side of Fredrick Avenue EB Approach - RT				East Side of US 27 NB Approach - RT				West Side of US 27 SB Approach - RT				Intersection	
	Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists		Pedestrians		Bicyclists			
	EB	WB	2-Way	WB	EB	WB	2-Way	WB	EB	WB	2-Way	NB	SB	2-Way	NB	SB		2-Way
<b>Direction</b>																		
Start Time																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																		
Hour Starting at:																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PHF:</b>																		

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** 8th St / Fredrick Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups /  All Vehicles

EB/WB Road: Fredrick Ave  
NB/SB Road: 8th St  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Fredrick Ave					WESTBOUND Fredrick Ave					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection	
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups		
<b>PSCF</b>																						
Start Time																						
4:00 PM	5	0	2	0	7	0	2	1	0	3	5	22	0	0	27	1	36	7	0	44	81	
4:15 PM	9	0	8	0	17	0	1	1	0	2	11	55	0	0	66	0	33	8	0	41	126	
4:30 PM	8	0	11	0	19	1	0	0	0	1	4	35	1	0	40	0	33	3	0	36	96	
4:45 PM	5	1	9	0	15	0	1	0	0	1	1	23	0	0	24	0	27	8	0	35	75	
<b>Total</b>	27	1	30	0	58	1	4	2	0	7	21	135	1	0	157	1	129	26	0	156	378	
5:00 PM	6	0	3	0	9	0	0	0	0	0	3	26	1	0	30	0	27	5	0	32	71	
5:15 PM	5	2	7	0	14	1	0	0	0	1	4	27	0	0	31	0	35	6	0	41	87	
5:30 PM	1	0	9	0	10	1	0	0	0	1	6	24	0	0	30	0	28	3	0	31	72	
5:45 PM	5	1	3	0	9	0	0	0	0	0	3	26	1	0	30	0	26	3	0	29	68	
<b>Total</b>	17	3	22	0	42	2	0	0	0	2	16	103	2	0	121	0	116	17	0	133	298	
<b>Hourly Volumes</b>																						
Hour Starting at:																						
4:00 PM	27	1	30	0	58	1	4	2	0	7	21	135	1	0	157	1	129	26	0	156	378	
4:15 PM	28	1	31	0	60	1	2	1	0	4	19	139	2	0	160	0	120	24	0	144	368	
4:30 PM	24	3	30	0	57	2	1	0	0	3	12	111	2	0	125	0	122	22	0	144	329	
4:45 PM	17	3	28	0	48	2	1	0	0	3	14	100	1	0	115	0	117	22	0	139	305	
5:00 PM	17	3	22	0	42	2	0	0	0	2	16	103	2	0	121	0	116	17	0	133	298	
<b>Peak-Hour Volumes</b>																						
4:00 PM	5	0	2	0	7	0	2	1	0	3	5	22	0	0	27	1	36	7	0	44	81	
4:15 PM	9	0	8	0	17	0	1	1	0	2	11	55	0	0	66	0	33	8	0	41	126	
4:30 PM	8	0	11	0	19	1	0	0	0	1	4	35	1	0	40	0	33	3	0	36	96	
4:45 PM	5	1	9	0	15	0	1	0	0	1	1	23	0	0	24	0	27	8	0	35	75	
<b>Peak-Hour Volume:</b>	27	1	30	0	58	1	4	2	0	7	21	135	1	0	157	1	129	26	0	156	378	
<b>PHF:</b>	0.75	0.25	0.68	0	0.76	0.25	0.50	0.50	0	0.58	0.48	0.61	0.25	0	0.59	0.25	0.90	0.81	0	0.89	0.75	

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** 8th St / Fredrick Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Fredrick Ave					WESTBOUND Fredrick Ave					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	2	0	0	0	2
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	0	2
Total	0	0	3	0	0	0	0	0	0	0	1	11	0	0	12	0	10	2	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	4	2	0	0	6
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	0	0	3	0	0	0	0	0	0	0	1	11	0	0	0	0	10	2	0	0	12
4:15 PM	0	0	3	0	0	0	0	0	0	0	1	11	0	0	12	0	7	2	0	0	9
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	0	5	3	0	0	8
4:45 PM	0	0	1	0	0	0	0	0	0	0	1	6	0	0	7	0	4	3	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	4	2	0	0	6
<b>Peak-Hour Volumes</b>																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	2	0	0	0	2
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	0	2
<b>Peak-Hour Volume:</b>	0	0	3	0	0	0	0	0	0	0	1	11	0	0	0	0	10	2	0	0	12
<b>Heavy Vehicles %:</b>	0.0%	0.0%	10.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	8.1%	0.0%	0.0%	7.6%	0.0%	7.8%	7.7%	0.0%	7.7%	7.1%

**ESPR CORPORATION**  
Traffic Data Collection Summary



**Intersection:** 8th St / Weiberg Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Weiberg Rd  
NB/SB Road: 8th St  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Weiberg Rd					WESTBOUND Weiberg Rd					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection				
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03						
<b>PSCF</b>																									
Start Time																									
4:00 PM	0	0	0	0	0	6	0	2	0	8	0	28	3	0	31	4	35	0	0	39	78				
4:15 PM	0	0	0	0	0	3	0	2	0	5	0	44	9	0	53	1	32	0	0	33	91				
4:30 PM	0	0	0	0	0	1	0	2	0	3	0	36	5	0	41	0	33	0	0	33	77				
4:45 PM	0	0	0	0	0	3	0	1	0	4	0	21	1	0	22	1	32	0	0	33	59				
<b>Total</b>	0	0	0	0	0	13	0	7	0	20	0	129	18	0	147	6	132	0	0	138	305				
5:00 PM	0	0	0	0	0	4	0	3	0	7	0	26	1	0	27	3	26	0	0	29	63				
5:15 PM	0	0	0	0	0	1	0	2	0	3	0	28	4	0	32	3	38	0	0	41	76				
5:30 PM	0	0	0	0	0	2	0	0	0	2	0	21	1	0	22	4	29	0	0	33	57				
5:45 PM	0	0	0	0	0	3	0	0	0	3	0	29	5	0	34	1	26	0	0	27	64				
<b>Total</b>	0	0	0	0	0	10	0	5	0	15	0	104	11	0	115	11	119	0	0	130	260				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	13	0	7	0	20	0	129	18	0	147	6	132	0	0	138	305				
4:15 PM	0	0	0	0	0	11	0	8	0	19	0	127	16	0	143	5	123	0	0	128	290				
4:30 PM	0	0	0	0	0	9	0	8	0	17	0	111	11	0	122	7	129	0	0	136	275				
4:45 PM	0	0	0	0	0	10	0	6	0	16	0	96	7	0	103	11	125	0	0	136	255				
5:00 PM	0	0	0	0	0	10	0	5	0	15	0	104	11	0	115	11	119	0	0	130	260				
<b>Peak-Hour Volumes</b>																									
4:00 PM	0	0	0	0	0	6	0	2	0	8	0	28	3	0	31	4	35	0	0	39	78				
4:15 PM	0	0	0	0	0	3	0	2	0	5	0	44	9	0	53	1	32	0	0	33	91				
4:30 PM	0	0	0	0	0	1	0	2	0	3	0	36	5	0	41	0	33	0	0	33	77				
4:45 PM	0	0	0	0	0	3	0	1	0	4	0	21	1	0	22	1	32	0	0	33	59				
<b>Peak-Hour Volume:</b>	0	0	0	0	0	13	0	7	0	20	0	129	18	0	147	6	132	0	0	138	305				
<b>PHF:</b>						0.54		0.88		0.63		0.73	0.50		0.69	0.38	0.94			0.88	0.84				

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** 8th St / Weiberg Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Weiberg Rd					WESTBOUND Weiberg Rd					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection				
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups					
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	2	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0
Total	0	0	0	0	0	1	0	0	1	2	0	6	0	0	0	0	9	0	0	0	0	9	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	2	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	6	0	0	0	1	3	0	0	0	0	3	0	0	0
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	9	0	0	0	0	9	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	1	0	0	7	0	0	0	0	6	0	0	0	0	6	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	1	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	6	0	0	0	1	3	0	0	0	0	3	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	1	3	0	0	0	0	3	0	0	0
<b>Peak-Hour Volumes</b>																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	2	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0
<b>Peak-Hour Volume:</b>	0	0	0	0	0	1	0	0	1	0	0	6	0	0	0	0	9	0	0	0	0	9	0	0	0
<b>Heavy Vehicles %:</b>	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	14.3%	10.0%	0.0%	4.7%	0.0%	0.0%	4.1%	0.0%	6.8%	0.0%	0.0%	6.5%	0.0%	6.8%	0.0%	0.0%	5.6%



## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** H.L. Smith Rd / Edwards Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups /  All Vehicles

EB/WB Road: Edwards Rd  
NB/SB Road: H.L. Smith Rd  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Edwards Rd					WESTBOUND Edwards Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
<b>PSCF</b>																					
Start Time																					
4:00 PM	1	0	1	0	2	0	0	0	0	0	1	32	0	0	33	0	35	1	0	36	71
4:15 PM	0	0	5	0	5	0	0	0	0	0	1	52	0	0	53	0	32	0	0	32	90
4:30 PM	2	0	1	0	3	0	0	0	0	0	0	38	0	0	38	1	33	0	0	34	75
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	40	0	0	40	0	32	0	0	32	73
<b>Total</b>	3	0	8	0	11	0	0	0	0	0	2	162	0	0	164	1	132	1	0	134	309
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	39	0	0	41	0	30	2	0	32	73
5:15 PM	3	0	0	0	3	0	0	0	0	0	1	29	0	0	30	0	36	0	0	36	69
5:30 PM	0	0	3	0	3	0	0	0	0	0	0	23	0	0	23	0	31	0	0	31	57
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	27	0	0	27	0	24	0	0	24	52
<b>Total</b>	3	0	4	0	7	0	0	0	0	0	3	118	0	0	121	0	121	2	0	123	251
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	3	0	8	0	11	0	0	0	0	0	2	162	0	0	164	1	132	1	0	134	309
4:15 PM	2	0	7	0	9	0	0	0	0	0	3	169	0	0	172	1	127	2	0	130	311
4:30 PM	5	0	2	0	7	0	0	0	0	0	3	146	0	0	149	1	131	2	0	134	290
4:45 PM	3	0	4	0	7	0	0	0	0	0	3	131	0	0	134	0	129	2	0	131	272
5:00 PM	3	0	4	0	7	0	0	0	0	0	3	118	0	0	121	0	121	2	0	123	251
<b>Peak-Hour Volumes</b>																					
4:15 PM	0	0	5	0	5	0	0	0	0	0	1	52	0	0	53	0	32	0	0	32	90
4:30 PM	2	0	1	0	3	0	0	0	0	0	0	38	0	0	38	1	33	0	0	34	75
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	40	0	0	40	0	32	0	0	32	73
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	39	0	0	41	0	30	2	0	32	73
<b>Peak-Hour Volume:</b>	2	0	7	0	9	0	0	0	0	0	3	169	0	0	172	1	127	2	0	130	311
<b>PHF:</b>	0.25		0.35		0.45						0.38	0.81			0.81	0.25	0.96	0.25		0.96	0.86

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** H.L. Smith Rd / Edwards Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Edwards Rd					WESTBOUND Edwards Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
5:30 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	6
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	0	10	1	0	11	17
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	17
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	10	1	0	11	20
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	10	1	0	11	14
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	0	12	1	0	13	19
5:00 PM	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	0	10	1	0	11	17
<b>Peak-Hour Volumes</b>																					
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
<b>Peak-Hour Volume:</b>	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	10	1	0	11	20
<b>Heavy Vehicles %:</b>	0.0%	0.0%	28.6%	0.0%	22.2%	0.0%	4.1%	0.0%	0.0%	4.1%	0.0%	4.1%	0.0%	0.0%	4.1%	0.0%	7.9%	50.0%	0.0%	8.5%	6.4%

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** Lake Mabel Loop / Almburg Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Almburg Rd  
NB/SB Road: Lake Mabel Loop  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Almburg Rd						WESTBOUND Almburg Rd						NORTHBOUND Lake Mabel Loop						SOUTHBOUND Lake Mabel Loop						Intersection	
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups						
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03							
<b>PSCF</b>																										
Start Time																										
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	25	0	0	0	25
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	23	0	0	23	0	23	0	0	23	41
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	28	0	0	28	0	28	0	0	28	39
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	27	0	0	27	0	27	0	0	27	40
<b>Total</b>	0	0	2	0	2	0	0	0	0	0	0	61	0	0	61	0	103	0	0	103	0	103	0	0	103	166
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	24	1	0	25	0	24	1	0	25	38
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	27	0	0	27	0	27	0	0	27	36
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	29	0	0	29	0	29	0	0	29	40
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	24	0	0	24	0	24	0	0	24	39
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	104	1	0	105	0	104	1	0	105	153
<b>Hourly Volumes</b>																										
Hour Starting at:																										
4:00 PM	0	0	2	0	2	0	0	0	0	0	0	61	0	0	61	0	103	0	0	103	0	103	0	0	103	166
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	54	0	0	54	0	102	1	0	103	0	102	1	0	103	158
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	45	0	0	45	0	106	1	0	107	0	106	1	0	107	153
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	0	107	1	0	108	0	107	1	0	108	154
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	104	1	0	105	0	104	1	0	105	153
<b>Peak-Hour Volumes</b>																										
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	20	0	0	20	0	25	0	0	25	0	25	0	0	25	46
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	23	0	0	23	0	23	0	0	23	41
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	28	0	0	28	0	28	0	0	28	39
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	27	0	0	27	0	27	0	0	27	40
<b>Peak-Hour Volume:</b>	0	0	2	0	2	0	0	0	0	0	0	61	0	0	61	0	103	0	0	103	0	103	0	0	103	166
<b>PHF:</b>																										
	0.50				0.50						0.76				0.76					0.92					0.92	0.90

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** Lake Mabel Loop / Almburg Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Almburg Rd					WESTBOUND Almburg Rd					NORTHBOUND Lake Mabel Loop					SOUTHBOUND Lake Mabel Loop					Intersection				
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups					
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	3	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	10	0	0	0	0	10	0	0	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	5	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9	1	0	0	0	9	1	0	11
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	10	0	0	0	0	10	0	0	12
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9	1	0	0	0	9	1	0	11
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	8	1	0	0	0	8	1	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	1	0	0	0	7	1	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	9	1	0	0	0	9	1	0	11
<b>Peak-Hour Volumes</b>																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	3	0	0	4
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	10	0	0	0	0	10	0	0	12
<b>Heavy Vehicles %:</b>	0.0%					0.0%					3.3%					9.7%					7.2%				

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** Lake Mabel Loop Rd / H.L. Smith Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lake Mabel Loop Rd  
NB/SB Road: H.L. Smith Rd  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Lake Mabel Loop Rd					WESTBOUND Lake Mabel Loop Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
<b>PSCF</b>																					
Start Time																					
4:00 PM	18	25	0	0	43	0	15	7	0	22	0	0	0	0	0	0	0	13	0	19	84
4:15 PM	32	18	0	0	50	0	9	4	0	13	0	0	0	0	0	12	0	16	0	28	91
4:30 PM	30	22	0	0	52	0	10	5	0	15	0	0	0	0	0	9	0	16	0	25	92
4:45 PM	23	20	0	0	43	0	13	4	0	17	0	0	0	0	0	10	0	11	0	21	81
<b>Total</b>	103	85	0	0	188	0	47	20	0	67	0	0	0	0	0	37	0	56	0	93	348
5:00 PM	23	15	0	0	38	0	8	10	0	18	0	0	0	0	0	12	0	16	0	28	84
5:15 PM	13	26	0	0	39	0	6	7	0	13	0	0	0	0	0	8	0	14	0	22	74
5:30 PM	12	24	0	0	36	0	9	2	0	11	0	0	0	0	0	12	0	19	0	31	78
5:45 PM	15	16	0	0	31	0	14	4	0	18	0	0	0	0	0	10	0	13	0	23	72
<b>Total</b>	63	81	0	0	144	0	37	23	0	60	0	0	0	0	0	42	0	62	0	104	308
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	103	85	0	0	188	0	47	20	0	67	0	0	0	0	0	0	0	56	0	93	348
4:15 PM	108	75	0	0	183	0	40	23	0	63	0	0	0	0	0	0	0	59	0	102	348
4:30 PM	89	83	0	0	172	0	37	26	0	63	0	0	0	0	0	39	0	57	0	96	331
4:45 PM	71	85	0	0	156	0	36	23	0	59	0	0	0	0	0	42	0	60	0	102	317
5:00 PM	63	81	0	0	144	0	37	23	0	60	0	0	0	0	0	42	0	62	0	104	308
<b>Peak-Hour Volumes</b>																					
4:00 PM	18	25	0	0	43	0	15	7	0	22	0	0	0	0	0	0	0	13	0	19	84
4:15 PM	32	18	0	0	50	0	9	4	0	13	0	0	0	0	0	12	0	16	0	28	91
4:30 PM	30	22	0	0	52	0	10	5	0	15	0	0	0	0	0	9	0	16	0	25	92
4:45 PM	23	20	0	0	43	0	13	4	0	17	0	0	0	0	0	10	0	11	0	21	81
<b>Peak-Hour Volume:</b>	103	85	0	0	188	0	47	20	0	67	0	0	0	0	0	37	0	56	0	93	348
<b>PHF:</b>	0.80	0.85			0.90	0.78	0.71			0.76						0.77	0.88			0.83	0.95

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** Lake Mabel Loop Rd / H.L. Smith Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Lake Mabel Loop Rd					WESTBOUND Lake Mabel Loop Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
Start Time																					
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	4	3	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	4	3	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	3	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	2	5	0	0	7	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>4:45 PM</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
5:00 PM	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																					
<b>4:45 PM</b>	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Heavy Vehicles %:</b>	<b>2.9%</b>	<b>4.7%</b>	<b>0%</b>	<b>0%</b>	<b>3.7%</b>	<b>0%</b>	<b>4.3%</b>	<b>5.0%</b>	<b>0%</b>	<b>4.5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>
											<b>18.9%</b>				<b>8.9%</b>					<b>12.9%</b>	<b>6.3%</b>

## ESPR CORPORATION Traffic Data Collection Summary

**Intersection:** Lake Marie Dr / Lake Trask Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lake Marie Dr  
NB/SB Road: Lake Trask Rd  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Lake Marie Dr					WESTBOUND Lake Marie Dr					NORTHBOUND Lake Trask Rd					SOUTHBOUND Lake Trask Rd					Intersection					
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups						
<b>PSCF</b>																										
Start Time																										
4:00 PM	0	10	15	0	25	4	4	0	0	8	8	0	4	0	12	0	0	0	0	0	0	0	0	0	0	45
4:15 PM	0	8	12	0	20	12	6	0	0	18	39	0	23	0	62	0	0	0	0	0	0	0	0	0	0	100
4:30 PM	0	9	12	0	21	6	10	0	0	16	25	0	12	0	37	0	0	0	0	0	0	0	0	0	0	74
4:45 PM	0	7	5	0	12	3	6	0	0	9	11	0	8	0	19	0	0	0	0	0	0	0	0	0	0	40
Total	0	34	44	0	78	25	26	0	0	51	83	0	47	0	130	0	0	0	0	0	0	0	0	0	0	259
5:00 PM	0	6	4	0	10	2	10	0	0	12	11	0	7	0	18	0	0	0	0	0	0	0	0	0	0	40
5:15 PM	0	8	7	0	15	10	1	0	0	11	5	0	6	0	11	0	0	0	0	0	0	0	0	0	0	37
5:30 PM	0	16	6	0	22	4	7	0	0	11	14	0	15	0	29	0	0	0	0	0	0	0	0	0	0	62
5:45 PM	0	13	12	0	25	5	7	0	0	12	13	0	10	0	23	0	0	0	0	0	0	0	0	0	0	60
Total	0	43	29	0	72	21	25	0	0	46	43	0	38	0	81	0	0	0	0	0	0	0	0	0	0	199
<b>Hourly Volumes</b>																										
Hour Starting at:																										
4:00 PM	0	34	44	0	78	25	26	0	0	51	83	0	47	0	130	0	0	0	0	0	0	0	0	0	0	259
4:15 PM	0	30	33	0	63	23	32	0	0	55	86	0	50	0	136	0	0	0	0	0	0	0	0	0	0	254
4:30 PM	0	30	28	0	58	21	27	0	0	48	52	0	33	0	85	0	0	0	0	0	0	0	0	0	0	191
4:45 PM	0	37	22	0	59	19	24	0	0	43	41	0	36	0	77	0	0	0	0	0	0	0	0	0	0	179
5:00 PM	0	43	29	0	72	21	25	0	0	46	43	0	38	0	81	0	0	0	0	0	0	0	0	0	0	199
<b>Peak-Hour Volumes</b>																										
4:00 PM	0	10	15	0	25	4	4	0	0	8	8	0	4	0	12	0	0	0	0	0	0	0	0	0	0	45
4:15 PM	0	8	12	0	20	12	6	0	0	18	39	0	23	0	62	0	0	0	0	0	0	0	0	0	0	100
4:30 PM	0	9	12	0	21	6	10	0	0	16	25	0	12	0	37	0	0	0	0	0	0	0	0	0	0	74
4:45 PM	0	7	5	0	12	3	6	0	0	9	11	0	8	0	19	0	0	0	0	0	0	0	0	0	0	40
Peak-Hour Volume:	0	34	44	0	78	25	26	0	0	51	83	0	47	0	130	0	0	0	0	0	0	0	0	0	0	259
PHF:	0.85	0.73	0.78	0	0.78	0.52	0.65	0	0	0.71	0.53	0	0.51	0	0.52	0	0	0	0	0	0	0	0	0	0	0.65

Item 8.

**ESRP CORPORATION**  
**Traffic Data Collection Summary**

**Intersection:** Lake Marie Dr / Lake Trask Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Lake Marie Dr					WESTBOUND Lake Marie Dr					NORTHBOUND Lake Trask Rd					SOUTHBOUND Lake Trask Rd					Intersection					
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups						
Start Time																										
4:00 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	1	0	0	0	1	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	0	4	0	4	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	0	1	0	1	1	1	0	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	9	0	9	3	2	0	0	5	10	0	6	0	16	0	0	0	0	0	0	0	0	0	0	30
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	4	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
<b>Hourly Volumes</b>																										
Hour Starting at:																										
4:00 PM	0	0	9	0	9	3	2	0	0	5	10	0	6	0	16	0	0	0	0	0	0	0	0	0	0	30
4:15 PM	0	0	5	0	5	3	2	0	0	5	11	0	6	0	17	0	0	0	0	0	0	0	0	0	0	27
4:30 PM	0	0	8	0	8	2	2	0	0	4	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	20
4:45 PM	0	0	5	0	5	2	2	0	0	4	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	0	4	0	4	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
<b>Peak-Hour Volumes</b>																										
4:00 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	1	0	0	0	1	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	0	4	0	4	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	0	1	0	1	1	1	0	0	2	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	7
Peak-Hour Volume:	0	0	9	0	9	3	2	0	0	5	10	0	6	0	16	0	0	0	0	0	0	0	0	0	0	30
Heavy Vehicles %:	0.0%	20.5%	11.5%		9.8%	12.0%	7.7%			12.3%	12.0%	12.8%			12.3%	0	0	0	0	0	0	0	0	0	0	11.6%

Item 8.



## ESPR CORPORATION Traffic Data Collection Summary

**Intersection:** Camp Endeavor Blvd / Lincoln Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lincoln Ave  
NB/SB Road: Camp Endeavor Blvd  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND Camp Endeavor Blvd					SOUTHBOUND Camp Endeavor Blvd					Intersection	
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups		
<b>PSCF</b>																						
Start Time																						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
<b>Total</b>	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
<b>Total</b>	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	5	
<b>Hourly Volumes</b>																						
Hour Starting at:																						
4:00 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	
4:15 PM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	
<b>4:30 PM</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>11</b>	
4:45 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	4	
5:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	5	
<b>Peak-Hour Volumes</b>																						
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
<b>Peak-Hour Volume:</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>11</b>	
<b>PHF:</b>	<b>0.75</b>		<b>0.25</b>		<b>0.88</b>												<b>1.00</b>	<b>1.00</b>			<b>1.00</b>	<b>0.92</b>

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** Camp Endeavor Blvd / Lincoln Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Lincoln Ave				WESTBOUND Lincoln Ave				NORTHBOUND Camp Endeavor Blvd				SOUTHBOUND Camp Endeavor Blvd				Intersection			
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups					
<b>Start Time</b>																				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Volumes</b>																				
Hour Starting at:																				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volumes</b>																				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Heavy Vehicles %:</b>	16.7%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Center St) / Ridgewood Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Ridgewood Ave  
NB/SB Road: SR 17 (Center St)  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Ridgewood Ave						WESTBOUND Ridgewood Ave						NORTHBOUND SR 17 (Center St)						SOUTHBOUND SR 17 (Center St)						Intersection
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03						
<b>PSCF</b>																									
Start Time																									
4:00 PM	0	0	0	0	0	1	0	0	5	0	6	0	104	3	0	107	3	102	1	0	106	219			
4:15 PM	0	1	0	0	1	4	0	5	0	9	9	0	121	3	0	124	4	73	0	0	77	211			
4:30 PM	0	0	0	0	0	2	0	1	0	3	3	1	122	1	0	124	3	110	0	0	113	240			
4:45 PM	0	0	1	0	1	3	0	2	0	5	5	0	107	3	0	110	7	123	0	0	130	246			
<b>Total</b>	0	1	1	0	2	10	0	13	0	23	23	1	454	10	0	465	17	408	1	0	426	916			
5:00 PM	0	0	0	0	0	6	0	3	0	9	9	0	102	3	0	105	4	112	0	0	116	230			
5:15 PM	0	0	0	0	0	4	0	0	0	4	4	0	127	2	0	129	1	91	0	0	92	225			
5:30 PM	0	0	0	0	0	0	0	4	0	4	4	0	111	3	0	114	1	82	0	0	83	201			
5:45 PM	0	0	0	0	0	3	0	4	0	7	7	0	101	3	0	104	3	103	0	0	106	217			
<b>Total</b>	0	0	0	0	0	13	0	11	0	24	24	0	441	11	0	452	9	388	0	0	397	873			
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	1	1	0	2	10	0	13	0	23	23	1	454	10	0	465	17	408	1	0	426	916			
4:15 PM	0	1	1	0	2	15	0	11	0	26	26	1	452	10	0	463	18	418	0	0	436	927			
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>1</b>	<b>458</b>	<b>9</b>	<b>0</b>	<b>468</b>	<b>15</b>	<b>436</b>	<b>0</b>	<b>0</b>	<b>451</b>	<b>941</b>			
4:45 PM	0	0	1	0	1	13	0	9	0	22	22	0	447	11	0	458	13	408	0	0	421	902			
5:00 PM	0	0	0	0	0	13	0	11	0	24	24	0	441	11	0	452	9	388	0	0	397	873			
<b>Peak-Hour Volumes</b>																									
<b>4:30 PM</b>	0	0	0	0	0	2	0	1	0	3	3	1	122	1	0	124	3	110	0	0	113	240			
4:45 PM	0	0	1	0	1	3	0	2	0	5	5	0	107	3	0	110	7	123	0	0	130	246			
5:00 PM	0	0	0	0	0	6	0	3	0	9	9	0	102	3	0	105	4	112	0	0	116	230			
5:15 PM	0	0	0	0	0	4	0	0	0	4	4	0	127	2	0	129	1	91	0	0	92	225			
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>1</b>	<b>458</b>	<b>9</b>	<b>0</b>	<b>468</b>	<b>15</b>	<b>436</b>	<b>0</b>	<b>0</b>	<b>451</b>	<b>941</b>			
<b>PHF:</b>			<b>0.25</b>		<b>0.25</b>	<b>0.63</b>		<b>0.50</b>		<b>0.58</b>	<b>0.58</b>	<b>0.25</b>	<b>0.90</b>	<b>0.75</b>		<b>0.91</b>	<b>0.54</b>	<b>0.89</b>			<b>0.87</b>	<b>0.96</b>			

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Center St) / Ridgewood Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Ridgewood Ave					WESTBOUND Ridgewood Ave					NORTHBOUND SR 17 (Center St)					SOUTHBOUND SR 17 (Center St)					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	7	0	0	0	7
4:15 PM	0	0	0	0	0	1	0	2	0	3	0	6	0	0	0	0	4	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	5	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1	6	0	0	0	7
Total	0	0	0	0	0	1	0	4	0	5	0	23	0	0	0	1	22	0	0	0	23
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	7	0	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	5	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	2	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	4	0	0	0	4
Total	0	0	0	0	0	1	0	1	0	2	0	15	3	0	0	2	18	0	0	0	20
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	1	0	4	0	5	0	23	0	0	0	1	22	0	0	0	23
<b>4:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
4:30 PM	0	0	0	0	0	1	0	2	0	3	0	20	2	0	0	3	23	0	0	0	26
4:45 PM	0	0	0	0	0	1	0	2	0	3	0	13	3	0	0	3	20	0	0	0	23
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	15	3	0	0	2	18	0	0	0	20
<b>Peak-Hour Volumes</b>																					
<b>4:15 PM</b>	0	0	0	0	0	1	0	2	0	3	0	6	0	0	0	0	4	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	5	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	1	6	0	0	0	7
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	7	0	0	0	9
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
<b>Heavy Vehicles %:</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>13.3%</b>	<b>0.0%</b>	<b>66.7%</b>	<b>0.0%</b>	<b>28.6%</b>	<b>0.0%</b>	<b>4.6%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>4.5%</b>	<b>20.0%</b>	<b>5.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>5.5%</b>	<b>5.5%</b>

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Main St) / 4th St S  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: SR 17 (Main St)  
NB/SB Road: 4th St S  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND SR 17 (Main St)					WESTBOUND SR 17 (Main St)					NORTHBOUND 4th St S					SOUTHBOUND 4th St S					Intersection			
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups				
<b>PSCF</b>																								
Start Time																								
4:00 PM	0	150	5	0	155	0	119	0	0	119	6	0	0	0	6	0	0	0	0	0	0	0	0	0
4:15 PM	0	142	10	0	152	0	135	0	0	135	3	0	2	0	5	0	0	1	0	1	0	0	1	0
4:30 PM	0	151	9	0	160	1	138	0	0	139	5	0	3	0	8	1	0	0	0	1	0	0	0	0
4:45 PM	0	142	6	0	148	0	105	0	0	105	3	0	1	0	4	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	585	30	0	615	1	497	0	0	498	17	0	6	0	23	1	0	1	0	2	0	0	1	0
5:00 PM	0	142	10	0	152	0	102	0	0	102	6	0	6	0	12	1	0	0	0	1	0	0	0	0
5:15 PM	0	163	6	0	169	3	79	0	0	82	7	0	3	0	10	1	0	0	0	1	0	0	0	0
5:30 PM	0	153	11	0	164	1	98	0	0	99	7	0	0	0	7	0	0	0	0	0	0	0	0	0
5:45 PM	0	143	9	0	152	3	95	0	0	98	5	1	3	0	9	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	601	36	0	637	7	374	0	0	381	25	1	12	0	38	2	0	0	0	2	0	0	0	0
<b>Hourly Volumes</b>																								
Hour Starting at:																								
4:00 PM	0	585	30	0	615	1	497	0	0	498	17	0	6	0	23	1	0	1	0	2	0	0	1	0
4:15 PM	0	577	35	0	612	1	480	0	0	481	17	0	12	0	29	2	0	1	0	3	0	0	1	0
4:30 PM	0	598	31	0	629	4	424	0	0	428	21	0	13	0	34	3	0	0	0	3	0	0	0	0
4:45 PM	0	600	33	0	633	4	384	0	0	388	23	0	10	0	33	2	0	0	0	2	0	0	0	0
5:00 PM	0	601	36	0	637	7	374	0	0	381	25	1	12	0	38	2	0	0	0	2	0	0	0	0
<b>Peak-Hour Volumes</b>																								
4:00 PM	0	150	5	0	155	0	119	0	0	119	6	0	0	0	6	0	0	0	0	0	0	0	0	0
4:15 PM	0	142	10	0	152	0	135	0	0	135	3	0	2	0	5	0	0	1	0	1	0	0	1	0
4:30 PM	0	151	9	0	160	1	138	0	0	139	5	0	3	0	8	1	0	0	0	1	0	0	0	0
4:45 PM	0	142	6	0	148	0	105	0	0	105	3	0	1	0	4	0	0	0	0	0	0	0	0	0
<b>Peak-Hour Volume:</b>	0	585	30	0	615	1	497	0	0	498	17	0	6	0	23	1	0	1	0	2	0	0	1	0
<b>PHF:</b>	0.97	0.75	0.75	0.96	0.96	0.25	0.90	0.90	0.90	0.90	0.71	0.50	0.50	0.50	0.72	0.25	0.25	0.25	0.25	0.50	0.25	0.25	0.25	0.92

Item 8.

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 (Main St) / 4th St S  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND SR 17 (Main St)					WESTBOUND SR 17 (Main St)					NORTHBOUND 4th St S					SOUTHBOUND 4th St S					Intersection					
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups						
Start Time																										
4:00 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	4	2	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	20	2	0	22	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
5:00 PM	0	3	0	0	3	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
5:15 PM	0	14	0	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
5:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	3	2	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9
Total	0	23	2	0	25	0	13	0	0	13	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	41
<b>Hourly Volumes</b>																										
Hour Starting at:																										
4:00 PM	0	20	2	0	22	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
4:15 PM	0	18	2	0	20	0	24	0	0	24	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	46
4:30 PM	0	25	2	0	27	0	17	0	0	17	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	46
4:45 PM	0	24	0	0	24	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	38
5:00 PM	0	23	2	0	25	0	13	0	0	13	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	41
<b>Peak-Hour Volumes</b>																										
4:15 PM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	4	2	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	3	0	0	3	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
<b>Peak-Hour Volume:</b>	0	18	2	0	20	0	24	0	0	24	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	46
<b>Heavy Vehicles %:</b>	3.1%	6.7%			3.3%	0.0%	4.8%			4.8%	0.0%	0.0%	33.3%		8.7%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Scenic Hwy) / Old Scenic Hwy - Florida Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Old Scenic Hwy - Florida Ave  
NB/SB Road: SR 17 (Scenic Hwy)  
Main Direction: EB/WB  NB/SB   
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Old Scenic Hwy - Florida Ave						WESTBOUND Old Scenic Hwy - Florida Ave						NORTHBOUND SR 17 (Scenic Hwy)						SOUTHBOUND SR 17 (Scenic Hwy)						Intersection
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03						
<b>PSCF</b>																									
Start Time																									
4:00 PM	0	0	6	0	6	0	0	0	2	0	2	87	0	0	89	8	109	2	0	119	216				
4:15 PM	0	0	4	0	4	0	0	7	0	7	6	124	0	0	130	7	107	2	0	116	257				
4:30 PM	0	0	6	0	6	0	0	1	0	1	2	113	0	0	115	7	122	2	0	131	253				
4:45 PM	0	0	2	0	2	0	0	8	0	8	1	72	0	0	73	6	108	1	0	115	198				
<b>Total</b>	0	0	18	0	18	0	0	18	0	18	11	396	0	0	407	28	446	7	0	481	924				
5:00 PM	1	0	1	0	2	0	0	8	0	8	7	81	0	0	88	7	117	0	0	124	222				
5:15 PM	1	0	3	0	4	0	1	4	0	5	5	65	0	0	70	8	130	1	0	139	218				
5:30 PM	2	0	1	0	3	0	0	4	0	4	3	64	0	0	67	14	121	1	0	136	210				
5:45 PM	1	1	3	0	5	0	0	3	0	3	3	84	0	0	87	10	108	3	0	121	216				
<b>Total</b>	5	1	8	0	14	0	1	19	0	20	18	294	0	0	312	39	476	5	0	520	866				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	18	0	18	0	0	18	0	18	11	396	0	0	407	28	446	7	0	481	924				
4:15 PM	1	0	13	0	14	0	0	24	0	24	16	390	0	0	406	27	454	5	0	486	930				
4:30 PM	2	0	12	0	14	0	1	21	0	22	15	331	0	0	346	28	477	4	0	509	891				
4:45 PM	4	0	7	0	11	0	1	24	0	25	16	282	0	0	298	35	476	3	0	514	848				
5:00 PM	5	1	8	0	14	0	1	19	0	20	18	294	0	0	312	39	476	5	0	520	866				
<b>Peak-Hour Volumes</b>																									
4:15 PM	0	0	4	0	4	0	0	7	0	7	6	124	0	0	130	7	107	2	0	116	257				
4:30 PM	0	0	6	0	6	0	0	1	0	1	2	113	0	0	115	7	122	2	0	131	253				
4:45 PM	0	0	2	0	2	0	0	8	0	8	1	72	0	0	73	6	108	1	0	115	198				
5:00 PM	1	0	1	0	2	0	0	8	0	8	7	81	0	0	88	7	117	0	0	124	222				
<b>Peak-Hour Volume:</b>	1	0	13	0	14	0	0	24	0	24	16	390	0	0	406	27	454	5	0	486	930				
<b>PHF:</b>	0.25		0.54		0.58			0.75		0.75	0.57	0.79			0.78	0.96	0.93	0.63		0.93	0.90				

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Scenic Hwy) / Old Scenic Hwy - Florida Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group PSCF	EASTBOUND Old Scenic Hwy - Florida Ave					WESTBOUND Old Scenic Hwy - Florida Ave					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	
Start Time																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	18
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	13
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	11
Total	0	0	3	0	3	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	51
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	9	0	0	10	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	20	0	0	21	36
<b>Hourly Volumes</b>																					
Hour Starting at:																					
4:00 PM	0	0	3	0	3	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	51
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	50
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	15	0	0	15	1	25	0	0	26	43
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	14	0	0	14	1	24	0	0	25	40
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	20	0	0	21	36
<b>Peak-Hour Volumes</b>																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	18
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	13
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	11
Peak-Hour Volume:	0	0	3	0	3	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	51
Heavy Vehicles %:	0.0%	0.0%	23.1%	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.2%	0.0%	0.0%	5.9%	0.0%	5.3%	0.0%	0.0%	4.9%	5.5%

Item 8.



## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Scenic Hwy) / Tindel Camp Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
 Data Collected by: ND  
 Hours of Data Collection: 4:00 PM to 6:00 PM  
 Count Groups Included: All Groups / All Vehicles

EB/WB Road: Tindel Camp Rd  
 NB/SB Road: SR 17 (Scenic Hwy)  
 Main Direction: EB/WB  NB/SB   
 Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Tindel Camp Rd						WESTBOUND Tindel Camp Rd						NORTHBOUND SR 17 (Scenic Hwy)						SOUTHBOUND SR 17 (Scenic Hwy)						Intersection
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03						
<b>PSCF</b>																									
Start Time																									
4:00 PM	0	0	0	0	0	22	0	3	0	25	0	83	37	0	120	6	94	0	0	100	245				
4:15 PM	0	0	0	0	0	24	0	4	0	28	0	101	27	0	128	1	92	0	0	93	249				
4:30 PM	0	0	0	0	0	21	0	6	0	27	0	102	22	0	124	4	119	0	0	123	274				
4:45 PM	0	0	0	0	0	23	0	5	0	28	0	93	30	0	123	7	99	0	0	106	257				
<b>Total</b>	0	0	0	0	0	90	0	18	0	108	0	379	116	0	495	18	404	0	0	422	1025				
5:00 PM	0	0	0	0	0	14	0	3	0	17	0	92	45	0	137	8	118	0	0	126	280				
5:15 PM	0	0	0	0	0	20	0	4	0	24	0	85	34	0	119	9	94	0	0	103	246				
5:30 PM	0	0	0	0	0	23	0	3	0	26	0	78	32	0	110	8	101	0	0	109	245				
5:45 PM	0	0	0	0	0	12	0	5	0	17	0	87	38	0	125	6	69	0	0	75	217				
<b>Total</b>	0	0	0	0	0	69	0	15	0	84	0	342	149	0	491	31	382	0	0	413	988				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	90	0	18	0	108	0	379	116	0	495	18	404	0	0	422	1025				
<b>4:15 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>388</b>	<b>124</b>	<b>0</b>	<b>512</b>	<b>20</b>	<b>428</b>	<b>0</b>	<b>0</b>	<b>448</b>	<b>1060</b>				
4:30 PM	0	0	0	0	0	78	0	18	0	96	0	372	131	0	503	28	430	0	0	458	1057				
4:45 PM	0	0	0	0	0	80	0	15	0	95	0	348	141	0	489	32	412	0	0	444	1028				
5:00 PM	0	0	0	0	0	69	0	15	0	84	0	342	149	0	491	31	382	0	0	413	988				
<b>Peak-Hour Volumes</b>																									
<b>4:15 PM</b>	0	0	0	0	0	24	0	4	0	28	0	101	27	0	128	1	92	0	0	93	249				
4:30 PM	0	0	0	0	0	21	0	6	0	27	0	102	22	0	124	4	119	0	0	123	274				
4:45 PM	0	0	0	0	0	23	0	5	0	28	0	93	30	0	123	7	99	0	0	106	257				
5:00 PM	0	0	0	0	0	14	0	3	0	17	0	92	45	0	137	8	118	0	0	126	280				
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>388</b>	<b>124</b>	<b>0</b>	<b>512</b>	<b>20</b>	<b>428</b>	<b>0</b>	<b>0</b>	<b>448</b>	<b>1060</b>				
<b>PHF:</b>						<b>0.85</b>		<b>0.75</b>		<b>0.89</b>		<b>0.95</b>	<b>0.69</b>		<b>0.93</b>	<b>0.63</b>	<b>0.90</b>			<b>0.89</b>	<b>0.95</b>				

Item 8.

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 (Scenic Hwy) / Tindel Camp Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Tindel Camp Rd					WESTBOUND Tindel Camp Rd					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection			
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups				
<b>Start Time</b>																								
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	3	5		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	3	0	0	0	3	14		
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	0	0	0	4	8		
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	3	0	0	0	3	8		
<b>Total</b>	0	0	0	0	0	4	0	0	0	4	0	16	2	0	18	0	13	0	0	0	13	35		
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	2	0	6	0	4	0	0	0	4	11		
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	9	0	0	0	9	11		
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	8	0	0	8	0	5	0	0	0	5	15		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	0	0	3	6		
<b>Total</b>	0	0	0	0	0	3	0	1	0	4	0	15	3	0	18	1	20	0	0	0	21	43		
<b>Hourly Volumes</b>																								
Hour Starting at:																								
4:00 PM	0	0	0	0	0	4	0	0	0	4	0	16	2	0	18	0	13	0	0	0	13	35		
4:15 PM	0	0	0	0	0	4	0	0	0	4	0	20	3	0	23	0	14	0	0	0	14	41		
4:30 PM	0	0	0	0	0	5	0	0	0	5	0	10	3	0	13	0	20	0	0	0	20	38		
<b>4:45 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>45</b>		
5:00 PM	0	0	0	0	0	3	0	1	0	4	0	15	3	0	18	1	20	0	0	0	21	43		
<b>Peak-Hour Volumes</b>																								
<b>4:45 PM</b>	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	3	0	0	0	3	8		
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	2	0	6	0	4	0	0	0	4	11		
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	9	0	0	0	9	11		
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	8	0	0	8	0	5	0	0	0	5	15		
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>45</b>		
<b>Heavy Vehicles %:</b>						<b>6.1%</b>						<b>5.6%</b>						<b>0.0%</b>						<b>4.7%</b>

Item 8.

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** SR 17 (Scenic Hwy) / Welsh Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: All Groups / All Vehicles

EB/WB Road: Welsh Rd

NB/SB Road: SR 17 (Scenic Hwy)

Main Direction: EB/WB  NB/SB

Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Welsh Rd						WESTBOUND Welsh Rd						NORTHBOUND SR 17 (Scenic Hwy)						SOUTHBOUND SR 17 (Scenic Hwy)						Intersection
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03						
<b>PSCF</b>																									
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	93	0	0	93	0	98	0	0	98	0	98	0	0	98
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	91	0	0	91	0	100	0	0	100	0	100	0	0	100
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	105	0	0	105	0	117	0	0	117	0	117	0	0	117
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	95	0	109	0	0	109	0	109	0	0	109
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	384	0	0	384	0	424	0	0	424	0	424	0	0	424
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	91	0	125	0	0	125	0	125	0	0	125
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	97	0	96	0	0	96	0	96	0	0	96
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	83	0	0	83	0	103	0	0	103	0	103	0	0	103
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	87	0	0	87	0	81	0	0	81	0	81	0	0	81
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	358	0	0	358	0	405	0	0	405	0	405	0	0	405
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	384	0	0	384	0	424	0	0	424	0	424	0	0	424
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	382	0	0	382	0	451	0	0	451	0	451	0	0	451
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>447</b>
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	366	0	0	366	0	433	0	0	433	0	433	0	0	433
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	358	0	0	358	0	405	0	0	405	0	405	0	0	405
<b>Peak-Hour Volumes</b>																									
<b>4:30 PM</b>	0	0	0	0	0	0	0	0	0	0	0	105	0	0	105	0	117	0	0	117	0	117	0	0	117
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	95	0	109	0	0	109	0	109	0	0	109
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	91	0	125	0	0	125	0	125	0	0	125
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	97	0	96	0	0	96	0	96	0	0	96
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>388</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>447</b>
<b>PHF:</b>												<b>0.92</b>			<b>0.92</b>		<b>0.89</b>			<b>0.89</b>		<b>0.89</b>			<b>0.89</b>

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** SR 17 (Scenic Hwy) / Welsh Rd  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

Movement/Lane Group	EASTBOUND Welsh Rd				WESTBOUND Welsh Rd				NORTHBOUND SR 17 (Scenic Hwy)				SOUTHBOUND SR 17 (Scenic Hwy)				Intersection								
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03		TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups				
<b>Start Time</b>																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	3
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	0	0	6
<b>Total</b>	0	0	1	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	19	0	0	19	0	0	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	11	0	0	11	0	0	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	4	0	0	4	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	5
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	25	0	0	25	0	0	25
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	19	0	0	19	0	0	19
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	21	0	0	21	0	0	21
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	28	0	0	28	0	0	28
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	26	0	0	26	0	0	26
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	25	0	0	25	0	0	25
<b>Peak-Hour Volumes</b>																									
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	11	0	0	11	0	0	11
<b>Peak-Hour Volume:</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	28	0	0	28	0	0	28
<b>Heavy Vehicles %:</b>					3.9%				3.9%				6.3%				6.3%				5.1%				

Item 8.

**ESRP CORPORATION**  
Traffic Data Collection Summary

**Intersection:** US 27 / Lincoln Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023  
Data Collected by: ND  
Hours of Data Collection: 4:00 PM to 6:00 PM  
Count Groups Included:  All Groups / All Vehicles

EB/WB Road: Lincoln Ave  
NB/SB Road: US 27  
Main Direction:  EB/WB  NB/SB  
Peak-Season CF: 1.03

Movement/Lane Group	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection				
	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups					
	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03						
<b>PSCF</b>																									
Start Time																									
4:00 PM	0	0	0	0	0	4	0	7	0	11	0	368	2	0	370	9	374	0	0	383	764				
4:15 PM	0	0	0	0	0	3	0	6	0	9	0	359	4	0	363	8	299	0	0	307	679				
4:30 PM	0	0	0	0	0	5	0	7	0	12	0	382	4	0	386	6	392	0	0	398	796				
4:45 PM	0	0	0	0	0	6	0	6	0	12	0	419	10	0	429	6	359	0	0	365	806				
<b>Total</b>	0	0	0	0	0	18	0	26	0	44	0	1528	20	0	1548	29	1424	0	0	1453	3045				
5:00 PM	0	0	0	0	0	9	0	4	0	13	0	374	6	0	380	7	384	0	0	391	784				
5:15 PM	0	0	0	0	0	9	0	7	0	16	0	421	3	0	424	8	345	0	0	353	793				
5:30 PM	0	0	0	0	0	7	0	6	0	13	0	382	4	0	386	4	359	0	0	363	762				
5:45 PM	0	0	0	0	0	2	0	5	0	7	0	371	9	0	380	1	313	0	0	314	701				
<b>Total</b>	0	0	0	0	0	27	0	22	0	49	0	1548	22	0	1570	20	1401	0	0	1421	3040				
<b>Hourly Volumes</b>																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	18	0	26	0	44	0	1528	20	0	1548	29	1424	0	0	1453	3045				
4:15 PM	0	0	0	0	0	23	0	23	0	46	0	1534	24	0	1558	27	1434	0	0	1461	3065				
<b>4:30 PM</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>1596</b>	<b>23</b>	<b>0</b>	<b>1619</b>	<b>27</b>	<b>1480</b>	<b>0</b>	<b>0</b>	<b>1507</b>	<b>3179</b>				
4:45 PM	0	0	0	0	0	31	0	23	0	54	0	1596	23	0	1619	25	1447	0	0	1472	3145				
5:00 PM	0	0	0	0	0	27	0	22	0	49	0	1548	22	0	1570	20	1401	0	0	1421	3040				
<b>Peak-Hour Volumes</b>																									
<b>4:30 PM</b>	0	0	0	0	0	5	0	7	0	12	0	382	4	0	386	6	392	0	0	398	796				
4:45 PM	0	0	0	0	0	6	0	6	0	12	0	419	10	0	429	6	359	0	0	365	806				
5:00 PM	0	0	0	0	0	9	0	4	0	13	0	374	6	0	380	7	384	0	0	391	784				
5:15 PM	0	0	0	0	0	9	0	7	0	16	0	421	3	0	424	8	345	0	0	353	793				
<b>Peak-Hour Volume:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>1596</b>	<b>23</b>	<b>0</b>	<b>1619</b>	<b>27</b>	<b>1480</b>	<b>0</b>	<b>0</b>	<b>1507</b>	<b>3179</b>				
<b>PHF:</b>						<b>0.81</b>		<b>0.86</b>		<b>0.83</b>					<b>0.94</b>	<b>0.84</b>	<b>0.94</b>			<b>0.95</b>	<b>0.99</b>				

## ESRP CORPORATION Traffic Data Collection Summary

**Intersection:** US 27 / Lincoln Ave  
**Jurisdiction:** Town of Dundee, Polk County

Date of Data Collection: 2/21/2023

Data Collected by: ND

Hours of Data Collection: 4:00 PM to 6:00 PM

Count Groups Included: [Heavy Vehicles](#)

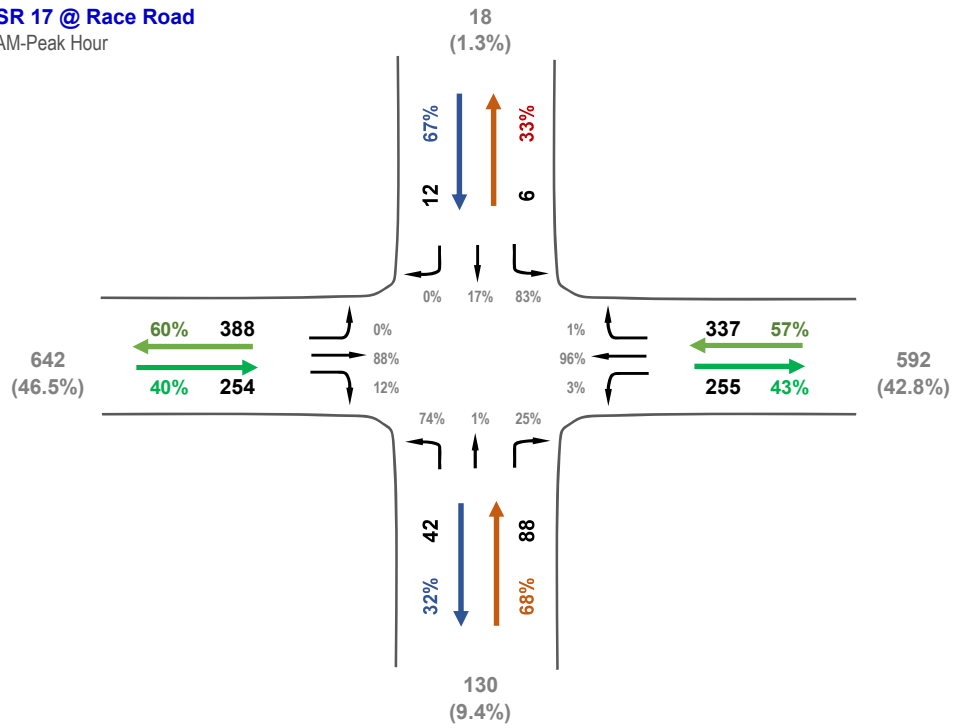
Movement/Lane Group PSCF	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection		
	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups	LT 1.03	TH 1.03	RT 1.03	RTOR 1.03	All Lane Groups			
Start Time																							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	34	1	0	35	1	24	0	0	25	60		
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	33	0	0	33	1	20	0	0	21	55		
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	33	1	0	34	1	26	0	0	27	62		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	14	0	0	14	35		
Total	0	0	0	0	0	1	0	1	0	2	0	120	3	0	123	3	84	0	0	87	212		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	24	1	0	25	1	21	0	0	22	47		
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	22	0	0	22	0	20	0	0	20	44		
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	23	0	0	23	0	21	0	0	21	45		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	25	2	0	27	0	15	0	0	15	42		
Total	0	0	0	0	0	1	0	2	0	3	0	94	3	0	97	1	77	0	0	78	178		
<b>Hourly Volumes</b>																							
Hour Starting at:																							
4:00 PM	0	0	0	0	0	1	0	1	0	2	0	120	3	0	123	3	84	0	0	87	212		
4:15 PM	0	0	0	0	0	1	0	1	0	2	0	110	3	0	113	3	81	0	0	84	199		
4:30 PM	0	0	0	0	0	2	0	1	0	3	0	99	3	0	102	2	81	0	0	83	188		
4:45 PM	0	0	0	0	0	1	0	2	0	3	0	89	2	0	91	1	76	0	0	77	171		
5:00 PM	0	0	0	0	0	1	0	2	0	3	0	94	3	0	97	1	77	0	0	78	178		
<b>Peak-Hour Volumes</b>																							
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	34	1	0	35	1	24	0	0	25	60		
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	33	0	0	33	1	20	0	0	21	55		
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	33	1	0	34	1	26	0	0	27	62		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	14	0	0	14	35		
<b>Peak-Hour Volume:</b>	0	0	0	0	0	1	0	1	0	2	0	120	3	0	123	3	84	0	0	87	212		
<b>Heavy Vehicles %:</b>						3.4%	4.2%					7.6%					11.1%					5.8%	6.7%

Item 8.

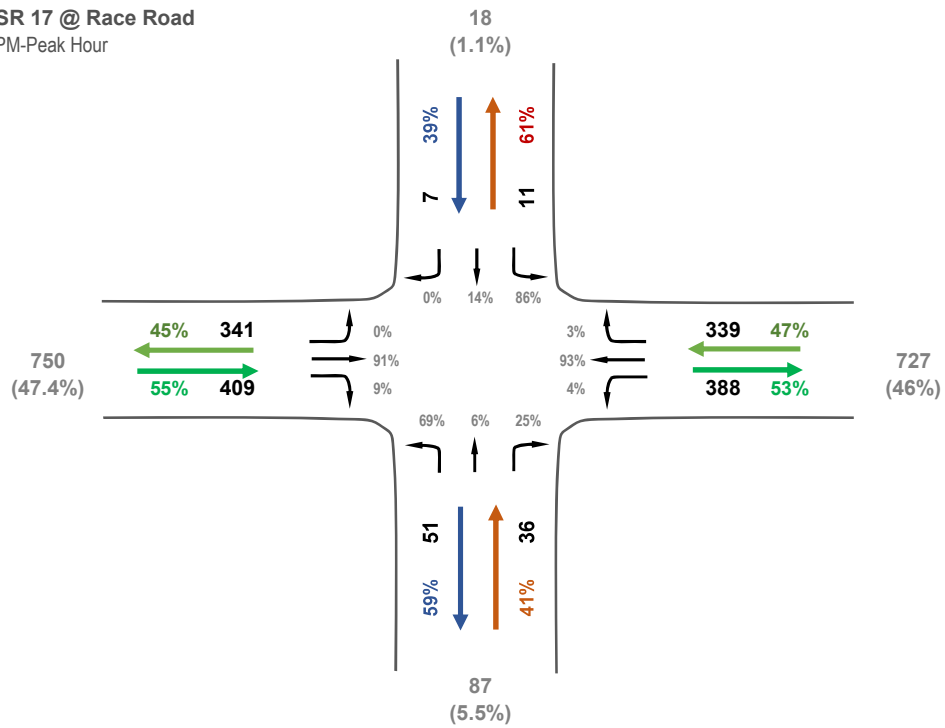
## **APPENDIX 4 – Approach Vol % Distrib. & Directional Vols.**

### Approach-Volume Percentage Distribution

**SR 17 @ Race Road**  
AM-Peak Hour



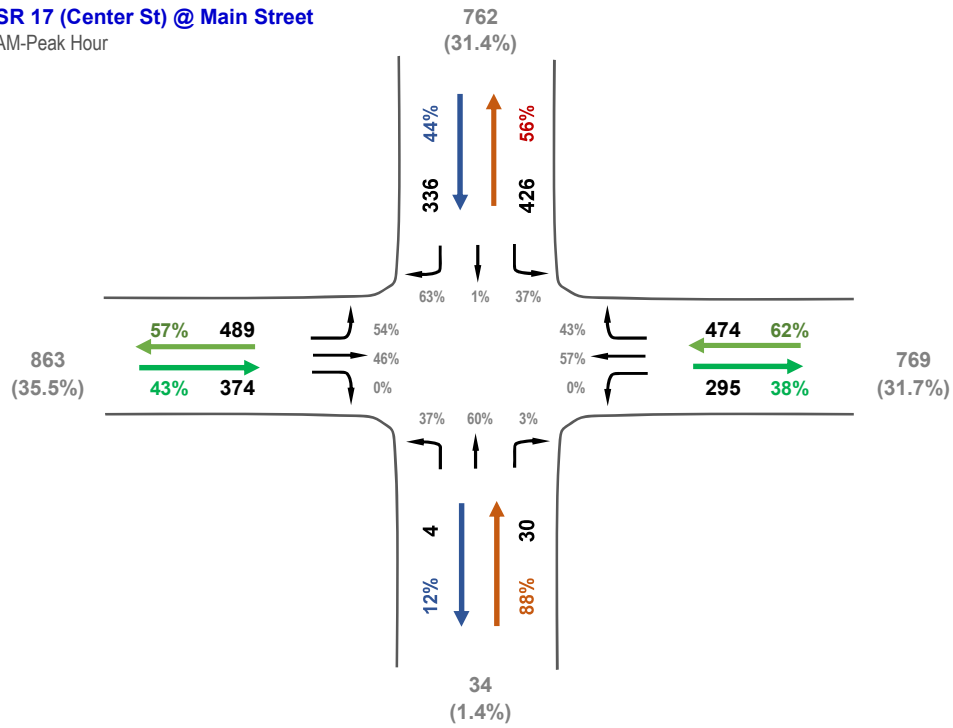
**SR 17 @ Race Road**  
PM-Peak Hour



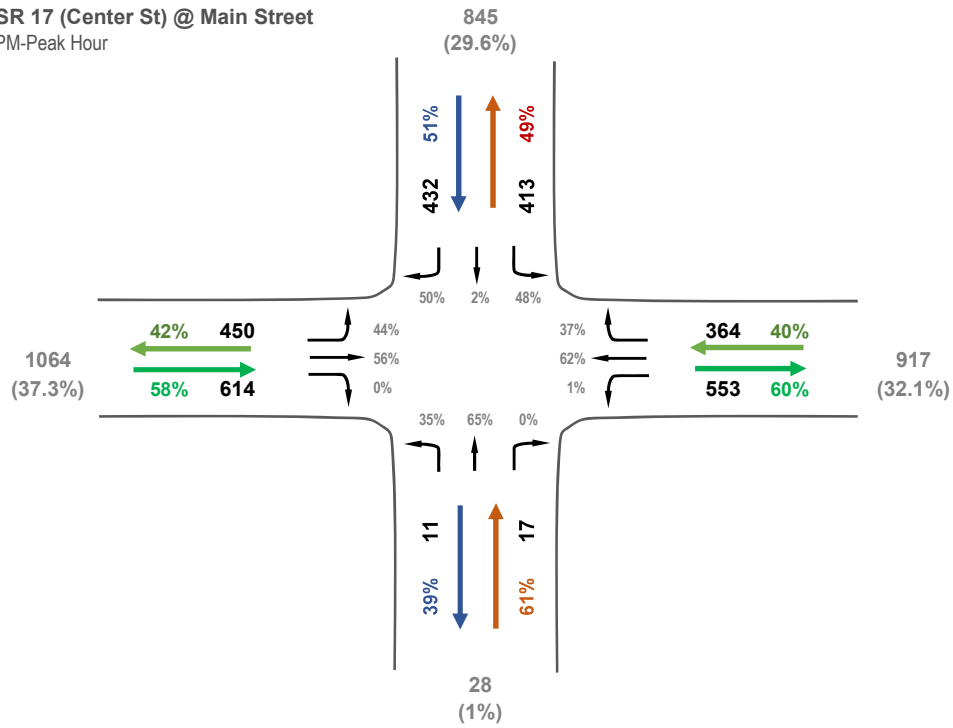


### Approach-Volume Percentage Distribution

**SR 17 (Center St) @ Main Street**  
AM-Peak Hour

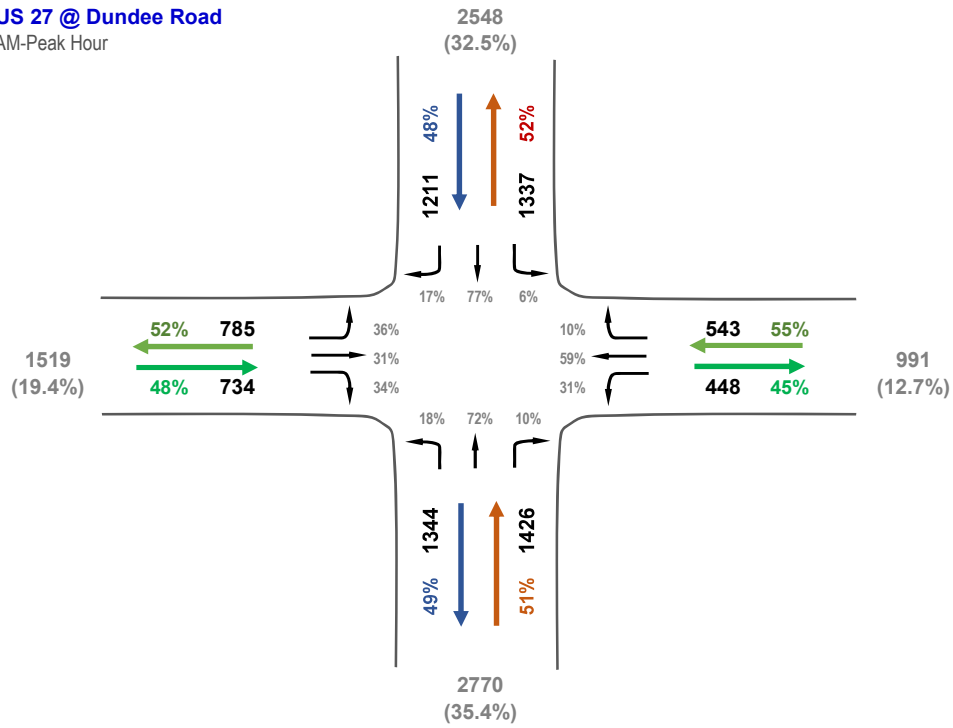


**SR 17 (Center St) @ Main Street**  
PM-Peak Hour

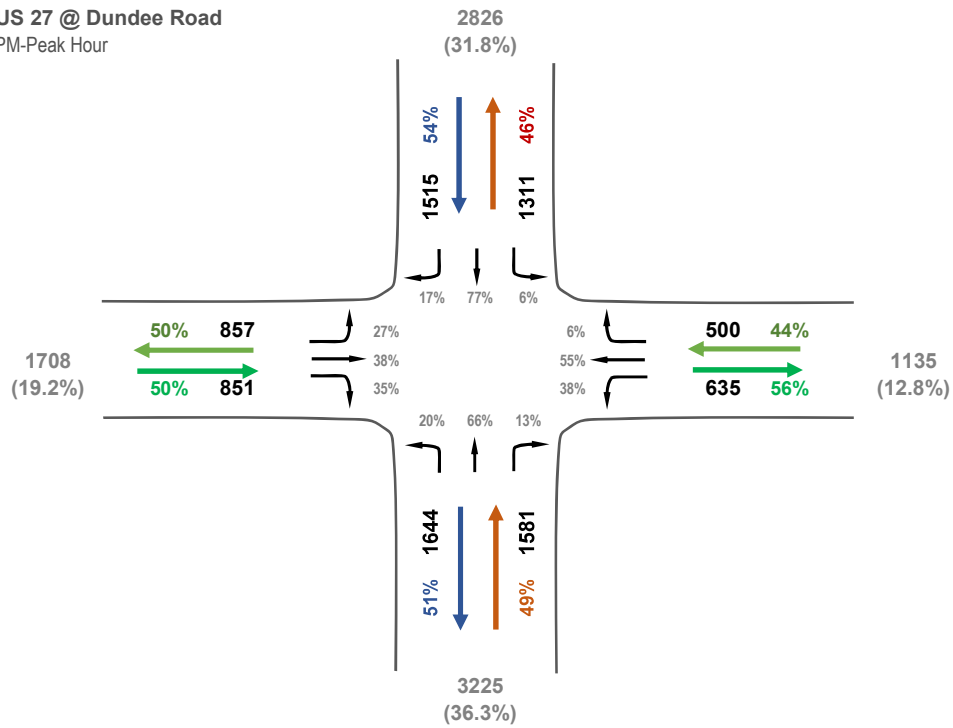


### Approach-Volume Percentage Distribution

**US 27 @ Dundee Road**  
AM-Peak Hour

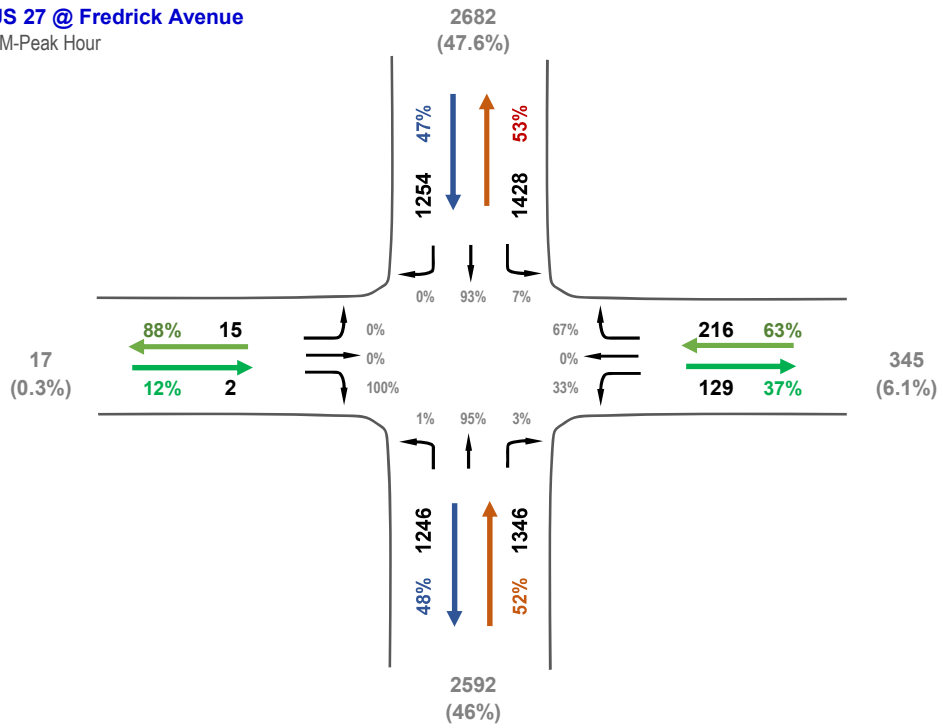


**US 27 @ Dundee Road**  
PM-Peak Hour

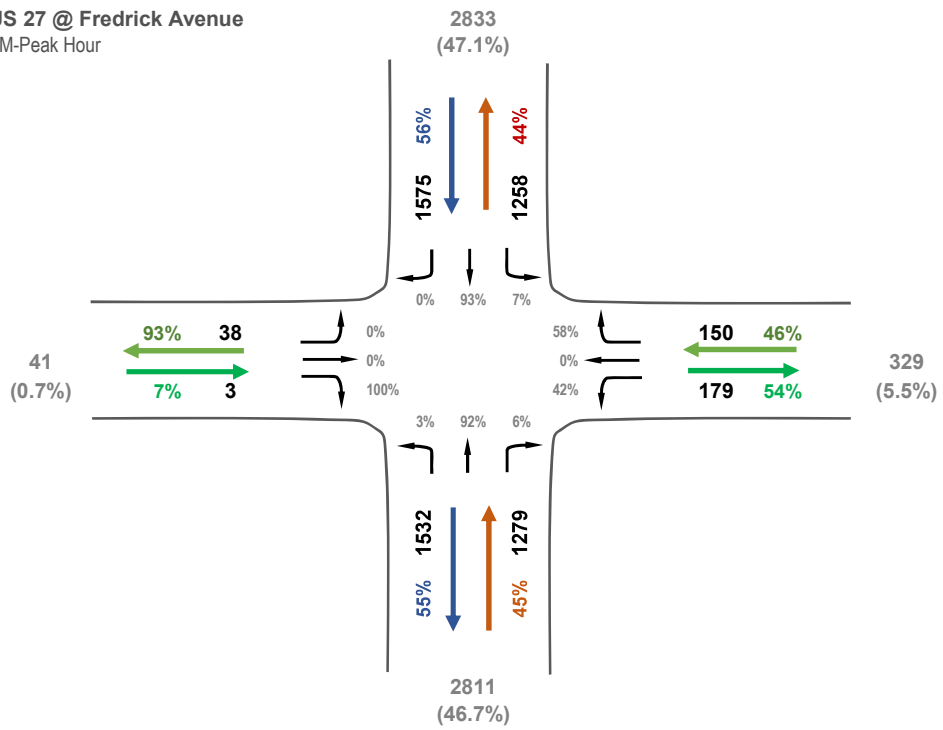


### Approach-Volume Percentage Distribution

**US 27 @ Fredrick Avenue**  
AM-Peak Hour

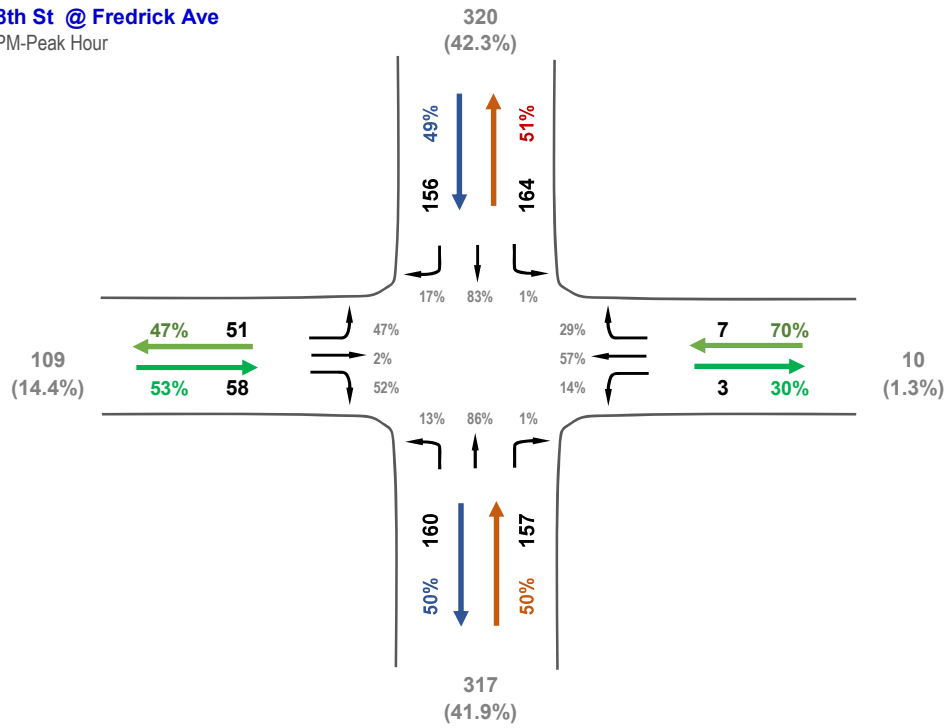


**US 27 @ Fredrick Avenue**  
PM-Peak Hour

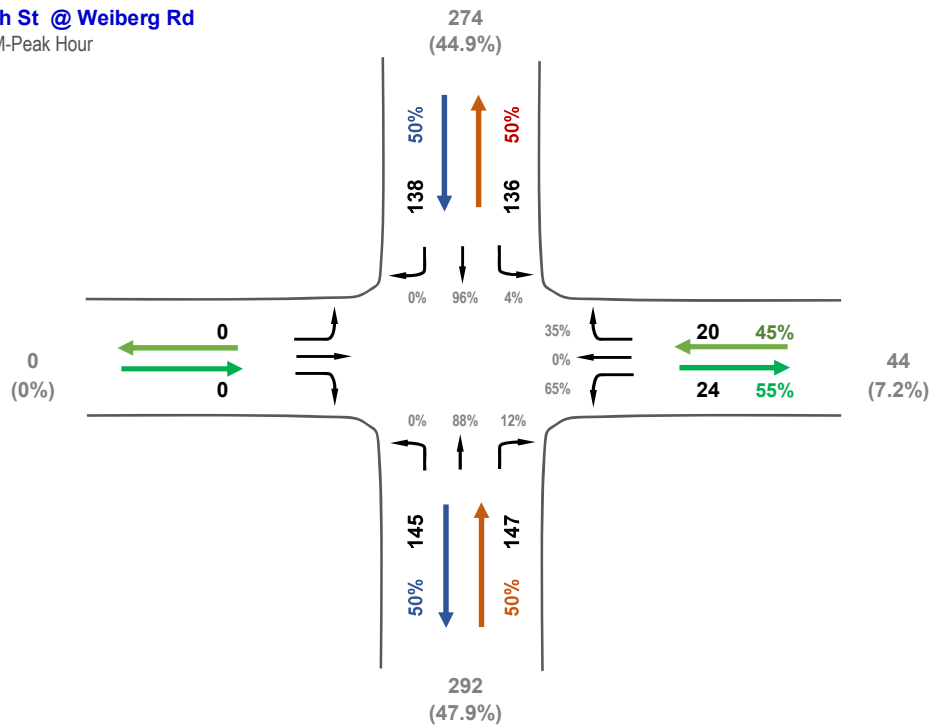


### Approach-Volume Percentage Distribution

**8th St @ Fredrick Ave**  
PM-Peak Hour

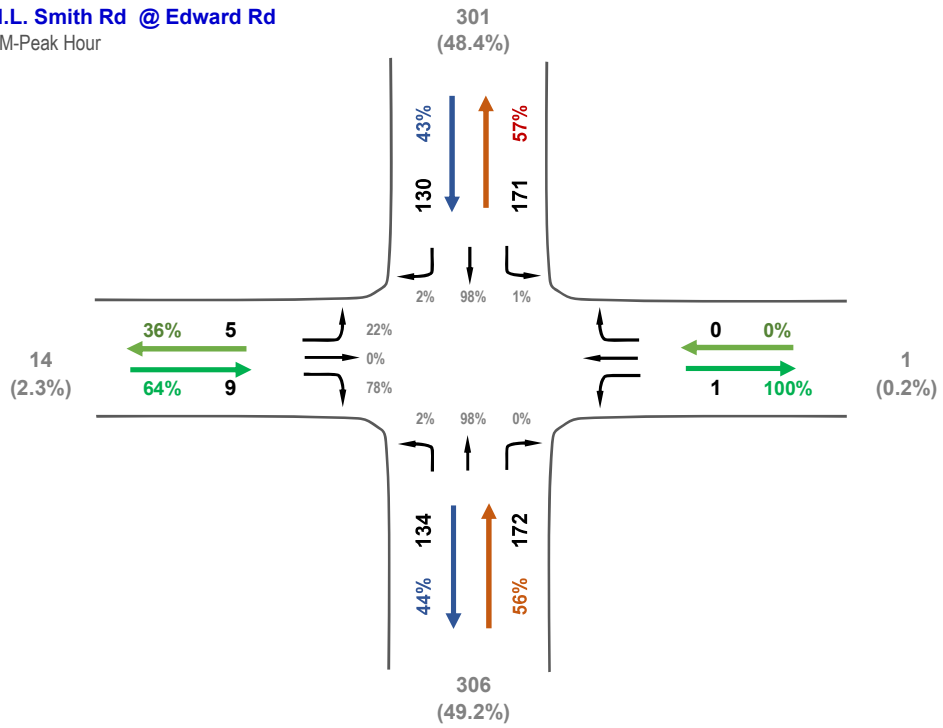


**8th St @ Weiberg Rd**  
PM-Peak Hour

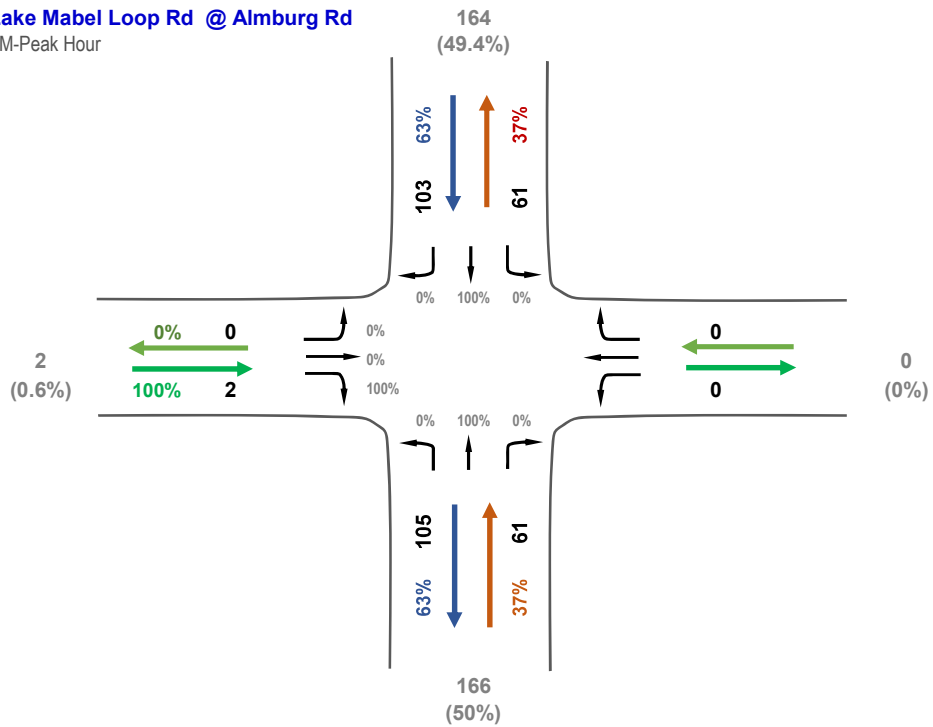


### Approach-Volume Percentage Distribution

**H.L. Smith Rd @ Edward Rd**  
PM-Peak Hour

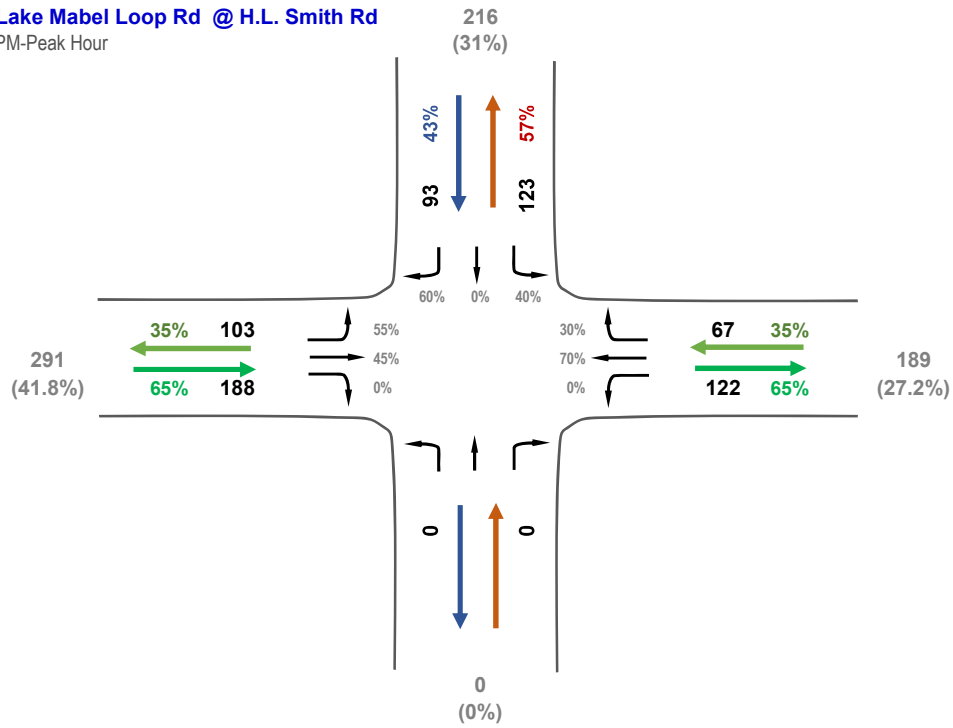


**Lake Mabel Loop Rd @ Almburg Rd**  
PM-Peak Hour

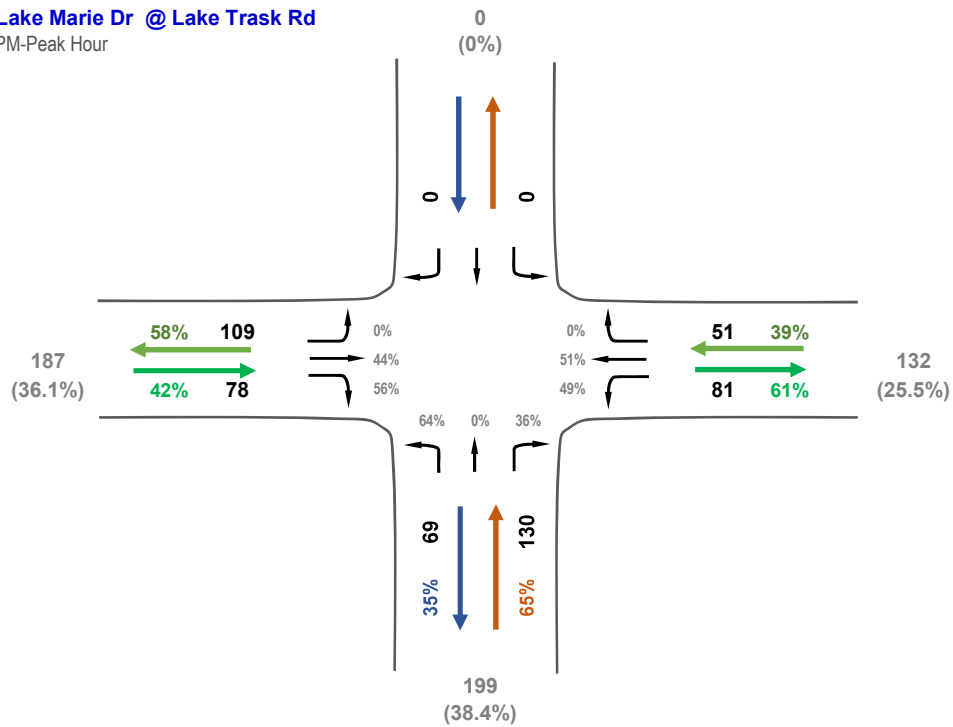


### Approach-Volume Percentage Distribution

**Lake Mabel Loop Rd @ H.L. Smith Rd**  
PM-Peak Hour

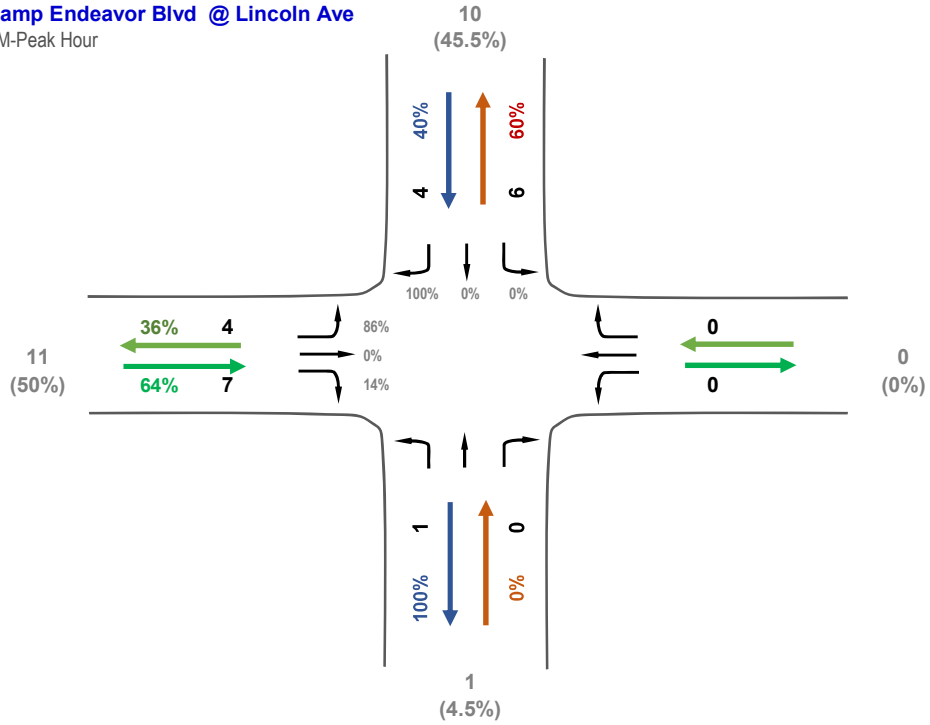


**Lake Marie Dr @ Lake Trask Rd**  
PM-Peak Hour

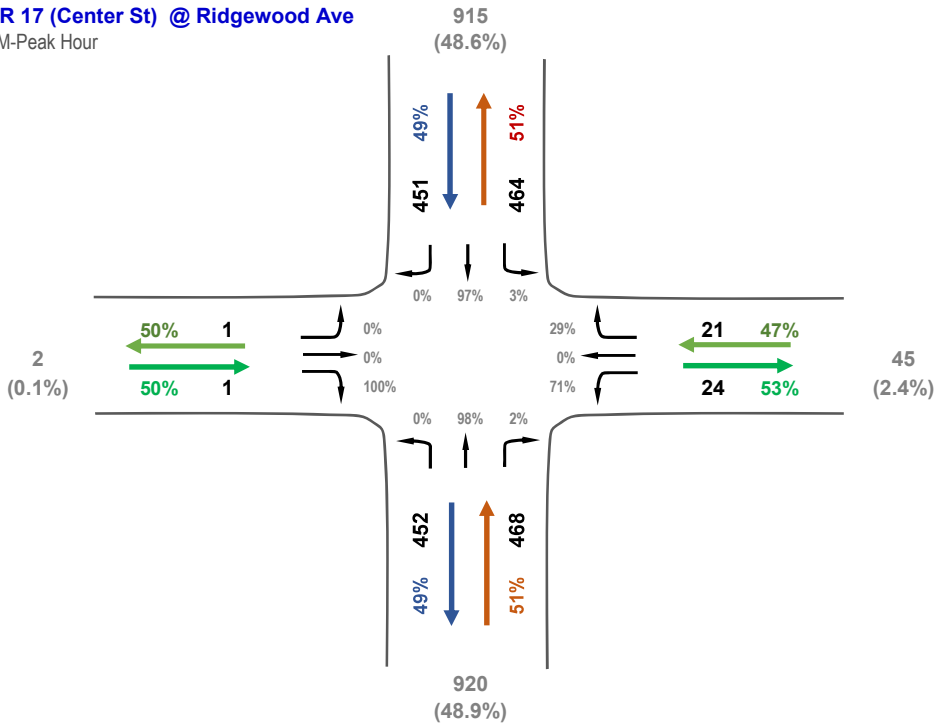


### Approach-Volume Percentage Distribution

**Camp Endeavor Blvd @ Lincoln Ave**  
PM-Peak Hour

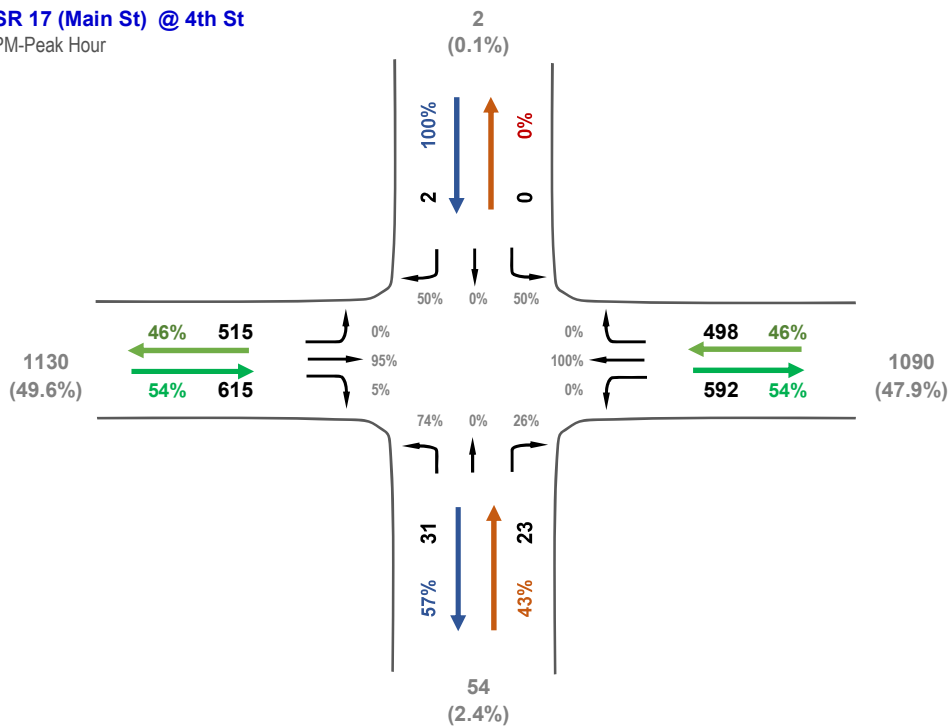


**SR 17 (Center St) @ Ridgewood Ave**  
PM-Peak Hour

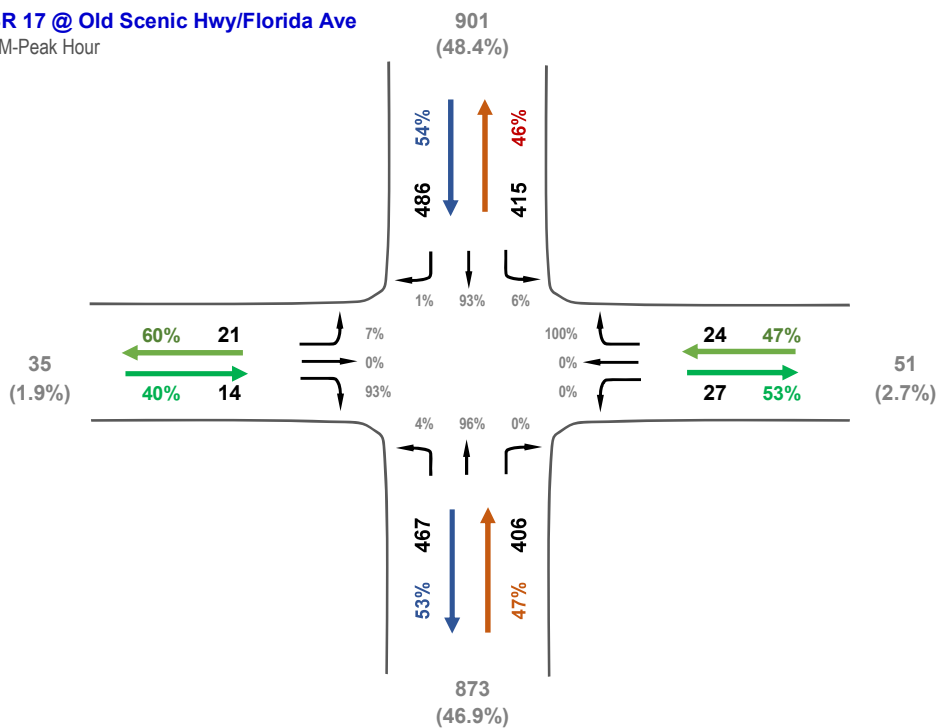


### Approach-Volume Percentage Distribution

**SR 17 (Main St) @ 4th St**  
PM-Peak Hour



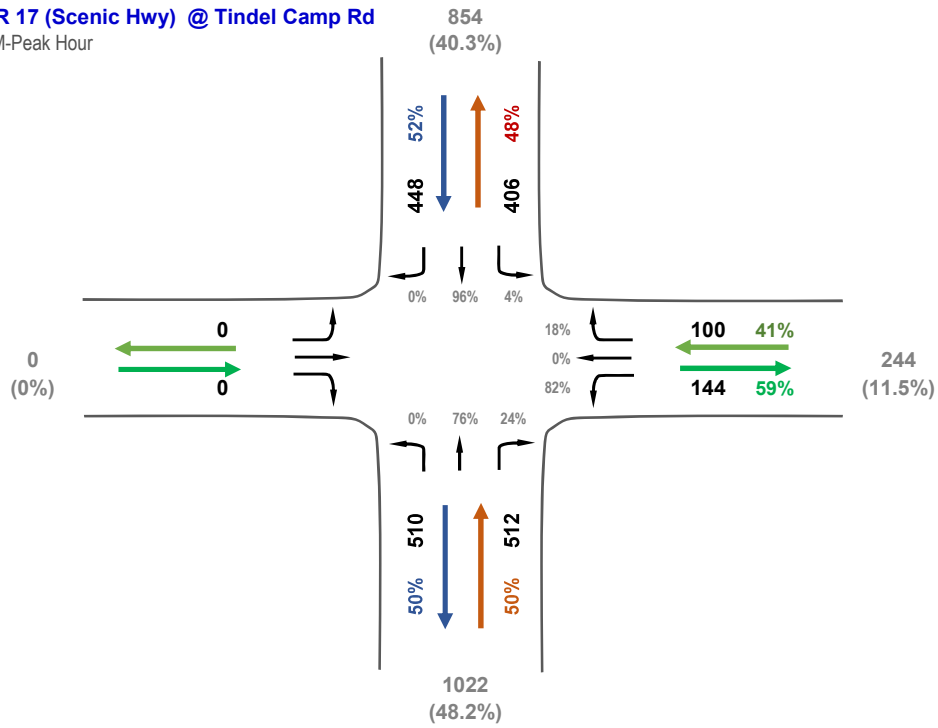
**SR 17 @ Old Scenic Hwy/Florida Ave**  
PM-Peak Hour



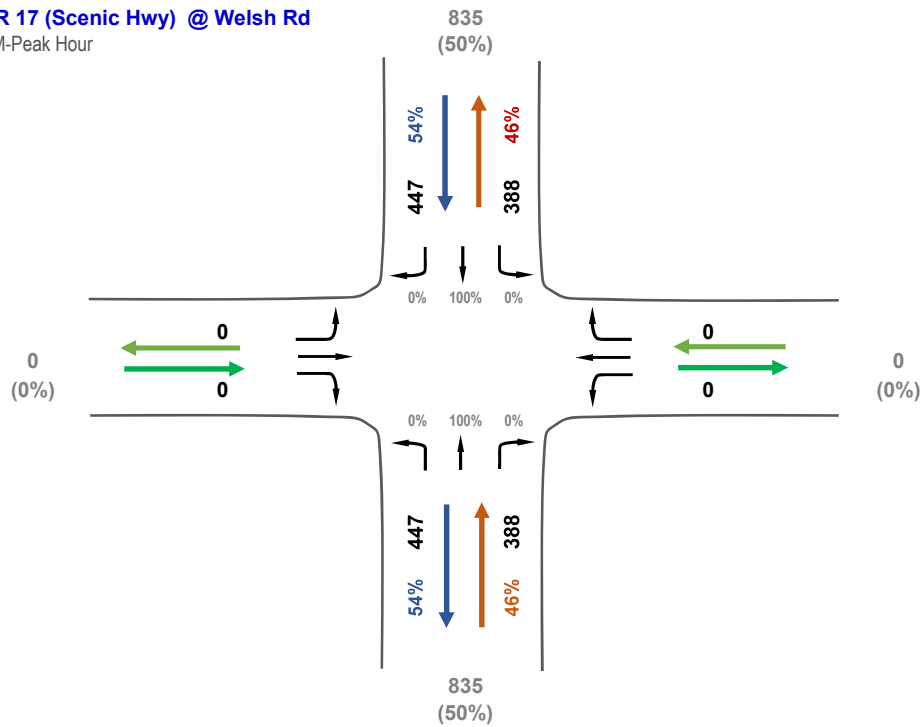


### Approach-Volume Percentage Distribution

**SR 17 (Scenic Hwy) @ Tindel Camp Rd**  
PM-Peak Hour

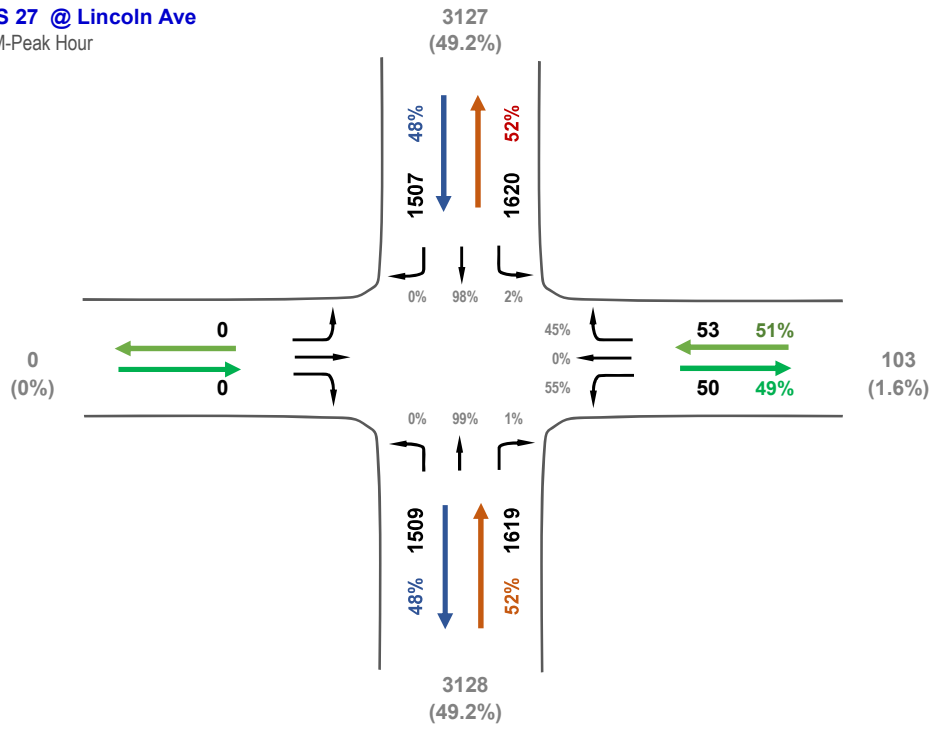


**SR 17 (Scenic Hwy) @ Welsh Rd**  
PM-Peak Hour



### Approach-Volume Percentage Distribution

US 27 @ Lincoln Ave  
PM-Peak Hour





# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

- 
- AGENDA ITEM TITLE:** DISCUSSION & ACTION, CHASTAIN SKILLMAN TASK ORDER
- SUBJECT:** Town Commission will consider the task order received by Chastain Skillman
- STAFF ANALYSIS:** The Environmental Management Plan (EMP) Annual report is to meet SWFWMD permit for water withdrawal compliance. Various measurements, field investigations and data evaluations are used to document the results of any environmental impact.
- FISCAL IMPACT:** \$13,400.00.
- STAFF RECOMMENDATION:** Staff recommends approval
- ATTACHMENTS:** Chastain Skillman Task Order

**TASK ORDER**  
**to the Master Continuing Professional Consulting Agreement**  
**for Engineering Services**  
**Between the Town of Dundee, Florida and Chastain-Skillman, Inc.**  
**Dated February 18, 2009 (“Agreement”) (CSI File No. 9323.00)**  
**Related to**  
**EMP Annual Report for Water Use Permit 20 005893.012**  
**CSI File No. 9323.XX**

**I. INTRODUCTION**

Upon binding execution by both parties, this Task Order becomes an attachment to and a permanent part of the Master Continuing Professional Consulting Agreement for Engineering Services between the Town of Dundee, Florida (Town) and Chastain-Skillman, Inc. (Consultant) dated February 18, 2009. The purpose of this Task Order is to define the specific services required of the Consultant regarding the project listed above. It further defines the amount and method(s) of compensation for such services.

As requested by the Town of Dundee, this proposal provides the scope of services to prepare and submit an Annual Report for reporting year 2022 (reporting period November 1, 2021 to October 31, 2022) required by Special Condition 17 of the Town’s Water Use Permit (WUP) No. 20005893.012 with the Southwest Florida Water Management District (SWFWMD).

The Consultant will perform field investigations, tabulate the data collected by the Town, provide data interpretation, and prepare a report with the documentation and conclusions for the SWFWMD annual monitoring period.

**II. SCOPE OF SERVICES**

Upon authorization by the Town, the Consultant shall be responsible to provide the following services associated with the Annual Report for the Water Use Permit:

**Task 1 – Field Investigations**

1. Vegetative and Photographic Monitoring of Wetland ZIWL:
  - a. Collection of vegetation in accordance with the SWFWMD’s Wetland Assessment Procedure (WAP) to report on current condition of existing vegetative communities.
  - b. Photographs will be taken along the transect within the monitoring site.
  - c. General soil descriptions and wildlife observations will also be conducted along the transect.
  - d. Monitoring event is anticipated to occur in August or September 2023.



2. The Consultant will prepare the WAP documentation forms and photographic documentation for submittal with the Annual Report.

#### Task 2 – Data Evaluation and Final Report

##### 1. Data Collection and Synthesis

- a. Water Levels:
  - i. The Town will provide biweekly water level data for water levels in wetland ZIWL.  
Locations:
    - SG-1 (wetland exterior) and SG-2 (wetland interior)
    - Monitoring wells PZ-1 (exterior) and PZ-2 (interior)
- b. Pumping: The Town will provide daily groundwater pumping data from the Riner and Hickory Walk Water Treatment Plants (WTPs).
- c. Rainfall: The Consultant will download data from the SWFWMD WMIS website for the Lake Hamilton rain gauge (District ID# 25151), located 2 miles northwest of the wetland.
- d. The Consultant will summarize the data and provide historical graphs.

##### 2. Data Interpretation

- a. The Consultant will analyze the data for the annual reporting period. The purpose is to analyze the interactions of rainfall and pumpage on changes in the potentiometric surface within and adjacent to the withdrawal facilities, water levels, or wetlands.
- b. A brief summary of the findings and any recommended changes to the monitoring requirements, if any, will be developed for the report.

##### 3. SWFWMD Annual Report

The Consultant will prepare a comprehensive and concise annual report describing the operation the withdrawal facilities and an assessment of the water resources and environmental systems based on the subject areas listed above with emphasis on the interactions between these elements, where appropriate. The five-year vegetation monitoring report, per WUP special condition 17, will also be included. Data sources will be referenced and included in the appendix.

#### Task 3 – Submittal to SWFWMD

The Consultant will prepare one response to the SWFWMD review questions or comments.

#### III. EXAMPLES OF SERVICES NOT INCLUDED:

1. Responses to more than one (1) SWFWMD review of the document.
2. Administrative hearings or Town Council meetings, if required.
3. Purchase or installation of permanently mounted level monitoring instruments.



4. Surveying of staff gauges or any data generation.
5. Modification of the Water Use Permit.
6. A more extensive examination of the wetland soils should the annual monitoring event indicate moderate or substantial changes to soils along transects.
7. Negotiations with SWFWMD over District determinations of adverse impacts.
8. Payment of submittal fees, if any.
9. Data collection for related services/information requiring any efforts beyond email requests from Town staff.
10. Any other services not expressly stated in the Scope of Services herein.

#### **IV. ASSUMPTIONS**

The Scope of Services and Compensation arrangement outlined in this Agreement are based on the following assumptions:

1. The Town will furnish biweekly water level data for water levels in wetland ZIWL and daily groundwater pumping data in electronic format and whenever applicable in MS Excel format.
2. It is assumed that the information provided by the Town and any third parties is accurate and can be relied upon by the Consultant.

#### **V. PERIOD OF SERVICE**

The services outlined in this Task Order will begin upon authorization from the Town and shall be completed through submittal to SWFWMD in approximately six (6) weeks.

#### **VI. COMPENSATION**

The services outlined in this Task Order shall be performed on a fixed fee arrangement of \$13,400.00.

The Consultant shall submit monthly invoices for services rendered during the preceding month(s) with payment being due in accordance with the terms of the Continuing Master Agreement.



IN WITNESS WHEREOF, the parties hereto have made and executed this Task Order to their Agreement, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

TOWN OF DUNDEE, FLORIDA

\_\_\_\_\_

Title: \_\_\_\_\_

Attest: \_\_\_\_\_  
Town Clerk

APPROVED AS TO FORM AND CORRECTNESS:

\_\_\_\_\_

CHASTAIN-SKILLMAN, INC.

By: Bryan M. Martin  
Bryan M. Martin, PE, ENV SP  
Assistant Director of Water-Wastewater Engineering

Date: 8/25/23

Attest: Sandra L. Hager



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

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**AGENDA ITEM TITLE:** DISCUSSION & ACTION, RAFTELIS TASK ORDER

**SUBJECT:** Town Commission will consider approval of Task Order #5

**STAFF ANALYSIS:** Task Order Number 5 to Continuing Contract for Consulting Services for Water & Sewer Connection Fee as well as Rate Study Update

**FISCAL IMPACT:** \$40,000.00 which 2/3 of this amount will reflect Impact Fees

**STAFF RECOMMENDATION:** Approval of Task Order Number 5

**ATTACHMENTS:** Task Order 5



**CONTINUING CONTRACT TASK ORDER NO. 5  
WATER AND SEWER CONNECTION FEE AND RATE STUDY**

Task Order No. 5 to Continuing Contract for Consulting Services dated December 10, 2019 between the TOWN OF DUNDEE, FLORIDA (TOWN) and RAFTELIS FINANCIAL CONSULTANTS, INC. (CONSULTANT) for Financial/Management Consulting Services.

**SECTION I -- DESCRIPTION OF SERVICES TO BE PROVIDED**

**GENERAL:** It is the CONSULTANT'S understanding that the TOWN desires a comprehensive review of the water and sewer connection fees, as well as an update to the revenue sufficiency forecast of water and sewer user rates to provide funding for operations and capital improvements. The primary study objectives include:

- (a) Update to the cost basis identified for the utility connection fees to account for Polk Regional Water Cooperative (PRWC) water capacity along with expansion/upgrade projects for both the water and sewer systems.
- (b) Development of equitable and appropriate user rates and charges, which together with certain other revenues are sufficient to pay 100 percent of all operating expenses, debt service associated with the outstanding revenue bonds, renewal and replacement requirements, debt service coverage provisions, capital provided through user fee revenues, required transfers to the General Fund, support of projected capital improvement program (including PRWC costs where appropriate), and other authorized fiscal requirements;
- (c) Development of reports and presentations of findings and conclusions.

**PROJECT APPROACH:** The Connection Fee and Rate Study will utilize the City's current assets, budgets, capital improvement plans, along with a cost of service methodology and approach to conduct the reviews, investigations and analyses necessary to identify the fiscal requirements and customer determinants concerning appropriate establishment of connection fees, rates, and corresponding user fees for just and equitable recovery of water and sewer service costs. Furthermore, the approach will include a five-year forecast of probable future activities and recommendation of annual rate adjustments if necessary.

**SCOPE OF SERVICES**

**Task A. Connection Fee and Rate Study**

We propose the following tasks will be necessary to complete the study.

**Task 1: Project Initiation and Management**

This task will involve working with staff to establish the financial and rate objectives, project schedule, and overall data needs and constraints. This task will include a web-based meeting (Teams, Zoom, etc.) to initiate the project.

**Task 2: Data Collection and Review**

For the utility connection fees Consultant will provide the City with a data request identifying relevant study information and data including but not limited to existing and projected: i) population and land use estimates; ii) level of service standards for each service; iii) equipment and facility inventory through fixed asset depreciation records; iv) capital improvement plans and cost estimates for each service; v) master plans; vi) grant and other funding sources; and vii) loan agreements, interlocal agreements, developer agreements, or other similar obligations of the City for relevant services.

Raftelis will collect and review relevant financial, operating, engineering, and legal information. This task involves collecting and evaluating financial and operating data for recent fiscal years and budget information for FY 2024. Information related to capital costs; revenues from rates, fees, and other sources; the number and types of utility customers; and the usage levels for each utility will be collected and reviewed. Additional information related to utility characteristics, customer demographics, and a description of the utility projects will be developed by Town staff. This information will provide the basis for developing the customer billing statistics, financial forecast, debt service coverage ratios, bill impact information, documenting forecast assumptions and relevant operating characteristics. Subtasks are as follows:

- 2.1 Prepare data collection request list.
- 2.2 Review customer billing reports prepared by Town.
- 2.3 Review revenues from rates, fees, and other sources.
- 2.4 Review and evaluate relevant O&M and capital costs, including available PRWC information.
- 2.5 Review existing and future large user agreements and anticipated demands.
- 2.6 Evaluate amount and uses of reserve funds.
- 2.7 Review existing connection and service availability policies.

**Task 3: Water and Sewer Connection Fee Analysis**

The City's existing water and sewer connection fees will be reviewed and updated recognizing the cost to provide treatment, pumping, transmission, and disposal to new customers. Master plan and capital improvement costs along with major expansion and/or upgrade projects will be considered. In addition to this background information, this task will consider the following:

- Analysis of water supply, treatment, storage, and major transmission fixed assets available for growth;
- Analysis of sewer collection, treatment, and disposal fixed assets available for growth;
- Analysis of capital improvements and allocation between existing customers and growth;
- Update to the PRWC water capacity and cost incorporated into the fee calculation;
- Design water and sewer connection fee unit cost;
- Identification of appropriate impact fee credits;
- Develop water and sewer connection fee schedules;
- Connection fee comparisons; and
- Meeting with CITY staff to review preliminary results.

**Task 4: Customer Billing Analysis**

In order to provide a detailed revenue forecast the existing customer billing profile must be updated and understood. The Town is experiencing growth and will continue to experience significant growth in the near future. Raftelis will coordinate with the Town's billing department to obtain detailed billing statistics in order to evaluate recent consumption by various water usage levels. This data will be used to both review both historical usage and revenue patterns, but also to project revenue under existing and proposed rates. Raftelis will evaluate the Fiscal Year 2022 and 2023 billing statistics and provide a five (5) year projection of customers, sales, and revenue under existing rates.

### **Task 5: Net Revenue Requirements**

This task involves the detailed projections of utility operating expenses, capital funding including involvement in the PRWC, existing and future debt service, and other utility income and expenditures. The projections will include the five-year projection period beginning with the Town's current budget year FY 2024 through FY 2028. This task includes the projection of utility reserves available at the beginning of the projection period and throughout the forecast. The projected net revenue requirements will be compared to projected revenue under existing rates for each utility system in order to determine the sufficiency of existing rates. Based on a review of revenue sufficiency with Town staff, system-average rate adjustments will be calculated if necessary to meet the projected net revenue requirements. Subtasks are as follows:

- 5.1 Allocated O&M expenses among individual utilities.
- 5.2 Project O&M expenses by utility.
- 5.3 Develop capital improvement funding analysis.
- 5.4 Project and allocate debt service for existing and future debt.
- 5.5 Project other utility transfers and obligations.
- 5.6 Project miscellaneous utility revenue and offsets.
- 5.7 Project revenue deficiencies over the five-year period, if any.
- 5.8 Establish rate phasing strategy, if necessary.
- 5.9 Prepare debt service coverage ratio analysis.
- 5.10 Meet with staff to review results (may be combined with meeting in Task 3).

### **Task 6: Report and Presentation**

A connection fee and rate study draft will be prepared for staff review. The draft report will include a description of the approach to developing the connection fees as well as the financial forecast and rate recommendations, if any. The assumptions utilized in the analysis will be documented in the report. The draft report will be provided to staff in electronic format for staff review and comment. After receiving comments, a final report will be prepared in electronic format. In addition, this task includes one presentation to Commission. A PowerPoint presentation will be prepared in order to facilitate the presentation to the Town Commission. Subtasks as listed in our cost proposal are as follows:

- 6.1 Draft connection fee and rate study report.
- 6.2 Final connection fee and rate study report.
- 6.3 Preparation of presentation materials.
- 6.4 Presentation to Town Commission.

### **Task B. Additional Services**

Pursuant to Task A of the above Scope of Services, the CONSULTANT will respond to requests by the TOWN for additional services. The additional services may include, but are not limited to: verification of customer data at TOWN level; requests for development of alternative rate structures and/or customer classes; additional meetings not identified above including any one-on-one meetings with TOWN officials or large users; preparation of draft ordinance/resolution; implementation assistance; negotiations with other entities relative to bulk services; development of funding program(s) for capital improvements, utility strategic planning and other related matters not specifically address in Task A.

Additional Services will be provided based on verbal requests from the TOWN's Representative unless it is the CONSULTANT's opinion that cost for each individual request will exceed ten percent of original contract amount stated herein, whereby the CONSULTANT will notify the TOWN'S Representative prior to commencing of activities. In either case the CONSULTANT will provide a Change Order for approval by the TOWN specifying the additional services and estimated fee.

**ITEMS TO BE FURNISHED AT NO EXPENSE TO THE CONSULTANT:** The TOWN will assist the CONSULTANT by furnishing, at no cost to the CONSULTANT, all available pertinent information as set forth in Task 1 and any other data relative to performance of the above services for the project. It is agreed and understood that the accuracy and veracity of said information and data may be relied upon by the CONSULTANT without independent verification of the same.

## **SECTION II -- TIME OF PERFORMANCE**

Tasks 1 through 5 of the Scope of Services will be completed within one hundred and twenty (120) days from receipt of Notice to Proceed except for delays beyond the reasonable control of the CONSULTANT.

Task 6 and any Additional Services to the Scope of Services will be completed as mutually agreed.

## **SECTION III -- COMPENSATION**

1. The Cost for Task A of the Scope of Services is estimated not to exceed Forty Thousand Dollars (\$40,000.00) including reimbursable expenses.
2. The cost for Task B of the Scope of Services shall be as mutually agreed.

## **SECTION IV -- TOWN REPRESENTATIVE**

Ms. Tandra Davis, Town Manager

**SECTION V --** All terms of that Continuing Contract for Consulting Services entered into between TOWN and CONSULTANT shall be applicable and to the extent of any inconsistencies with this Task Order the terms of the Continuing Contract for Consulting Services shall control.

**SECTION VI – PUBLIC RECORDS.** CONSULTANT and TOWN agree that in the event that the CONSULTANT's activities authorized under the Continuing Contract for Consulting Services and/or any Task Orders issued thereunder, constitute services, then the CONSULTANT shall comply with Florida's public record laws to specifically include the following:

CONSULTANT agrees to:

1. Keep and maintain public records required by the TOWN to perform the service.
2. Upon request from the TOWN's custodian of public records, provide the TOWN with a copy of the requested records or allow the records to be inspected or copies within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following completion of the Continuing Contract for Consulting Services and/or any Task Orders issued thereunder if the CONSULTANT does not transfer the records to the TOWN.

4. Upon completion of the Continuing Contract for Consulting Services and/or any Task Orders issued thereunder, transfer, at no cost, to the TOWN all public records in possession of the CONSULTANT or keep and maintain public records required by the TOWN to perform the service. If the CONSULTANT transfers all public records to the TOWN upon completion of the Continuing Contract for Consulting Services and/or any Task Orders issued thereunder, the CONSULTANT shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONSULTANT keeps and maintains public records upon completion of the Continuing Contract for Consulting Services and/or any Task Orders issued thereunder, the CONSULTANT shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the TOWN, upon request from the TOWN's custodian of public records, in a format that is compatible with the information technology systems of the TOWN.

**IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 863-438-8330, TREVOR DOUTHAT, TOWN CLERK, tdouthat@townofdundee.com, 202 E. MAIN STREET, DUNDEE, FL 33838.**

If the CONSULTANT does not comply with a public records request, TOWN shall enforce this Agreement and/or Task Order(s) which may include immediate termination of this Agreement and/or Task Order(s).

**RAFTELIS FINANCIAL CONSULTANTS, INC.**

**TOWN OF DUNDEE, FLORIDA**

By: \_\_\_\_\_

By: \_\_\_\_\_

Print: Tony Hairston \_\_\_\_\_

Print: \_\_\_\_\_

Title: Vice President \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_



# TOWN COMMISSION MEETING

September 12, 2023 at 6:30 PM

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<b>AGENDA ITEM TITLE:</b>	DISCUSSION & ACTION, CHA ADDENDUM
<b>SUBJECT:</b>	Town Commission will consider approval of an Amendment scope of work for the revision of SWFWMD Population and Demand Projections by CHA Consulting, Inc.
<b>STAFF ANALYSIS:</b>	The Population and Demand Projections nearly completed will be amended due to the 2021 Public Supply Annual Report (PSAR) data was not accurately reported and will have to be reviewed, revised and adjusted. When completed, the response will be provided to SWFWMD along with an update of the SWFWMD Development Questionnaires for all developments.
<b>FISCAL IMPACT:</b>	\$8,330.00.
<b>STAFF RECOMMENDATION:</b>	Staff recommends that CHA Consulting, Inc. reviews, revises and updates 2021 PSAR to satisfy the apprehensions and requirements of SWFWMD approval.
<b>ATTACHMENTS:</b>	Amendment Task Order

**Town of Dundee**

**Scope of Services**

**Population and Potable Water Demand Projections**

**Amendment 1**

September 7, 2023

**Owner:** Town of Dundee

**Consultant:** CHA Consulting, Inc

This Task Authorization for engineering services is made between the Town of Dundee (Town) and CHA Consulting, Inc (CHA). CHA is pleased to provide the Town with this proposal to provide certain professional services for the Town of Dundee Population and Demand Projections (Project) as further detailed in this Scope of Services.

## **BACKGROUND**

The Town provides potable water, wastewater, and reclaimed water service to its residents and other customers. The Town is experiencing population growth and has multiple developments in progress and needs to estimate future population increase and the associated increase in potable water demand for purposes of water supply planning.

CHA previously developed population and demand projections for the Town. Since the projections show significant (unprecedented) growth, the Southwest Florida Water Management District (SWFWMD) will require additional background to justify the projections. As such, the Town has requested that CHA document the analysis that was completed to demonstrate the basis for the increased demands, with particular emphasis on the near-term (5 -year) projections.

In preparation for submitting the updated projections to SWFWMD, the Town is proactively developing the SWFWMD developer questionnaire and an accompanying figure to summarize the Town's developments included in the projected growth. The specific scope of services to be provided is set forth below:

## **SCOPE OF SERVICES**

### **TASK 1. PROJECT MEETINGS AND ADMINISTRATION**

#### ***Task 1.1 Project Meetings***

CHA will prepare for and attend up to two additional virtual project meetings to review assumptions and clarify reporting entries.

#### ***Task 1.2 Project Administration***

CHA will perform general project coordination and administration activities, including general administrative activities for this authorization, as well as specific coordination activities with the team members, including the Town staff and other Project representatives. Specific duties under this task

include contract administration, budget management, invoicing, project scheduling, and coordination with Town staff. Invoices will include the percent complete for each task to advise and highlight the overall progress of the task, as well as identify completed, on-going, and pending activities.

**TASK 2. SERVICE AREA POPULATION PROJECTION DOCUMENTATION**

For this task, CHA will attend up to two meetings with the Town and SWFWMD. CHA will provide the Town with a list of development names that were used for the population and potable water demand projections. The Town will be responsible to provide the data required to complete the questionnaire as requested by CHA. CHA will complete questionnaire and develop a figure summarizing the Town’s developments included in the questionnaire. CHA will perform quality assurance/quality control (QA/QC) review(s) by a senior-level technical expert that is not directly involved in development of the documents. The reviewer will review documents for proper application of the approved assumptions, calculation methods, operational procedures, and evaluation results. CHA will provide the Town with a digital draft of the completed questionnaire and a developments summary figure for the Town’s review. CHA will finalize the developer questionnaire by addressing comments received from Town staff. CHA will deliver one (1) electronic transfer copy of the completed SWFWMD “Service Area Population Projection Documentation – Development Information Attachment” questionnaire, and a developments summary figure to the Town for Town’s submittal to SWFWMD.

**SCHEDULE**

The schedule for this project is presented below and will commence upon receiving a Notice to Proceed (NTP) from the Town.

Description	Duration
Task 1 – Project Meetings and Administration	1 Month
Task 2 – Service Area Population Projection Documentation	1 Month

**COMPENSATION**

Compensation will be a lump sum amount of **\$8,330.00**. Compensation for the services provided herein shall be due and payable monthly. The following table shows the cost breakdown for each Task described herein.

Task	Lump Sum Fee
Task 1 – Project Meetings and Administration	<b>\$1,420.00</b>
Task 2 – Service Area Population Projection Documentation	<b>\$6,910.00</b>
<b>Total Lump Sum Fee</b>	<b>\$8,330.00</b>



## TOWN'S RESPONSIBILITIES

The Town will provide a staff member to act as a project manager.

The Town will provide the following information to the CHA perform the following services related to the project:

- Provide list of land development projects
- Review and comment on draft submittals within 2 weeks of submittal dates

## SERVICES NOT INCLUDED

The following services are specifically not included:

- Spatial (parcel-level) disaggregation or mapping of demands
- Analysis of customer-level billing data
- Additional mapping services

## APPROVAL

**OWNER**  
TOWN OF DUNDEE

**CONSULTANT**  
CHA Consulting, Inc



\_\_\_\_\_  
Name:  
Title:

\_\_\_\_\_  
Name: Kelcia Mazana  
Title: Senior Project Manager

**DATE:** \_\_\_\_\_

**DATE:** September 7, 2023