






Entity Information

Owner	 Sean McLendon	Record Type	Public Infrastructure
Proposal Name	INF-07217	Proposal Status	In Review
Name of Entity 	Alachua County Board of County Commissioners	Stage 	Proposed
FEIN			
Contact	Sean McLendon		
Secondary Contact Name	Mari Daniels		
Second Contact Title	Assistant County Manager		
Second Contact Phone	352-374-5204		
Azure Folder Name	INF-07217a9G8y00000006Gs		
County	Alachua		
RAO 	No		
Permits Secured	No		

Program Requirements

Detailed Description

Alachua County requests \$13.7 million in grant funding to improve the safety of a road network serving a regional logistics and distribution hub primed to attract a complimentary state-targeted industry. Grant funds will be used for intersection improvements at US 441 and County Road (CR) 235A, along with 3.2 miles of the southern section of CR 235A from CR 235 to US 441 near the City of Alachua.

These grant funds will support safety and commerce improvements to the transportation infrastructure surrounding the Alachua Commerce Center (Center), a regional distribution facility hub. The Center has a regional impact because of its proximity to populations, roadways (I-75 and 441), and rail access, with over 1,100 acres that serve distribution facilities, commercial trucking logistics, and regional sales. This location is well-positioned to continue supporting growth and the county's ability to attract future corporate and commercial opportunities, including a present

opportunity to attract a regional corporate headquarters, resulting in a capital investment of more than \$100,000,000 and the creation of over 100 new jobs. The properties are conveniently located west of the City of Alachua on CR 235A, directly accessing US 441 and Interstate 75.

The US 441 & I-75 interchange has recently been upgraded to accommodate large truck traffic, longer entrance and exit ramps, and signal upgrades. However, there are safety deficiencies in the main County roads and State intersections serving the Alachua Commerce Center and surrounding locations that would benefit from immediate improvements- to wit, the intersection of US 441 and CR 235A intersection, located less than one mile west of the I-75 and US 441 interchange in the City of Alachua. Within a five-mile radius of the Center, the County is matching the State request by committing to over \$70 million in local surtax funds to improve 32 miles of the County-owned roads supporting this area's safety, logistics, and distribution industry needs. See Attachment A Project List and Attachment B Map.

Without state assistance, the County will not be able to improve the safety and commerce potential of a key road and intersection serving the Center.

The project scope for the grant funds will cover CR 235a road improvements, including widening the mainline to a minimum of 22' to 24' wide and constructing turning lanes at CR 235, NW 115th Avenue, and US 441. Stormwater and driveway improvements will be completed as needed. Other safety improvements will be considered during the planning and design phase. A Stage 1 ICE study was completed and approved by the Florida Department of Transportation ("FDOT") for specific improvements as the results of commissioned traffic studies for the intersection of US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street in Alachua, Florida. Specifically, the FDOT-approved ICE Study suggested an additional westbound left-turn lane and an accompanying second southbound receiving lane on CR 235A as the most viable solution to improve traffic flow and safety for traffic serving the Alachua Commerce Center and the nearby Santa Fe High School. A copy of the approved Stage 1 ICE study is included as Attachment C.

The estimated project cost for these recommended improvements totals \$13,667,758. Breaking out the costs, CR 235a road costs are \$12,224,295, and US 441 intersection costs are \$1,443,463, as further explained in the Project Cost Estimates document, included in Attachment D.

Public Use or Benefits Public

Yes

Benefits a Single Entity

No

Publicly owned

Yes

Property Owner

Alachua County

Location

The project location is in Alachua County, Florida, and is the portion of County Road 235A (NW 173rd Street) from CR 235 to US 441.

Future Land & Zoning

The infrastructure improvements will be made within existing rights of way that traverse through a diverse set of future land use and zoning designations. The infrastructure improvements are consistent with these designations as they are necessary for passenger vehicle and freight travel to/from these properties. The improvements are consistent with the local jurisdictions' Comprehensive Plans.

Description of Economic Benefits

State funds will promote the enhancement of Ben E Keith's East Coast Regional Headquarters as a Targeted Industry to the Alachua Commerce Center that already serves several Dollar General, Walmart, and Sysco distribution facilities.

Impact DataSource has calculated the economic impact of this Headquarters using the Bureau of Economic Analysis RIMS II model on the region and state. This analysis is included in Attachment E. 20-year Economic impact analysis including direct, indirect, and induced outcomes:

Total jobs created: 769

Total approximate wages generated over 20 years: \$1 Billion

Total net taxable sales generated over 20 years: \$427 Million

Over the next 20 years, this project will significantly benefit Alachua County and Florida.

Breakdown of the Economic Impact

Direct jobs: The project will directly employ 346 workers. These workers will earn an average annual wage of \$78,000.

Indirect and induced jobs: The project will also support 422.8 indirect and induced jobs. These jobs will be in various sectors, including retail, hospitality, and construction.

Payroll: The total additional payroll or workers' earnings associated with the project is estimated at approximately \$1.0 billion over the next 20 years.

Taxable sales: Accounting for various taxable sales and purchases, including activity associated with the project, worker spending, and visitors' spending in the community, the project is estimated to support approximately \$0.4 billion in taxable sales over the next 20 years.

Supporting Job Growth

This project will support the Ben E. Keith Company East Coast Regional Headquarters, supporting the additional job growth of 141 positions retained, 205 new full-time employees, and 423 indirect and induced workers for 769 jobs.

Employment will occur over a variety of North American Industry Classification System (NAICS) codes including:

425120 Other Wholesale Trade Intermediaries

493120 Refrigerated Warehousing and Storage

493130 Farm Product Warehousing and Storage

541614 Process, Physical Distribution, and Logistics Consulting Services
424490 Wholesale Grocery Merchants
541611 Management Consulting Services
541613 Marketing/Sales Consulting Services

Economic Development Vision and Benefit to Current and Future Businesses

A co-investment by the State of Florida and Alachua County in the Alachua Commerce Center area transportation network meets the community's vision for economic development and benefits prospective industries and the neighboring communities. The public infrastructure improvements to the supporting roads and intersections will play several critical factors in promoting additional private sector investment in the area:

Convenient location: The Center is just minutes from I-75 and US 441, making it easy to access major markets.

Available infrastructure: The Center has a variety of existing utility infrastructure, including water, sewer, and electricity. This infrastructure makes it easy to develop new businesses without investing in expensive infrastructure development. Excluding Ben E. Keith's future contribution to the Center, seven companies are currently running daily operations out of this Center. Dollar General, Sysco, and Walmart represent three of the Center's major employers and have collectively invested \$175 million to develop their sites. Existing utility infrastructure is available to accommodate small to distribution-center-scale facilities. Most landholdings have Industrial Land Use and Industrial General Zoning, allowing a broad range of uses. Some areas also have moderate-density residential Land Use and RSF-1 & RSF-4 zoning, allowing developers to build a wide range of housing options proximate to major employment centers.

Summary of Economic Development Benefits

Variety of zoning options: The Center has various zoning options, including industrial, commercial, and residential. These zoning options allow businesses to find the perfect location for their needs.

Proximity to major employment centers: The Center is close to several major employment centers, such as the University of Florida and the Gainesville Regional Airport. This proximity makes it easy for businesses to attract and retain employees.

In addition to these specific benefits, the Alachua Commerce Center also offers many general advantages, such as:

A business-friendly environment: The City of Alachua and Alachua County are committed to supporting businesses and creating a business-friendly environment.

A skilled workforce: The Alachua area has a skilled workforce available to meet businesses' needs.

A high quality of life: The Alachua area offers a high quality of life with various amenities and attractions.

Overall, the Alachua Commerce Center area is an attractive location for businesses of all sizes. The Center's convenient location, available infrastructure, variety of zoning options, and proximity to major employment centers make it ideal for companies looking to grow and expand.

Distribution facilities, such as the Ben E Keith Southeaster Regional Headquarters, provide a vital link in a region's ability to sustain the economy with the timely delivery of goods while at the same time providing a concentration of skilled jobs paying competitive wages for a variety of services including but not limited to:

Receiving and unloading goods

Storing goods

Picking and packing orders

Shipping and receiving orders

Inventory management

Cross-docking

Order fulfillment

Value-added services, such as kitting and assembly

Because these facilities tend to aggregate around convenient transportation nodes, they invite related investment from regional sales headquarters for distribution services that provide targeted industry-level employment opportunities around the following services:

Sales and marketing

Customer support

Order processing

Inventory management

Supply chain management

Logistics

Accounting and finance

Human resources

Regional sales headquarters and distribution services connect manufacturers and suppliers with retailers and end users. They help to ensure that products are available to consumers in a timely and efficient manner and represent a vital component to the well-being of our community's economy.

Program Specifics

Project Ready to Commence

Yes

Proposed start Date

4/2/2025

Proposed Duration

320 Days

Permits Needed

Permits or permit exemptions will be required from the Florida Department of Transportation (FDOT), and Alachua County. No permits have been secured for the proposed road project. However, permitting efforts are already underway with FDOT. The County will be managing the road project along CR 235A.

Permits Details

Securing permits will be part of the nine-month design and engineering process of the project. All local permits and permit exemptions from FDOT will be prioritized.

Amendment Needed

No

Does the Project Have a Local Match?

Yes

Match Details

Alachua County Board of County Commissioners

Program Budget

Requested Total

\$13,667,758.00

Source - City / County

\$0.00

Source – other

\$0

Cost – Construction

\$11,994,634.00

Cost – Reconstruction

\$0.00

Cost - Design and Engineering

\$1,673,124.00

Cost - Land Acquisition

\$0.00

Cost - Land Improvement

\$0.00

Cost – Other

\$0.00

Cost – Total

\$13,667,758

Detailed Budget Narrative

Please find the estimated timeline and steps required for executing transportation safety and commerce improvements for CR 235a and the US 441 intersection, along with important milestones. The design work will be ongoing during the grant application process.

Execute grant-related agreements: 30 days from receipt of grant agreement

Begin engineering, design, and permit application: 7 days from receipt of grant agreement

Complete engineering, design and obtain all permits: 9 months from receipt of grant agreement

Finalize bid documents: 7 months from receipt of grant agreement

Bid project: 9 months from receipt of grant agreement

Award project: 10 months from receipt of grant agreement

Provide notice to proceed for construction commencement: 30 days from award of project

Construction complete: 320 days from notice to proceed

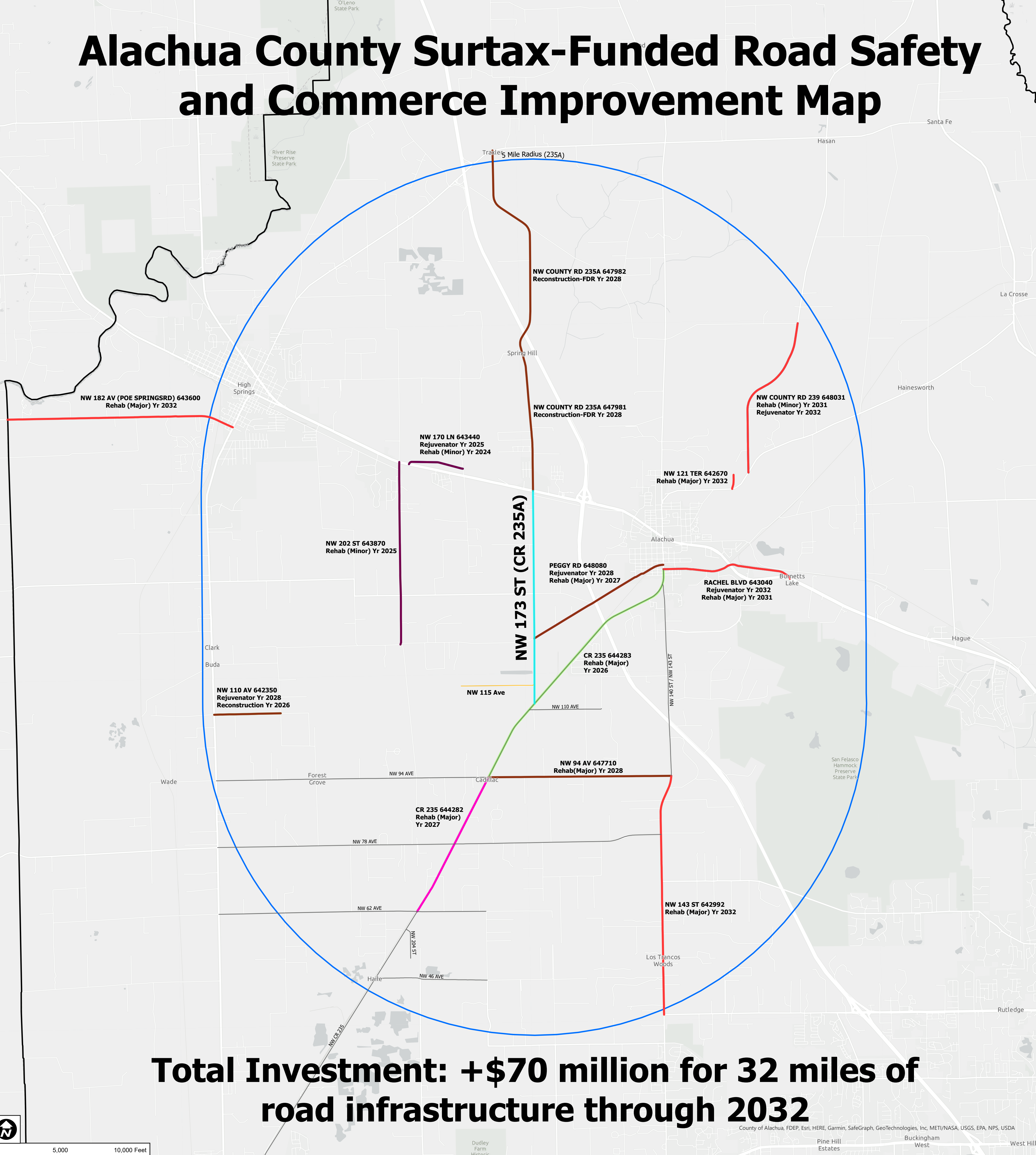
For construction-related budget details, please refer to Attachments C and D.

Total budget: \$13,667,758.00

Approvals and Authority	
Authorized signatory on Board's behalf ⓘ N/A	Attestation Name of Entity ⓘ Alachua County Board of County Commissioners
	Attestation Name and Title of Auth Rep ⓘ Sean H. McLendon, Economic Development & Food System Manager
	Attestation Representative Signature ⓘ Sean H. McLendon
	Attestation Signature Date ⓘ 12/13/2023
Approvals Needed ⓘ The grant agreement will be brought to the Board of County Commissioners for approval.	
Meeting Schedule ⓘ Schedule for the Next Six Months: January 9, 2024 January 23, 2024 February 13, 2024 February 27, 2024 March 12, 2024 March 26, 2024 April 9, 2024 April 23, 2024 May 14, 2024 May 28, 2024 June 11, 2024 June 25, 2024 July 9, 2024	
Meeting Notice Days ⓘ The County is willing and able to hold special meetings per the Board's adopted Rules and Procedures. The Chair or the County Manager will schedule Special Meetings and announce the date, time, and location of the Special Meeting at a previous meeting, if possible. The Board will follow all legal requirements for giving the public notice of special meetings. A special meeting notice will be given as far in advance as possible, but if need be, it may be noticed at least 24 hours before the start of the special meeting.	
Authority Proof ⓘ	

Alachua County Surtax-Funded Road Safety and Commerce Improvement Map

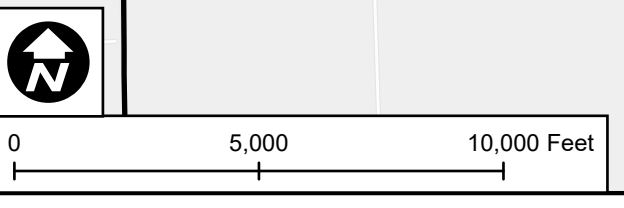
- Legend**
- 5 Mile Radius
 - Year 2024 Project
 - Year 2025 Project
 - Year 2026 Project
 - Year 2027 Project
 - Year 2028 Project
 - Year 2031 Project
 - Year 2032 Project
 - Alachua County Boundary
 - Intersecting Roadway



Total Investment: +\$70 million for 32 miles of road infrastructure through 2032

ALACHUA COUNTY PUBLIC WORKS
 PHONE: 352-374-5245
 FAX: 352-337-6243
 MAILING ADDRESS:
 5620 NW 120TH LANE
 GAINESVILLE, FL 32653

Date: November 09, 2023
 Prepared by: PW GIS



NW 173rd Street from CR 235 to US441 Rehab (Major) with Widening

ITEM NO.	DESCRIPTION	EST. QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
1	MOBILIZATION	1	LS	\$ 879,471	\$ 879,471
2	MAINTENANCE OF TRAFFIC	1	LS	\$ 586,314	\$ 586,314
3	PREVENTION, CONTROL & ABATEMENT OF EROSION & WATER POLLUTION	1	LS	\$ 293,157	\$ 293,157
4	SEDIMENT BARRIER	8,448	LF	\$ 2	\$ 20,022
5	CLEARING & GRUBBING	1	LS	\$ 132,226	\$ 132,226
6	MOWING	16	AC	\$ 64	\$ 1,029
7	MAILBOX (F&I)	24	EA	\$ 362	\$ 8,692
8	GRADING	1	LS	\$ 68,285	\$ 68,285
9	TYPE B STABILIZATION	9,954	SY	\$ 6	\$ 61,715
10	8" LIMEROCK BASE, LBR 100 (Optional Base Group 6)	9,954	SY	\$ 25	\$ 248,352
11	MILLING EXISTING ASPHALT PAVEMENT, 2"	68,000	SY	\$ 3	\$ 213,520
12	SUPERPAVE ASPHALTIC CONCRETE, TYPE SP, PG 76-22 (3.0")	12,862	TN	\$ 160	\$ 2,059,978
13	ASPHALTIC CONCRETE FRICTION COURSE, TYPE FC-12.5, PG 76-22 (1.5")	12,862	TN	\$ 181	\$ 2,329,951
14	SOD OR HYRDOSEED	7,467	SY	\$ 4	\$ 32,480
15	SINGLE POST SIGN, F&I, GM, <12 SF	30	AS	\$ 499	\$ 14,969
16	SINGLE POST SIGN, REMOVE	25	AS	\$ 61	\$ 1,527
17	TRAFFIC STRIPE, PAINT, STD, WHITE, SOLID, 6"	13	GM	\$ 1,332	\$ 17,313
18	TRAFFIC STRIPE, PAINT, STD, YELLOW, SOLID, 6"	9	GM	\$ 1,231	\$ 11,083
19	TRAFFIC STRIPE, PAINT, STD, WHITE, SOLID, 24"	300	LF	\$ 2	\$ 585
20	TRAFFIC STRIPE, PAINT, STD, YELLOW, 10-30 SKIP, 6"	3	GM	\$ 499	\$ 1,496
21	THERMOPLASTIC, STD, WHITE, SOLID, 6"	6.5	GM	\$ 5,781	\$ 37,579
22	THERMOPLASTIC, STD, YELLOW, SOLID, 6"	4.5	GM	\$ 5,714	\$ 25,715
23	THERMOPLASTIC, STD, WHITE, SOLID, 24"	150	LF	\$ 7	\$ 1,028
24	THERMOPLASTIC, STD, YELLOW, 10-30 SKIP, 6"	1.5	GM	\$ 2,165	\$ 3,248
25	RPM'S	1700	EA	\$ 5	\$ 8,347
26	DRIVEWAYS	24	EA	\$ 23,500	\$ 564,000
	<i>SUBTOTAL (Construction):</i>				\$ 7,622,082
	<i>INFLATION FROM 2023 TO 2025 AT 8% PER YEAR</i>				\$ 1,268,314
	<i>SUBTOTAL (Construction):</i>				\$ 8,890,396
	<i>CONTINGENCY (Construction):</i>				\$ 889,040
	TOTAL (Construction):				\$ 9,779,436
	<i>DESIGN & PERMITTING:</i>				\$ 1,466,915
	<i>CONSTRUCTION ENGINEERING & INSPECTIONS (CEI):</i>				\$ 977,944
	TOTAL (Soft Costs):				\$ 2,444,859
	GRAND-TOTAL (All Inclusive):				\$ 12,224,295

**US HWY 441 & CR 235A INTERSECTION IMPROVEMENTS
OPINION OF PROBABLE CONSTRUCTION COST - NOVEMBER - 2023**

ROADWAY IMPROVEMENTS					
FDOT PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
101-1	MOBILIZATION	LS	1	\$ 85,920.44	\$ 85,920.00
102-1	MAINTENANCE OF TRAFFIC	LS	1	\$ 85,920.44	\$ 85,920.00
104-10-3	SEDIMENT BARRIER (STANDARD)	LF	2,200	\$ 2.20	\$ 4,840.00
110-1-1	CLEARING & GRUBBING	AC	0.895	\$ 46,704.79	\$ 41,801.00
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	61	\$ 34.02	\$ 2,075.00
110-7-1	MAILBOX (F&I) (SINGLE)	EA	2	\$ 225.50	\$ 451.00
120-1	REGULAR EXCAVATION	CY	510	\$ 12.19	\$ 6,217.00
120-6	EMBANKMENT	CY	500	\$ 21.00	\$ 10,502.00
160-4	TYPE B STABILIZATION (12")	SY	2,802	\$ 7.52	\$ 21,071.00
285-709	OPTIONAL BASE (BASE GROUP 09) (10")	SY	2,350	\$ 45.86	\$ 107,771.00
334-1-53	SUPERPAVE ASPHALTIC CONCRETE (TYPE SP-19) (TRAFFIC C) (PG 76-22) (3")	TN	388	\$ 190.00	\$ 73,720.00
337-7-83	ASPHALTIC CONCRETE FRICTION COURSE (TYPE FC-12.5) (TRAFFIC C) (PG 76-22) (1.5")	TN	194	\$ 190.00	\$ 36,860.00
425-1-351	INLETS (CURB) (TYPE P-5) (<10')	EA	6	\$ 9,270.89	\$ 55,625.00
425-1-521	INLETS (DT BOTTOM) (TYPE C) (<10')	EA	5	\$ 6,754.19	\$ 33,771.00
425-2-41	MANHOLE (P-7) (<10')	EA	1	\$ 7,216.85	\$ 7,217.00
430-175-118	PIPE CULVERT (OPTIONAL MATERIAL) (ROUND) (18") (S/CD)	LF	1,600	\$ 137.45	\$ 219,915.00
430-984-125	MITERED END SECTION (OPTIONAL ROUND) (18" SD)	EA	1	\$ 3,071.59	\$ 3,072.00
520-1-10	CONCRETE CURB & GUTTER (TYPE F)	LF	1,530	\$ 45.19	\$ 69,141.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS (6" THICK)	SY	61	\$ 99.32	\$ 6,059.00
570-1-2	PERFORMANCE TURF (SOD)	SY	3,350	\$ 4.41	\$ 14,762.00
ROADWAY IMPROVEMENTS SUBTOTAL					\$ 886,710.00
SIGNING & MARKING IMPROVEMENTS					
FDOT PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
700-1-11	SINGLE POST SIGN (F&I) (GROUND MOUNT) (<12 SF)	AS	2	\$ 519.89	\$ 1,039.77
700-1-50	SINGLE POST SIGN (RELOCATE)	AS	4	\$ 311.71	\$ 1,246.85
706-1-3	RETROREFLECTIVE PAVEMENT MARKER (TYPE B)	EA	43	\$ 4.70	\$ 202.24
710-90	PAINTED PAVEMENT MARKING (FINAL SURFACE)	LS	1	\$ 2,336.62	\$ 2,336.62
711-11-125	THERMOPLASTIC (STANDARD) (WHITE) (SOLID) (24") (FOR STOP LINE AND CROSSWALK)	LF	15	\$ 6.66	\$ 99.85
711-11-160	THERMOPLASTIC (STANDARD) (WHITE) (MESSAGE OR SYMBOL)	EA	2	\$ 214.96	\$ 429.91
711-11-170	THERMOPLASTIC (STANDARD) (WHITE) (ARROW)	EA	5	\$ 87.54	\$ 437.70
711-15-101	THERMOPLASTIC (STANDARD-OPEN GRADED ASPHALT SURFACES) (WHITE) (SOLID) (6")	GM	0.474	\$ 6,389.61	\$ 3,028.68
711-15-201	THERMOPLASTIC (STANDARD-OPEN GRADED ASPHALT SURFACES) (YELLOW) (SOLID) (6")	GM	0.106	\$ 6,387.73	\$ 677.10
711-17-1	THERMOPLASTIC (REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS - SURFACE TO REMAIN)	SF	705	\$ 2.62	\$ 1,844.75
SIGNING & MARKING IMPROVEMENTS SUBTOTAL					\$ 11,344.00
TRAFFIC SIGNAL IMPROVEMENTS					
FDOT PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
630-2-11	CONDUIT (F&I) (OPEN TRENCH)	LF	200	\$ 18.38	\$ 3,676.00
632-7-1	SIGNAL CABLE - NEW OR RECONSTRUCTED INTERSECTION (F&I)	PI	1	\$ 10,110.12	\$ 10,110.12
632-7-6	SIGNAL CABLE (REMOVE - INTERSECTION)	PI	1	\$ 2,559.73	\$ 2,559.73
635-2-11	PULL & SPLICE BOX (F&I) (13" x 24" COVER SIZE)	EA	4	\$ 1,618.60	\$ 6,474.41
649-21-21	STEEL MAST ARM ASSEMBLY (F&I) (SINGLE ARM 78')	EA	1	\$ 98,934.09	\$ 98,934.09
650-1-14	TRAFFIC SIGNAL (F&I ALUMINUM) (3 SECTION) (1 WAY)	AS	4	\$ 1,757.98	\$ 7,031.93
653-1-11	PEDESTRIAN SIGNAL (F&I LED COUNTDOWN) (1 WAY)	AS	1	\$ 1,016.02	\$ 1,016.02
700-3-202	SIGN PANEL (F&I OVERHEAD MOUNT) (12-20 SF)	EA	2	\$ 1,594.33	\$ 3,188.65
TRAFFIC SIGNAL IMPROVEMENTS SUBTOTAL					\$ 132,991.00
TOTAL CONSTRUCTION COST					\$ 1,031,045.00
DESIGN & CEI (20%)					\$ 206,209.00
PROJECT CONTINGENCY (20%)					\$ 206,209.00
TOTAL					\$ 1,443,463.00
NOTES:					
MOBILIZATION AND MAINTENANCE OF TRAFFIC WERE DETERMINED BASED UPON THE FOLLOWING ASSUMPTIONS:					
(1) MOBILIZATION - 10% OF CONSTRUCTION COSTS					
(2) MAINTENANCE OF TRAFFIC - 10% OF CONSTRUCTION COSTS					
THE UNIT PRICES WERE DEVELOPED BY REFERENCING THE FOLLOWING:					
(1) FDOT 12-MONTH MOVING 'STATEWIDE' AVERAGES (COST INFORMATION PUBLISHED BETWEEN (10/01/22 - 09/30/23))					
(2) FDOT 6-MONTH MOVING 'STATEWIDE' AVERAGES (COST INFORMATION PUBLISHED BETWEEN (04/01/23 - 09/30/23))					
(3) FDOT 12-MONTH MOVING 'AREA 6' AVERAGES (COST INFORMATION PUBLISHED BETWEEN (10/01/22 - 09/30/23))					
THE ENGINEER HAS NO CONTROL OVER THE COST OF LABOR, MATERIALS, EQUIPMENT, OR OVER THE CONTRACTOR'S METHODS OF DETERMINING PRICES OR OVER COMPETITIVE BIDDING OR MARKET CONDITIONS. OPINIONS OF PROBABLE COSTS PROVIDED HEREIN ARE BASED ON THE INFORMATION KNOWN TO ENGINEER AT THIS TIME AND REPRESENT ONLY THE ENGINEER'S JUDGMENT AS A DESIGN PROFESSIONAL FAMILIAR WITH THE CONSTRUCTION INDUSTRY. THE ENGINEER CANNOT AND DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL CONSTRUCTION COSTS WILL NOT VARY FROM ITS OPINIONS OF PROBABLE COSTS.					

**Road Safety and Commerce Improvement List for Commerce Center Pavement Management Projects
Transportation Capital Improvement Program (Approved May 23, 2023) Within Five (5) Miles of CR 235A**

PMP Road No.	Plan Year	Treatment	Estimated Cost	Miles	Street Name	Begin Location	End Location
<i>Grant Requested Funds</i>	<i>TBD</i>	<i>Rehab (Major)</i>	<i>\$ 13,667,758.00</i>	<i>3.2</i>	<i>NW 173 ST (CR 235A) and US 441 Intersection Improvements</i>	<i>CR235</i>	<i>US 441</i>
Surtax Committed Road Projects							
643440	2024	SE - Rehab (Minor)	\$ 590,182.00	0.80	NW 170 LN	NW 188 ST	US 441
643440	2025	SE - Rejuvenator	\$ 12,515.08		NW 170 LN	NW 188 ST	US 441
643870	2025	SE - Rehab (Minor)	\$ 2,982,178.24	2.70	NW 202 ST	CR 2054	US 441
642350	2026	SE - Reconstruction-FDR	\$ 3,001,481.83	1.00	NW 110 AV	SR 45	NW 234 ST
644283	2026	SE - Rehab (Major)	\$ 7,420,751.51	4.20	CR 235	NW 94 AVE	RACHEL BLVD (CR 2054)
648080	2027	SE - Rehab (Major)	\$ 3,659,364.08	1.10	PEGGY RD	CR 235A	CR 241
644282	2027	SE - Rehab (Major)	\$ 4,088,316.35	2.30	CR 235	NW 62 AVE	NW 94 AVE
642350	2028	SE - Rejuvenator	\$ 20,995.59		NW 110 AV	SR 45	NW 234 ST
647710	2028	SE - Rehab (Major)	\$ 5,042,479.03	2.80	NW 94 AV	CR 235	CR 241
647982	2028	SE - Reconstruction-FDR	\$ 10,860,827.21	3.30	NW COUNTY RD 235A	NW 190 AVE	NW CR 236
648080	2028	SE - Rejuvenator	\$ 50,186.04		PEGGY RD	CR 235A	CR 241
647981	2028	SE - Reconstruction-FDR	\$ 6,564,883.55	2.10	NW COUNTY RD 235A	US 441	NW 190 AVE
643040	2031	SE - Rehab (Major)	\$ 3,309,113.56	2.00	RACHEL BLVD	CR 241	US 441
648031	2031	SE - Rehab (Minor)	\$ 2,731,328.82	2.50	NW COUNTY RD 239	W SR 235	NW 199 AV
642670	2032	SE - Rehab (Major)	\$ 370,109.20	0.20	NW 121 TER	SR 235 NORTH	END OF PAVEMENT
642992	2032	SE - Rehab (Major)	\$ 9,966,019.41	3.60	NW 143 ST	NW 39 AV	NW 94 AV
643040	2032	SE - Rejuvenator	\$ 45,382.56		RACHEL BLVD	CR 241	US 441
643600	2032	SE - Rehab (Major)	\$ 9,424,840.41	3.40	NW 182 AV (POE SPRINGS RD)	NW SR 45	NW 298 ST
648031	2032	SE - Rejuvenator	\$ 57,919.06		NW COUNTY RD 239	W SR 235	NW 199 AV
Total Investment (2023 -			\$ 70,198,873.53	32.00			



MEMORANDUM

To: Carlos Nieto, P.E.
Florida Department of Transportation

From: Vincent Spahr, PE, RSP₁
Kimley-Horn and Associates, Inc.

Date: September 28, 2023

Subject: US 441& CR 235A – Stage 1 Intersection Control Evaluation

The purpose of this memorandum is to summarize the Stage 1 Intersection Control Evaluation (ICE) Study performed for the intersection of US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street in Alachua, Florida. This Stage 1 ICE Study was completed in accordance with procedures outlined in the Florida Department of Transportation (FDOT) *Manual on Intersection Control Evaluation 2023*.

Background

A Traffic Impact Analysis (TIA) was completed for a proposed distribution center in the Alachua Commerce Center on NW 115th Avenue in Alachua, Florida. The TIA identified a background capacity deficiency at the intersection of US 441 and CR 235A, which may require geometrical improvements to accommodate future traffic conditions from already approved developments, including Briarwood Phases 1-3, Tomoka Hills, and Santa Fe Crossings, among others. Without capacity improvements, the intersection would be expected to operate with LOS F under year 2025 background AM peak hour and PM peak hour conditions. The *Manual on Intersection Control Evaluation 2023* requires an ICE study when proposing major geometric improvements on a state road intersection.

This Stage 1 ICE Study is focused on the US 441 and CR 235A intersection, located less than one mile west of the I-75 and US 441 interchange in the City of Alachua. The contextual classification of US 441 is C2 (Rural) west of the intersection and C3C (Suburban Commercial) east of the intersection. Santa Fe High School is located in the northeast quadrant of the intersection. The frequency of bus traffic traveling to and from Santa Fe High School and tractor-trailer traffic traveling between the interstate and the industrial uses on CR 235A preclude the consideration of intersection controls that are heavily reliant on U-turn movements.

At the subject intersection, US 441 is a four-lane divided roadway with a 45-mph speed limit. The westbound US 441 approach is within a school zone that restricts the speed limit to 35 mph during school pickup and drop-off periods. CR 235A is a two-lane undivided roadway with a 45-mph southbound speed limit and a 50-mph northbound speed limit. The eastbound and westbound US 441 approaches each feature two through lanes, a dedicated left-turn lane, and a dedicated right-turn lane. The northbound CR 235A approach features a dedicated left-turn lane, a through lane, and a dedicated right-turn lane. The southbound CR 235A approach features a dedicated left-turn lane and a shared through/right-turn lane. An aerial depiction of the subject intersection is shown in **Figure 1**.



Figure 1: US 441 & CR 235A Intersection

Data Collection and Volume Development

Turning movement volumes collected on Wednesday, May 17, 2023, were utilized to develop existing AM peak hour and PM peak hour traffic volumes at US 441 and CR 235A. The turning movement counts are provided in **Attachment A**.

Historical crash data from 2018 through 2022 were obtained from the University of Florida's *Signal Four Analytics* web application within the extent of the subject intersection. Raw crash data is provided in **Attachment A**.

The TIA performed for the proposed distribution center applied an areawide annual growth rate of 2.57% to forecast existing (2023) traffic volumes to future year 2025, which serves as the Opening Year for this Stage 1 ICE Study. Project traffic from the proposed distribution center is also included in the Opening Year (2025) turning movement volumes utilized in this analysis. The annual growth rate for forecasting Design Year (2045) traffic volumes was calculated based on future travel demand model volumes from the Gainesville Urbanized Area Transportation (GUATS) Model. The GUATS model considers socioeconomic and network conditions in baseline year 2015 and future year 2045 to forecast daily travel demand volumes on area roadways. Baseline year 2015 volumes and future year 2045 volumes from the GUATS model output were compared to determine growth rates on each of the legs of the subject intersection. A weighted average annual growth rate of 0.90% is utilized to forecast future traffic volumes for the Design Year (2045) for this Stage 1 ICE Study. Volume development worksheets for Opening Year (2025) and Design Year (2045) are provided in **Attachment B**.

CAP-X Tool

The operational performance of the subject intersection was evaluated under Opening Year (2025) AM peak hour and PM peak hour conditions using the CAP-X tool. Three (3) control strategies were evaluated: (1) the existing traffic signal with an additional northbound left-turn lane, (2) an alternative configuration traffic signal with an additional northbound left-turn lane and an additional westbound left-turn lane, and (3) a partial (east-west) displaced left turn configuration. The volume-to-capacity (V/C) ratios under Opening Year (2025) conditions, as determined with the CAP-X tool, are summarized in **Table 1**, and the CAP-X worksheets are provided in **Attachment C**.

Table 1: Opening Year (2025) CAP-X Tool Results Summary

Control Strategy	Opening Year AM Peak Hour V/C	Opening Year PM Peak Hour V/C
Traffic Signal	0.93	0.86
Traffic Signal – Alternative configuration	0.87	0.86
Partial Displaced Left Turn	0.78	0.79

The CAP-X tool indicates that the baseline traffic signal would be expected to provide sufficient capacity to accommodate Opening Year (2025) AM peak hour and PM peak hour traffic volumes. CAP-X results differ from the TIA findings, which used Synchro 11 software and included more factors such as signal timing and phasing. Results from the TIA indicated that the eastbound through movement would be expected to operate with a V/C ratio of 1.20 under Opening Year (2025) AM peak hour conditions and the westbound through movement would be expected to operate with a V/C ratio of 1.06 under Opening Year (2025) PM peak hour conditions without capacity improvements at the subject intersection. The CAP-X tool provides only an overall intersection V/C, whereas Synchro reports V/C ratios for each movement.

The alternative configuration traffic signal and the partial displaced left turn alternative would be expected to have V/C ratios less than 1.00 under Opening Year (2025) AM peak hour and PM peak hour conditions according to the CAP-X tool. The partial displaced left-turn alternative would provide the lowest V/C ratio for both the AM and the PM peak hours.

The CAP-X tool was similarly applied considering Design Year (2045) traffic volume projections. The V/C ratios under Design Year (2045) conditions, as determined with the CAP-X tool, are summarized in **Table 2** and the CAP-X worksheets are provided in **Attachment C**.

Table 2: Design Year (2045) CAP-X Tool Results Summary

Control Strategy	Design Year AM Peak Hour V/C	Design Year PM Peak Hour V/C
Traffic Signal	1.03	0.95
Traffic Signal – Alternative configuration	0.98	0.95
Partial Displaced Left Turn	0.86	0.88

The CAP-X tool indicates that the baseline traffic signal would be expected to provide sufficient capacity to accommodate Design Year (2045) PM peak hour traffic volumes but would not be expected to provide sufficient capacity to accommodate Design Year (2045) AM peak hour traffic volumes.

The alternative configuration traffic signal and the partial displaced left turn alternative would be expected to have V/C ratios less than 1.00 under Design Year (2045) AM peak hour and PM peak hour conditions according to the CAP-X tool. The partially displaced left-turn alternative would provide the lowest V/C ratio for both AM peak hour and the PM peak hour.

SPICE Tool

The safety performance of the subject intersection was evaluated under Opening Year (2025) and Design Year (2045) conditions using the Safety Performance for Intersection Control Evaluation (SPICE) tool. Historical crash data was input into the SPICE tool for the Empirical Bayes analysis, which calibrates the actual safety performance of the existing intersection to the expected safety performance of the intersection upon project buildout. The SPICE Tool results are summarized in **Table 3** and provided in **Attachment C**. The crash estimates in **Table 3** represent the expected number of crashes over the project life cycle (20 years) for each alternative based on the geometrical inputs and the forecasted Opening Year (2025) and Design Year (2045) traffic volumes.

Table 3 also includes the Safe System for Intersection (SSI) Score for each alternative under Design Year (2045) conditions. The SSI Score is a method of quantifying how an intersection control contributes to Safe System-based principles, such as kinetic energy management and simplified decision-making for different road users. Higher SSI score values are preferred.

Table 3: SPICE Tool Results Summary

Control Strategy	Overall Crashes	Fatal & Injury Crashes	SSI Score (Design Year)
Traffic Signal	349.20	96.91	75
Traffic Signal – Alternative configuration	349.26	96.97	75
Partial Displaced Left Turn	307.30	85.28	60

The partial displaced left turn is expected to have the lowest crash rate for overall crashes and for fatal and injury crashes. The two traditional traffic signals would be expected to have almost identical crash rates over the project life cycle. Adding a second westbound left-turn lane would be expected to have negligible impact on safety outcomes at the intersection.

The partial displaced left turn alternative was found to have the lowest SSI Score, in large part due to the additional lanes pedestrians may need to cross and the fact that the direction of vehicle traffic may be counterintuitive to those pedestrians.

Conclusion and Recommendation

This Stage 1 ICE study was completed for the intersection of US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street in Alachua, Florida. Three intersection control alternatives were evaluated for this ICE study: (1) the existing traffic signal with an additional northbound left-turn lane, (2) an alternative configuration traffic signal with an additional northbound left-turn lane and an additional westbound left-turn lane, and (3) a partial (east-west) displaced left turn configuration.

Traffic volumes for the ICE study were determined based on traffic data collected in May 2023, background traffic volumes committed to approved developments in Alachua (as provided by the City), and travel demand model growth projected through Design Year (2045).

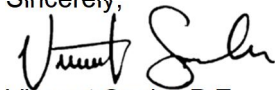
The CAP-X tool indicated that any of the three intersection control alternatives would provide adequate capacity (V/C ratio less than 1.00) under Opening Year (2025) conditions. Under Design Year (2045) conditions, however, the baseline traffic signal alternative would be expected to operate with a V/C ratio greater than 1.00 during the AM peak hour. The alternative configuration traffic signal and the partial displaced left turn alternatives would be expected to provide adequate capacity under Design Year (2045) conditions.

The SPICE tool indicated that the two traffic signal alternatives would be expected to experience approximately 97 fatal and injury crashes and 349 overall crashes over the project life cycle and that the partial displaced left turn alternative would be expected to experience approximately 85 fatal and injury crashes and 307 overall crashes over the project life cycle. The SSI score for the traditional signal alternatives was 75 and for the partial displaced left turn was 60. The SSI score is intended to align design decisions with a Safe System-based approach, including such factors as kinetic energy management and simplified decision-making for different road users.

Although the partial displaced left turn alternative has some favorable CAP-X and SPICE results, the low SSI score, the proximity to Santa Fe High School, and the access management impacts associated with a partial displaced left turn at the intersection of US 441 and CR 235A suggest that ***the traditional traffic signal with alternative configuration (additional westbound left-turn lane) is the most viable solution*** at the subject intersection. The alternative configuration traffic signal would be expected to provide adequate capacity and can safely accommodate pedestrians, bicyclists, buses, and tractor-trailers. Note that a second southbound receiving lane on CR 235A will be necessary to accommodate the second westbound left-turn lane included in this recommendation.

The Stage 1 ICE Forms are included in **Attachment C**. Please feel free to reach out with any questions or clarifications on the assumptions and analyses provided herein.

Sincerely,



Vincent Spahr, P.E.

Attachments: Attachment A – Data Collection
Attachment B – Volume Development Worksheets
Attachment C – Stage 1 ICE Forms

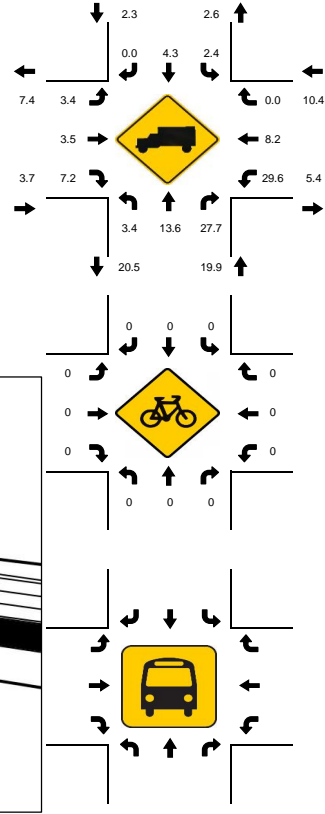
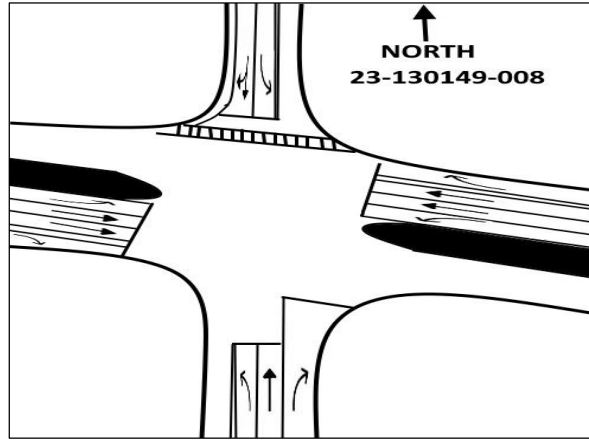
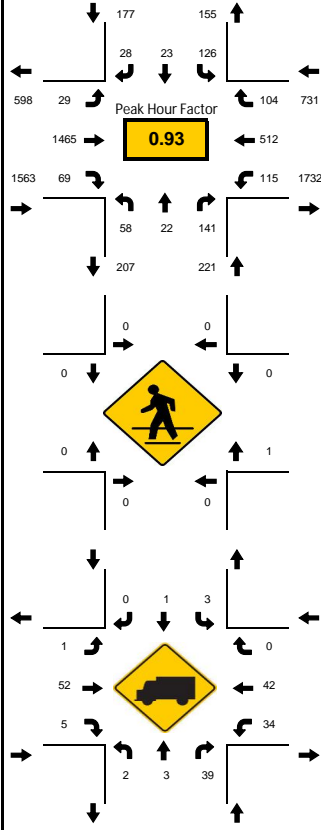
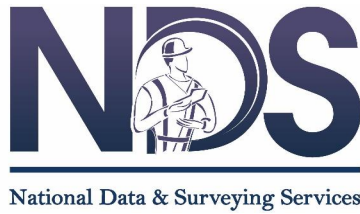


ATTACHMENT A:
DATA COLLECTION

LOCATION: CR 235A/NW 173rd St & US Hwy 441
 CITY/STATE: Alachua, FL

PROJECT ID: 23-130149-008
 DATE: Wed, May 17, 2023

Peak-Hour: 07:15 am - 08:15 am
 Peak 15-Minute: 07:45 AM - 08:00 AM

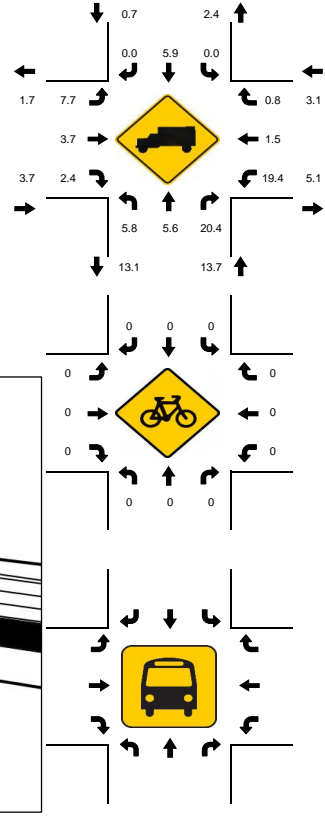
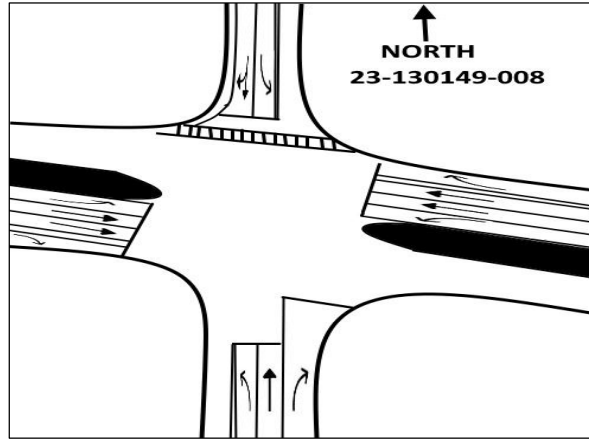
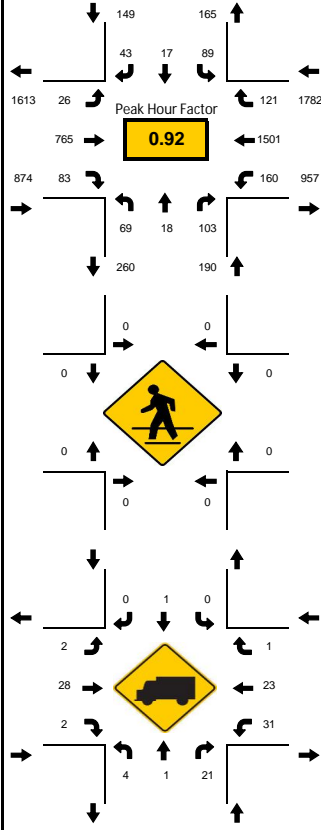
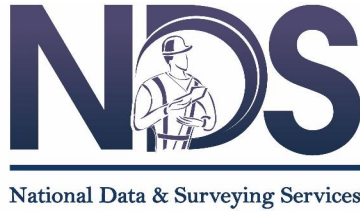


15-Min Count Period Beginning At	CR 235A/NW 173rd St Northbound					CR 235A/NW 173rd St Southbound					US Hwy 441 Eastbound					US Hwy 441 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	14	5	29	0		27	1	2	0		2	368	18	0		29	86	5	1		587	2682
7:15 AM	12	4	34	0		29	5	4	0		6	402	19	0		27	101	15	4		662	2692
7:30 AM	21	6	37	0		35	8	7	0		4	380	15	0		28	138	26	4		709	2567
7:45 AM	12	3	36	0		42	6	8	0		11	382	21	0		25	147	29	2		724	2528
8:00 AM	13	9	34	0		20	4	9	0		8	301	14	0		23	126	34	2		597	2449
8:15 AM	5	12	29	0		36	6	7	0		23	246	9	0		15	105	42	2		537	1852
8:30 AM	11	25	26	0		52	7	16	0		48	258	11	0		21	137	55	3		670	1315
8:45 AM	11	28	25	0		48	11	29	0		49	201	13	0		18	115	95	2		645	645
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	84	36	148	0		168	32	36	0		44	1608	84	0		112	588	136	16		3092	
Heavy Trucks	4	8	48	0		8	4	0	0		4	64	12	0		40	44	0	0		236	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		4	0	0	0		4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

LOCATION: CR 235A/NW 173rd St & US Hwy 441
 CITY/STATE: Alachua, FL

PROJECT ID: 23-130149-008
 DATE: Wed, May 17, 2023

Peak-Hour: 05:00 pm - 06:00 pm
 Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	CR 235A/NW 173rd St Northbound					CR 235A/NW 173rd St Southbound					US Hwy 441 Eastbound					US Hwy 441 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	3	36	0		14	4	3	0		8	178	11	0		28	291	30	1		624	2622
4:15 PM	28	2	34	0		16	1	9	0		4	173	7	0		33	317	24	1		649	2816
4:30 PM	22	6	52	0		30	9	11	0		7	160	12	1		45	324	22	1		702	2917
4:45 PM	18	7	30	0		23	5	15	0		6	157	14	0		43	305	23	1		647	2926
5:00 PM	15	3	31	0		26	8	9	0		6	217	27	0		51	387	38	0		818	2995
5:15 PM	23	7	26	0		24	5	14	0		6	183	22	0		44	372	24	0		750	2177
5:30 PM	15	2	19	0		22	1	10	0		5	197	14	0		35	364	27	0		711	1427
5:45 PM	16	6	27	0		17	3	10	0		8	168	20	1		29	378	32	1		716	716
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	92	28	124	0		104	32	56	0		32	868	108	4		204	1548	152	4		3356	
Heavy Trucks	8	4	24	0		0	4	0	0		8	36	4	0		48	36	4	0		176	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

S4 CRASH DATA DETAIL 2018 - 2022

Location: US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street
 Period: 1/1/2018 to 12/31/2022

City: Alachua
 County: Alachua

No.	HSMV No.	Location	Date	Day of Week	Time	Type	# of Fatalities	# of Injuries	Severity	Lighting	Wet/Dry	Alcohol/Drugs	Distracted Driving
1	87400607	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/12/2018	Friday	2:25:00 PM	Left Entering	1	1	Fatal	Daylight	Wet	No	No
2	87400619	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/28/2018	Sunday	12:40:00 PM	Rear End	0	2	Injury	Daylight	Dry	No	No
3	87400695	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/11/2018	Wednesday	4:20:00 PM	Rear End	0	1	Injury	Daylight	Dry	No	No
4	87400710	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/19/2018	Thursday	8:08:00 PM	Rear End	0	2	Injury	Dark - Not Lighted	Dry	No	No
5	87813946	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/18/2018	Wednesday	4:57:00 PM	Rear End	0	1	Injury	Daylight	Wet	No	No
6	87813945	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/21/2018	Saturday	10:10:00 PM	Left Entering	0	1	Injury	Dark - Not Lighted	Dry	No	No
7	87813950	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/26/2018	Thursday	4:57:00 PM	Rear End	0	2	Injury	Daylight	Dry	No	No
8	87813951	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/26/2018	Thursday	5:09:00 PM	Rear End	0	2	Injury	Daylight	Dry	No	No
9	87814004	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/11/2018	Tuesday	10:13:00 AM	Same Direction Sideswipe	0	1	Injury	Daylight	Dry	No	No
10	87814020	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/25/2018	Tuesday	3:30:00 PM	Rear End	0	1	Injury	Daylight	Dry	No	No
11	87814026	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/26/2018	Wednesday	3:20:00 PM	Rear End	0	2	Injury	Daylight	Dry	Yes	No
12	87814038	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	10/12/2018	Friday	2:50:00 PM	Rear End	0	1	Injury	Daylight	Dry	No	No
13	87814047	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	10/23/2018	Tuesday	3:20:00 PM	Rear End	0	1	Injury	Daylight	Wet	No	Yes
14	87814069	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/2/2018	Friday	3:44:00 PM	Right Angle	0	2	Injury	Daylight	Wet	No	No
15	87814074	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/19/2018	Monday	5:57:00 AM	Same Direction Sideswipe	0	0	PDO	Dark - Lighted	Wet	No	No
16	87814082	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/28/2018	Wednesday	6:00:00 PM	Rear End	0	0	PDO	Dark - Lighted	Dry	No	No
17	87814083	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/29/2018	Thursday	8:55:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
18	87814088	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/4/2018	Tuesday	2:31:00 PM	Same Direction Sideswipe	0	0	PDO	Daylight	Dry	No	No
19	87814097	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/13/2018	Thursday	3:15:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
20	87814122	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/1/2019	Tuesday	2:00:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
21	87814123	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/5/2019	Saturday	6:55:00 AM	Unknown	0	0	PDO	Dusk	Dry	No	No
22	87814143	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/23/2019	Wednesday	9:58:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
23	88833767	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	2/13/2019	Wednesday	4:05:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
24	89038150	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/13/2019	Saturday	5:22:00 AM	Same Direction Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No	No
25	89038174	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/29/2019	Monday	5:30:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	Yes
26	89038180	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	5/4/2019	Saturday	8:50:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
27	89038201	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	6/4/2019	Tuesday	12:30:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
28	89038220	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	6/24/2019	Monday	2:40:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
29	89038228	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/4/2019	Thursday	9:32:00 PM	Rear End	0	0	PDO	Dark - Not Lighted	Wet	No	No
30	89038313	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/25/2019	Wednesday	8:00:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
31	89038312	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/25/2019	Wednesday	8:10:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
32	89038318	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/30/2019	Monday	4:25:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
33	89038326	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	10/10/2019	Thursday	5:50:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
34	89038355	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/8/2019	Friday	5:50:00 AM	Rear End	0	0	PDO	Dawn	Dry	No	No
35	89038371	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/19/2019	Tuesday	3:00:00 PM	Rollover	0	0	PDO	Daylight	Dry	No	No
36	89038369	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/20/2019	Wednesday	12:47:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	Yes
37	89038394	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/13/2019	Friday	11:32:00 PM	Rear End	0	0	PDO	Dark - Not Lighted	Dry	No	No
38	89038396	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/14/2019	Saturday	3:05:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
39	88257159	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/16/2020	Thursday	6:34:00 AM	Animal	0	0	PDO	Dark - Not Lighted	Dry	No	No
40	89038423	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/16/2020	Thursday	4:25:00 PM	Off Road	0	0	PDO	Daylight	Dry	No	No
41	89038446	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	2/13/2020	Thursday	10:10:00 AM	Backed Into	0	0	PDO	Daylight	Dry	No	No
42	89038450	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	2/17/2020	Monday	9:55:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
43	89038488	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/13/2020	Monday	7:31:00 AM	Backed Into	0	0	PDO	Daylight	Dry	No	No
44	89038508	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	5/18/2020	Monday	8:07:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	Yes
45	89038546	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/6/2020	Monday	8:55:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
46	89038565	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/30/2020	Thursday	6:34:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
47	24002110	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	8/21/2020	Friday	12:30:00 PM	Rear End	0	0	PDO	Daylight	Wet	No	No
48	88385817	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/29/2020	Tuesday	11:04:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	Yes
49	24002172	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	10/24/2020	Saturday	9:45:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	No
50	24002197	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/18/2020	Wednesday	4:46:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	Yes
51	24002213	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/9/2020	Wednesday	7:02:00 AM	Rear End	0	0	PDO	Daylight	Dry	No	Yes
52	24002271	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	2/5/2021	Friday	9:00:00 AM	Same Direction Sideswipe	0	0	PDO	Daylight	Wet	No	No
53	24002307	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	3/18/2021	Thursday	2:41:00 PM	Right/Left	0	0	PDO	Dusk	Wet	No	No
54	24002314	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	3/23/2021	Tuesday	5:33:00 PM	Left Rear	0	0	PDO	Daylight	Dry	No	No
55	24002323	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/2/2021	Friday	8:00:00 AM	Other	0	0	PDO	Daylight	Dry	No	No
56	24002327	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/7/2021	Wednesday	3:02:00 PM	Left Entering	0	0	PDO	Daylight	Dry	No	No
57	24002357	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/26/2021	Monday	1:00:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
58	24002375	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	5/11/2021	Tuesday	6:05:00 PM	Rear End	0	0	PDO	Daylight	Wet	No	No
59	24002443	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/13/2021	Tuesday	4:57:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
60	24002492	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	8/30/2021	Monday	4:39:00 PM	Same Direction Sideswipe	0	0	PDO	Daylight	Dry	No	No
61	24002505	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	9/15/2021	Wednesday	5:50:00 PM	Rear End	0	0	PDO	Dark - Lighted	Wet	No	No
62	24002532	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	10/6/2021	Wednesday	8:40:00 AM	Backed Into	0	0	PDO	Daylight	Dry	No	Yes
63	24002602	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/7/2021	Tuesday	6:10:00 PM	Off Road	0	0	PDO	Dark - Not Lighted	Dry	No	No
64	24593597	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/7/2022	Friday	12:36:00 PM	Parked Vehicle	0	0	PDO	Daylight	Dry	No	No
65	24593605	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	1/13/2022	Thursday	7:45:00 PM	Backed Into	0	0	PDO	Dark - Not Lighted	Dry	No	No
66	24593682	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	4/1/2022	Friday	5:10:00 PM	Backed Into	0	0	PDO	Daylight	Wet	No	No
67	24593726	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	5/11/2022	Wednesday	12:59:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
68	24593723	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	5/12/2022	Thursday	2:21:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
69	24593728	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	5/18/2022	Wednesday	12:15:00 AM	Rear End	0	0	PDO	Dark - Lighted	Dry	No	Yes
70	24593782	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/6/2022	Wednesday	6:00:00 AM	Other	0	0	PDO	Daylight	Dry	No	No
71	24593802	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	7/30/2022	Saturday	9:10:00 PM	Opposing Sideswipe	0	0	PDO	Dark - Not Lighted	Dry	No	No
72	24593861	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	10/9/2022	Sunday	4:47:00 PM	Rear End	0	0	PDO	Daylight	Dry	No	No
73	24593895	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/1/2022	Tuesday	7:30:00 PM	Rear End	0	3	Injury	Dark - Not Lighted	Dry	Yes	No
74	25002987	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/9/2022	Wednesday	4:31:00 PM	Rear End	0	1	Injury	Daylight	Dry	No	No
75	24593914	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	11/20/2022	Sunday	8:00:00 PM	Same Direction Sideswipe	0	2	Injury	Dark - Lighted	Dry	No	Yes
76	24593942	US 441/SR 20/Martin Luther King Boulevard and CR 235A/NW 173rd Street	12/19/2022	Monday	2:35:00 AM	Rear End	0	2	Injury	Dark - Lighted	Dry	No	No



ATTACHMENT B:

VOLUME DEVELOPMENT WORKSHEETS

Volume Development Worksheet Opening Year (2025)

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: CR 235A & US 441
 COUNT DATE: May 17, 2023
 AM PEAK HOUR FACTOR: 0.93
 PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Raw Turning Movements	0	29	1,465	69	12	103	512	104	58	22	141	126	23	28
Peak Season Conversion Factor	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
AM EXISTING CONDITIONS	0	30	1,509	71	12	106	527	107	60	23	145	130	24	29

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
PM Raw Turning Movements	1	25	765	83	1	159	1,501	121	69	18	103	89	17	43
Peak Season Conversion Factor	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
PM EXISTING CONDITIONS	1	26	788	85	1	164	1,546	125	71	19	106	92	18	44

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Progress Park Parcel G & H Site Plan			7				7							
Alchem Building 4 SP		0	3	0		2	11	2	0	0	1	1	0	0
Polaris Building Addition SP														
Savannah Station Phase 2B Final Plat														
Savannah Station Phase 2C Final Plat														
Alachua Tire SP			6			1	6	1			1	1		
Carmel Car Wash SP			12		0	2	12	2			2	2		
Dairy Queen SP			13		0	3	13	3			3	3		
Peggy Road RD Preliminary Plat														
Waco 250 Building SP				1		3			1	1	3		1	
Briarwood Phases 1-3		9	257	36			173		24					6
Fletcher Trace														
Tomoka Hills			33				5					3		
Santa Fe Crossing		22	131			69	69		87	22				46
TOTAL "VESTED" TRAFFIC	0	31	462	37	0	80	296	8	112	23	10	10	47	6

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%
AM BACKGROUND TRAFFIC GROWTH	0	2	79	4	1	6	27	6	3	1	8	7	1	2

AM NON-PROJECT TRAFFIC	0	63	2,050	112	13	192	850	121	175	47	163	147	72	37
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Progress Park Parcel G & H Site Plan			7				7							
Alchem Building 4 SP		0	3	0		1	13	1	0	0	1	1	0	0
Polaris Building Addition SP														
Savannah Station Phase 2B Final Plat														
Savannah Station Phase 2C Final Plat														
Alachua Tire SP			8			1	8	1			1	1		
Carmel Car Wash SP			14		0	2	14	1			2	1		
Dairy Queen SP			15			2	15	1			2	1		
Peggy Road RD Preliminary Plat														
Waco 250 Building SP				2		3			2	0	3			
Briarwood Phases 1-3		12	355	50			404		57					14
Fletcher Trace														
Tomoka Hills			6				31	3				1		
Santa Fe Crossing		8	192			95	100		80	8				16
TOTAL "VESTED" TRAFFIC	0	20	600	52	0	104	592	7	139	8	9	5	16	14

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%	2.6%
PM BACKGROUND TRAFFIC GROWTH	0	1	41	4	0	9	80	7	4	1	6	5	1	2

PM NON-PROJECT TRAFFIC	1	47	1,429	141	1	277	2,218	139	214	28	121	102	35	60
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Net New	Entering				17.0%		16.0%							2.0%	
Distribution	Exiting								17.0%	2.0%	16.0%				

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Net New	Entering				17.0%		16.0%							2.0%	
Distribution	Exiting								17.0%	2.0%	16.0%				

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Project	Net New				26		24			6	1	5		3	
AM TOTAL PROJECT TRAFFIC		0	0	0	26	0	24	0	0	6	1	5	0	3	0

AM TOTAL TRAFFIC	0	63	2,050	138	13	216	850	121	181	48	168	147	75	37
AM TOTAL TRAFFIC (round up to 5)	0	65	2,050	140	15	220	850	125	185	50	170	150	75	40

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Project	Net New				12		12			20	2	19		2	
PM TOTAL PROJECT TRAFFIC		0	0	0	12	0	12	0	0	20	2	19	0	2	0

PM TOTAL TRAFFIC	1	47	1,429	153	1	289	2,218	139	234	30	140	102	37	60
PM TOTAL TRAFFIC (round up to 5)	5	50	1,430	155	5	290	2,220	140	235	30	140	105	40	60

Volume Development Worksheet Design Year (2045)

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: CR 235A & US 441
 COUNT DATE: May 17, 2023
 AM PEAK HOUR FACTOR: 0.93
 PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Raw Turning Movements	0	29	1,465	69	12	103	512	104	58	22	141	126	23	28
Peak Season Conversion Factor	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
AM EXISTING CONDITIONS	0	30	1,509	71	12	106	527	107	60	23	145	130	24	29

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
PM Raw Turning Movements	1	25	765	83	1	159	1,501	121	69	18	103	89	17	43
Peak Season Conversion Factor	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
PM EXISTING CONDITIONS	1	26	788	85	1	164	1,546	125	71	19	106	92	18	44

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Progress Park Parcel G & H Site Plan			7				7							
Alchem Building 4 SP		0	3	0		2	11	2	0	0	1	1	0	0
Polaris Building Addition SP														
Savannah Station Phase 2B Final Plat														
Savannah Station Phase 2C Final Plat														
Alachua Tire SP			6			1	6	1			1	1		
Carmel Car Wash SP			12		0	2	12	2			2	2		
Dairy Queen SP			13		0	3	13	3			3	3		
Peggy Road RD Preliminary Plat														
Waco 250 Building SP				1		3			1	1	3		1	
Briarwood Phases 1-3		9	257	36			173		24					6
Fletcher Trace														
Tomoka Hills			33				5					3		
Santa Fe Crossing		22	131			69	69		87	22				46
TOTAL "VESTED" TRAFFIC	0	31	462	37	0	80	296	8	112	23	10	10	47	6

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%
AM BACKGROUND TRAFFIC GROWTH	0	7	329	15	3	23	115	23	13	5	32	28	5	6

AM NON-PROJECT TRAFFIC	0	68	2,300	123	15	209	938	138	185	51	187	168	76	41
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Progress Park Parcel G & H Site Plan			7				7							
Alchem Building 4 SP		0	3	0		1	13	1	0	0	1	1	0	0
Polaris Building Addition SP														
Savannah Station Phase 2B Final Plat														
Savannah Station Phase 2C Final Plat														
Alachua Tire SP			8			1	8	1			1	1		
Carmel Car Wash SP			14		0	2	14	1			2	1		
Dairy Queen SP			15			2	15	1			2	1		
Peggy Road RD Preliminary Plat														
Waco 250 Building SP				2		3			2	0	3			
Briarwood Phases 1-3		12	355	50			404		57					14
Fletcher Trace														
Tomoka Hills			6				31	3				1		
Santa Fe Crossing		8	192			95	100		80	8				16
TOTAL "VESTED" TRAFFIC	0	20	600	52	0	104	592	7	139	8	9	5	16	14

Years To Buildout	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Yearly Growth Rate	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%
PM BACKGROUND TRAFFIC GROWTH	0	6	172	19	0	36	337	27	15	4	23	20	4	10

PM NON-PROJECT TRAFFIC	1	52	1,560	156	1	304	2,475	159	225	31	138	117	38	68
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Net New	Entering				17.0%		16.0%								2.0%
Distribution	Exiting								17.0%	2.0%	16.0%				

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Net New	Entering				17.0%		16.0%								2.0%
Distribution	Exiting								17.0%	2.0%	16.0%				

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Project	Net New				26		24			6	1	5		3	
AM TOTAL PROJECT TRAFFIC		0	0	0	26	0	24	0	0	6	1	5	0	3	0

AM TOTAL TRAFFIC	0	68	2,300	149	15	233	938	138	191	52	192	168	79	41
AM TOTAL TRAFFIC (round up to 5)	0	70	2,300	150	15	235	940	140	195	55	195	170	80	45

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LAND USE	TYPE														
Project	Net New				12		12			20	2	19		2	
PM TOTAL PROJECT TRAFFIC		0	0	0	12	0	12	0	0	20	2	19	0	2	0

PM TOTAL TRAFFIC	1	52	1,560	168	1	316	2,475	159	245	33	157	117	40	68
PM TOTAL TRAFFIC (round up to 5)	5	55	1,560	170	5	320	2,475	160	245	35	160	120	40	70



ATTACHMENT C:
STAGE 1 ICE FORMS

Florida Department of Transportation Intersection Control Evaluation (ICE) Form Stage 1: Screening

Intersection Control Evaluation Form 750-010-30

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.


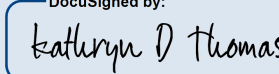
Project Name	CR 235A and US 441 Alternatives			FDOT Project #			
Submitted By	Vincent E. Spahr, PE, RSP1		Agency/Company	Kimley-Horn and Associates, Inc.	Date	9/28/2023	
Email	Vincent.Spahr@kimley-horn.com		FDOT District	District 2	County	Alachua	
Project Locality (City/Town/Village)	Alachua						
Intersection Type	At-Grade Intersection		FDOT Context Classification	C3C - Suburban Commercial			
Project Funding Source	Non-federal		Project Type	Land Development Project			
Project Purpose (What is the catalyst for this project and why is it being undertaken?)	A traffic impact analysis was conducted for a proposed distribution center in Alachua, and the background conditions at the intersection of US 441 and CR 235A indicated that geometrical improvements may be required to accommodate future (2025) background traffic conditions, which include vested project traffic from Briarwood Phases 1-3, Tomoka Hills, and Santa Fe Crossings, among others. Without improvements, the intersection would be expected to operate with LOS F under future background AM peak hour and PM peak hour conditions.						
Project Setting Description (Describe the area surrounding the intersection)	The study intersection is located less than one mile west of the I-75 and US 441 interchange in the City of Alachua. The contextual classification of US 441 is C2 (Rural) west of the intersection and C3C (Suburban Commercial) east of the intersection. Santa Fe High School is located northeast of the intersection.						
Multimodal Context (Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)	Based on traffic data collected for the traffic impact analysis, pedestrian and bicycle traffic at the study intersection are minimal. The intersection has a crosswalk on the north leg, but there are only sidewalks on the east side of the north leg and on the north side of the east leg. There are on-street bicycle lanes on the US 441 eastbound and westbound approaches. The proximity of the High School and planned residential development to the northwest may ultimately lead to additional pedestrian and bicycle traffic at the study intersection.						

Major Street Information										
Route #:	US 441	Route Name(s)	US 441 / SR 20 / Martin Luther King Blvd				Milepost			
Existing Control Type	Signal		Existing AADT	35,800	Design Year AADT	41,800				
Design Vehicle	Interstate Semitrailer (WB-62)		Control Vehicle	Interstate Semitrailer (WB-62)						
Primary Functional Classification	Rural Principal Arterial - Other				Design Speed (mph)	45				
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]					
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?	No		Left-Through	0	Left	70	Left	60	
	On-Street Bike Facilities?	Yes		Through	2	Through	2,300	Through	1,560	
	Multi-Use Path?	No		Left-Through-Right	0	Right	150	Right	170	
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		4.0%		
	Bus Stop on Approach?	No		Right-Turn	1					
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	One side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?	No		Left-Through	0	Left	250	Left	325	
	On-Street Bike Facilities?	Yes		Through	2	Through	940	Through	2,475	
	Multi-Use Path?	No		Left-Through-Right	0	Right	140	Right	160	
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		6.5%		
	Bus Stop on Approach?	No		Right-Turn	1					

Minor Street Information										
Route #:	CR235A	Route Name(s)	CR235A, NW 173rd St				Milepost (if app.)			
Existing Control Type	Signal		Existing AADT	5,800	Design Year AADT	8,900				
Design Vehicle	Interstate Semitrailer (WB-62)			Control Vehicle	Interstate Semitrailer (WB-62)					
Primary Functional Classification			Rural Minor Collector			Design Speed (mph)	45			
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?	No		Left-Through	0	Left		Left		
	On-Street Bike Facilities?	No		Through	1	195		245		
	Multi-Use Path?	No		Left-Through-Right	0	Through		Through		
	Scheduled Bus Service?	No		Through-Right	0	Right		Right		
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		17.0%		
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	One side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?	Yes		Left-Through	0	Left		Left		
	On-Street Bike Facilities?	No		Through	0	170		120		
	Multi-Use Path?	No		Left-Through-Right	0	Through		Through		
	Scheduled Bus Service?	Yes		Through-Right	1	Right		Right		
	Bus Stop on Approach?	No		Right-Turn	0	Daily Truck %		2.0%		
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?			Left-Through		Left		Left		
	On-Street Bike Facilities?			Through		Through		Through		
	Multi-Use Path?			Left-Through-Right		Right		Right		
	Scheduled Bus Service?			Through-Right		Right		Right		
	Bus Stop on Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
From 2018 to 2022 there were 76 crashes at the studied intersection. There were 58 property damage only crashes, 10 possible injury, and 3 non-incapacitating injury, and 1 fatal crash. Two crashes were classified as alcohol-related. Rear-end crashes (49) and sideswipe crashes (8) accounted for 75% of the overall crashes. The fatal crash involved an eastbound truck running a red light and crashing with a northbound left-turning truck.

Control Strategy Evaluation								
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.								
Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled							No	Existing intersection is signalized
All-Way Stop-Controlled							No	Existing intersection is signalized
Signalized Control	1.03	0.95	3.07	4.25	2	1	Yes	Existing signal with additional northbound left-turn lane, per Briarwood TIA.
Roundabout (1-lane)							No	Not recommended based on volume thresholds and US 441 vehicle speeds.
Roundabout (2-lane)							No	Not recommended based on volume thresholds and US 441 vehicle speeds.
Median U-Turn							No	Truck and school bus traffic limits viability of U-turns
RCUT (Signalized)							No	Truck and school bus traffic limits viability of U-turns
RCUT (Unsignalized)							No	Truck and school bus traffic limits viability of U-turns
Jughandle							No	Built environment on NW, NE, SE quadrants. Approved Santa Fe Crosssigns development on SW quadrant.
Displaced Left-Turn	0.86	0.88	3.17	4.25	1	3	Yes	Partial displaced left turn E-W. Add one thru lane to the EB and WB approaches.
Continuous Green Tee							No	4-leg intersection
Quadrant Roadway							No	Built environment on NW, NE, SE quadrants. Approved Santa Fe Crosssigns development on SW quadrant.
Thru-Cut (Signalized)							No	Truck and school bus traffic limits viability of U-turns
Thru-Cut (Unsignalized)							No	Truck and school bus traffic limits viability of U-turns
Bowtie							No	Truck and school bus traffic limits viability of U-turns
Traffic Signal with Improvements	0.98	0.95	3.00	4.25	3	1	Yes	Proposed signal with additional northbound left-turn lane, per Briarwood TIA, and additional westbound left-turn lane.

Resolution				
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>				
Project Determination		A signalized control, with the addition of a westbound left-turn, is approved.		
Comments	The limits of widening for the receiving lane shall extend approximately a 1/2-mile south along CR235A.			
DTOE Name	James Hannigan, P.E.	Signature	DocuSigned by:  D90A001D024247C...	Date 10/10/2023 9:33 AM
DDE Name	Kathryn Thomas, P.E.	Signature	DocuSigned by:  2DC173E8727441C...	Date 10/16/2023 4:20 PM

Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	CR 235A and US 441
Project Number:	0
Location:	Alachua, FL
Date:	2025 PM
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	5	50	1430	155	4.00%	0.00%
Westbound	5	290	2220	140	3.00%	0.00%
Southbound	0	105	40	60	2.00%	0.00%
Northbound	0	235	30	140	14.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold	2-phase signal		Suggested = 1800		1800	
	3-phase signal		Suggested = 1750		1750	
	4-phase signal		Suggested = 1700		1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	/	2	1	1	/	1	1	0	/	1	2	1	/	1	2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	FULL	/	/	/	/	/	/	/	/	1455	0.86	0.86	3.07	4.25

Capacity Analysis for Planning of Junctions

Detailed Report - Page 4 of 4

Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			

Results for Interchanges															
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Cir. 1)		Zone 4 (Cir. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)	Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV			

Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	CR 235A and US 441
Project Number:	0
Location:	Alachua, FL
Date:	2045 AM
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	70	2300	150	4.00%	0.00%
Westbound	15	235	940	140	10.00%	0.00%
Southbound	0	170	80	45	2.00%	0.00%
Northbound	0	195	55	195	20.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold	2-phase signal		Suggested = 1800		1800	
	3-phase signal		Suggested = 1750		1750	
	4-phase signal		Suggested = 1700		1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	/	2	1	1	/	1	1	0	/	1	2	1	/	1	2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	FULL	/	/	/	/	/	/	/	/	1748	1.03	1.03	3.07	4.25

Capacity Analysis for Planning of Junctions

Detailed Report - Page 4 of 4

Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			

Results for Interchanges															
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Cir. 1)		Zone 4 (Cir. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)	Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV			

Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	CR 235A and US 441
Project Number:	0
Location:	Alachua, FL
Date:	2045 PM
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	5	55	1560	170	4.00%	0.00%
Westbound	5	320	2475	160	3.00%	0.00%
Southbound	0	120	40	70	2.00%	0.00%
Northbound	0	245	35	160	14.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold	2-phase signal		Suggested = 1800		1800	
	3-phase signal		Suggested = 1750		1750	
	4-phase signal		Suggested = 1700		1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	/	2	1	1	/	1	1	0	/	1	2	1	/	1	2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	FULL	/	/	/	/	/	/	/	/	1607	0.95	0.95	3.07	4.25

Capacity Analysis for Planning of Junctions

Detailed Report - Page 4 of 4

Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			

Results for Interchanges															
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)	Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV			

Florida Department of Transportation Safety Performance for Intersection Control Evaluation Tool											
Results											
Summary of crash prediction results for each alternative											
Project Information											
Project Name:	CR 235A and US 441 Alternatives			Intersection Type				At-Grade Intersection			
Intersection:	CR 235A and US 441			Opening Year				2025			
Agency:	Kimley-Horn and Associates, Inc.			Design Year				2045			
Project Reference:				Facility Type				On Urban and Suburban Arterial			
City:	Alachua			Number of Legs				4-leg			
State:	Florida			1-Way/2-Way				2-way Intersecting 2-way			
Date:	9/28/2023			# of Major Street Lanes (both directions)				5 or fewer			
Analyst:	KHA			Major Street Approach Speed				Less than 55 mph			
Crash Prediction Summary										SSI Score	
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	Opening Year	Design Year	Rank	
Traffic Signal	Total	14.46	18.80	349.20	2	Yes	Calibrated SPF	83	75	1	
	Fatal & Injury	4.00	5.24	96.91							
Traffic Signal (Alt)	Total	14.47	18.80	349.26	3	Yes	Calibrated SPF	83	75	1	
	Fatal & Injury	4.00	5.24	96.97							
Displaced Left Turn (DLT)	Total	12.73	16.54	307.30	1	N/A	CMF	72	60	3	
	Fatal & Injury	3.52	4.61	85.28							

A REPORT OF THE ECONOMIC IMPACT OF A BEN E. KEITH REGIONAL HEADQUARTERS IN ALACHUA COUNTY, FL

October 5, 2023

Prepared for:
Ben E. Keith Company
601 East 7th Street
Fort Worth, TX 76102

Prepared by:



PURPOSE & LIMITATIONS

This report presents the results of an analysis undertaken for the Ben E. Keith Company prepared by the Austin, TX based economic consulting firm, Impact DataSource.

The economic and fiscal impact analysis includes estimates, assumptions, and other information developed by Impact DataSource from its independent research effort.

The analysis relies on prospective estimates of business activity that may not be realized. Ben E. Keith Company made reasonable efforts to ensure that the project-specific data used in this analysis reflects realistic estimates of future activity.

No warranty or representation is made by Ben E. Keith Company or Impact DataSource that any of the estimates or results contained in this study will be achieved.

CONTENTS

Executive Summary..... 4

Economic Impact

- Introduction..... 5
- Description of the Project..... 5
- Economic Impact Overview..... 5
- Temporary Construction Impact..... 7

Fiscal Impact

- Fiscal Impact Overview..... 8
 - State of Florida..... 9
 - City of Alachua..... 10
 - Alachua County..... 10
 - Alachua County Public Schools..... 11
 - Other Districts..... 11

Methodology

- Overview of Methodology 12
- About Impact DataSource..... 13

Appendix A

- Data and Rates..... 14

Appendix B

- Economic Impact Calculations..... 24

Appendix C

- Fiscal Impact Calculations
 - State of Florida..... 35
 - City of Alachua..... 39
 - Alachua County..... 46
 - Alachua County Public Schools..... 54
 - Suwannee River WMD..... 61
 - Library..... 65
 - Children's Trust..... 69

Study Highlights

- Ben E. Keith Company is considering locations in Alachua County, FL as a site to locate a regional headquarters for Ben E. Keith Foods Southeast Division.
- The cost to develop the facility is estimated to be \$102.0 million excluding the land purchase and will take 20-22 months to construct. The capital investment includes \$69.0 million to construct the new facility and \$33.0 million for furniture, fixtures, and equipment.
- The company would employ 346 workers at the new facility. The company would retain 141 current local employees to work at the new facility. Additionally, the company anticipates hiring 205 new, full-time employees within the first 5 years of opening the new RHQ. The average annual wage earned by an employee based out of the new facility is anticipated to be approximately \$78,000.
- The company's facility would support indirect and induced economic impacts in the county and state as well. This analysis applies the Bureau of Economic Analysis RIMS II model to estimate these economic spin-off benefits. The project would support 346 direct workers at the facility and 423 indirect and induced workers elsewhere in the county for a total of 769 total jobs supported.
- The workers' earnings impact from the project is significant. Over the next 20 years, the direct, indirect, and induced workers are expected to receive \$1.0 billion in wages.
- The new regional headquarters has the potential to generate additional tax revenues for the state of Florida and local jurisdictions. Over the next 20 years the state of Florida is estimated to receive \$38.8 million in additional tax revenue and local jurisdictions are estimated to receive \$43.2 million in additional net benefits.

Table 1. Fiscal Net Benefits Over the Next 20 Years

	Benefits	Costs	Net Benefits	Present Value of Net Benefits*
State of Florida	\$38,826,048	\$0	\$38,826,048	\$24,174,175
City of Alachua	\$14,234,466	(\$4,696,141)	\$9,538,325	\$5,981,930
Alachua County	\$20,178,902	(\$4,014,637)	\$16,164,265	\$9,968,534
Alachua County Public Schools	\$16,112,698	(\$1,853,861)	\$14,258,837	\$8,742,662
Suwannee River WMD	\$564,839	\$0	\$564,839	\$350,716
Library	\$1,875,963	\$0	\$1,875,963	\$1,164,809
Children's Trust	\$836,826	\$0	\$836,826	\$519,596
Total	\$92,629,742	(\$10,564,639)	\$82,065,103	\$50,902,421

* The Present Value of Net Benefits expresses the future stream of net benefits received over several years as a single value in today's dollars. Today's dollar and a dollar to be received at differing times in the future are not comparable because of the time value of money. The time value of money is the interest rate or each taxing entity's discount rate. This analysis uses a discount rate of 5% to make the dollars comparable.

The above is a summary of the analysis, the details are provided below.

Introduction

This report presents the results of an economic impact analysis performed by Impact DataSource. The report estimates the impact that a potential project in Alachua County will have on the local economy and estimates the costs and benefits for local taxing districts over a 20-year period.

Description of the Project

The facility will be a regional headquarters (RHQ) for Ben E. Keith Foods East Coast Division. Ben E. Keith Foods (BEK) is a broadline foodservice distribution company. BEK anticipates employing 205 new, full-time employees within first 8 years of opening the new RHQ and retaining 141 full-time positions currently filled, but expect to add more employees up to the opening of the new RHQ. The capital expenditure will be approximately \$69.0 million on the building and improvements and an additional \$33.0 million on equipment for a total of \$102.0 million exclusive of additional payroll. In addition, the impact includes the company's annual food show that will support additional hotel nights and draw 1,200 vendors and customers.

Economic Impact Overview

The Project's operations will support employment and other economic impacts in the community. The company will employ 346.0 workers directly. The average annual wage earned by an employee based out of the new facility is anticipated to be approximately \$78,000. This direct activity will support 422.8 indirect and induced workers in the community earning \$37,000 on average. The total additional payroll or workers' earnings associated with the Project is estimated to be approximately \$1.0 billion over the next 20 years.

Accounting for various taxable sales and purchases, including activity associated with the Project, worker spending, and visitors' spending in the community, the Project is estimated to support approximately \$0.4 billion in taxable sales over the next 20 years.

Table 5. Economic Impact Over the Next 20 Years

	Direct	Indirect & Induced	Total
Number of permanent direct, indirect, and induced jobs to be created	346.0	422.8	768.8
Salaries to be paid to direct, indirect, and induced workers	\$628,971,153	\$364,866,165	\$993,837,318
Taxable sales and purchases expected in the County	\$331,937,226	\$94,865,203	\$426,802,429

The Project may result in new residents moving to the community and potentially new residential properties being constructed as summarized below.

Table 6. Population Impacts Over the Next 20 Years

	Direct	Indirect & Induced	Total
Number of direct, indirect, and induced workers who will move to the County	20.5	25.0	45.5
Number of new residents in the County	53.3	64.9	118.2
Number of new residential properties to be built in the County	2.0	2.5	4.5
Number of new students expected to attend local school district	10.3	12.6	22.9

The Project is estimated to support an average of approximately \$89.9 million in new non-residential taxable property each year over the next 20 years. The taxable value of property supported by the Project over the 20-year period is shown in the following table.

Table 7. Value of Taxable Property Supported by the Project Over the Next 20 Years

Year	The Project's Property					Subtotal Nonresidential Property	Total Residential & Nonresidential Property
	New Residential Property	Buildings & Other Real Prop.		Furniture, Fixtures, & Equipment			
		Land	Improvements				
1	\$0	\$5,000,000	\$58,650,000	\$33,000,000	\$96,650,000	\$96,650,000	
2	\$190,434	\$5,100,000	\$59,823,000	\$29,700,000	\$94,623,000	\$94,813,434	
3	\$310,788	\$5,202,000	\$61,019,460	\$26,400,000	\$92,621,460	\$92,932,248	
4	\$455,693	\$5,306,040	\$62,239,849	\$23,100,000	\$90,645,889	\$91,101,583	
5	\$586,061	\$5,412,161	\$63,484,646	\$19,800,000	\$88,696,807	\$89,282,868	
6	\$680,235	\$5,520,404	\$64,754,339	\$16,500,000	\$86,774,743	\$87,454,978	
7	\$798,967	\$5,630,812	\$66,049,426	\$13,200,000	\$84,880,238	\$85,679,205	
8	\$900,730	\$5,743,428	\$67,370,414	\$9,900,000	\$83,013,843	\$83,914,573	
9	\$984,370	\$5,858,297	\$68,717,823	\$6,600,000	\$81,176,120	\$82,160,489	
10	\$1,004,057	\$5,975,463	\$70,092,179	\$6,600,000	\$82,667,642	\$83,671,699	
11	\$1,024,138	\$6,094,972	\$71,494,023	\$6,600,000	\$84,188,995	\$85,213,133	
12	\$1,044,621	\$6,216,872	\$72,923,903	\$6,600,000	\$85,740,775	\$86,785,396	
13	\$1,065,513	\$6,341,209	\$74,382,381	\$6,600,000	\$87,323,590	\$88,389,104	
14	\$1,086,824	\$6,468,033	\$75,870,029	\$6,600,000	\$88,938,062	\$90,024,886	
15	\$1,108,560	\$6,597,394	\$77,387,429	\$6,600,000	\$90,584,823	\$91,693,383	
16	\$1,130,731	\$6,729,342	\$78,935,178	\$6,600,000	\$92,264,520	\$93,395,251	
17	\$1,153,346	\$6,863,929	\$80,513,882	\$6,600,000	\$93,977,810	\$95,131,156	
18	\$1,176,413	\$7,001,207	\$82,124,159	\$6,600,000	\$95,725,366	\$96,901,779	
19	\$1,199,941	\$7,141,231	\$83,766,642	\$6,600,000	\$97,507,874	\$98,707,815	
20	\$1,223,940	\$7,284,056	\$85,441,975	\$6,600,000	\$99,326,031	\$100,549,971	

The taxable value of residential property represents the value of properties that may be constructed as a result of new workers moving to the community.

This analysis assumes the residential real property appreciation rate to be 2.0% per year. The Project's real property is assumed to appreciate at a rate of 2.0% per year. The analysis assumes the Project's furniture, fixtures, and equipment will depreciate over time according to the depreciation schedule shown in Appendix A.

Temporary Construction Impact

The Project will include an initial period of construction lasting 20-22 months where \$69.0 million will be spent to construct new buildings and other real property improvements. It is assumed that 60.0% of the construction expenditure will be spent on materials and 40.0% of the construction expenditure will be spent on labor. The temporary construction activity will support temporary economic impacts in the community in the form of temporary construction employment and sales for local construction firms.

Table 7. Spending and Estimated Direct Employment Impact of Project-Related Construction Activity

	Amount
Total Construction Expenditure	\$69,000,000
<i>Materials</i>	<i>\$41,400,000</i>
<i>Labor</i>	<i>\$27,600,000</i>
Temporary Construction Workers Supported (Average Earnings = \$56,900)	485.1

The following table presents the temporary economic impacts resulting from the construction.

Table 7. Temporary Economic Impact of Project-Related Construction Activity

	Direct	Indirect & Induced	Total
Number of temporary direct, indirect, and induced job years to be supported*	485.1	269.8	754.9
Salaries to be paid to direct, indirect, and induced workers	\$27,600,000	\$11,136,600	\$38,736,600
Revenues or sales for businesses related to construction	\$69,000,000	\$35,576,400	\$104,576,400

* A job year is defined as full employment for one person for 2080 hours in a 12-month span.

Taxable sales related to construction activity are presented in the following table. The sales tax revenue generated from construction-period taxable spending is included in the fiscal impact for affected districts during the initial period of construction.

Table 7. Construction-Related Taxable Spending

	Estimate
Expenditure for Materials	\$41,400,000
Percent of Materials subject to local tax	20.0%
<u>Subtotal Taxable Materials</u>	<u>\$8,280,000</u>
Expenditure for Labor / Paid to construction workers	\$27,600,000
Percent of gross earnings spent on taxable goods and services	25.0%
Percent of taxable spending done locally	50.0%
<u>Subtotal Taxable Construction Worker Spending</u>	<u>\$3,450,000</u>
Expenditure for Furniture, Fixtures, & Equipment (FF&E)	\$33,000,000
Percent of FF&E subject to local tax	0.0%
<u>Subtotal Taxable FF&E Purchases</u>	<u>\$0</u>
<u>Total Construction-Related Taxable Spending</u>	<u>\$11,730,000</u>

Fiscal Impact Overview

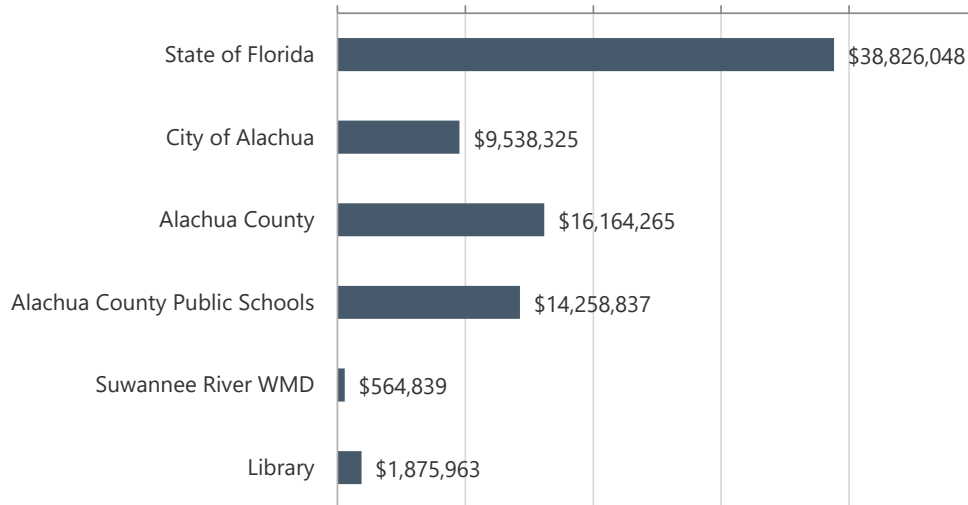
The Project will generate additional benefits and costs for local taxing districts, a summary of which is provided below. The source of specific benefits and costs are provided in greater detail for each taxing district on subsequent pages. Overall, the state will receive approximately \$38.8 million in net benefits over the 20-year period and the Project will generate \$82.1 million in total for all local taxing districts.

Table 8. Fiscal Net Benefits Over the Next 20 Years for Local Taxing Districts

	Benefits	Costs	Net Benefits	Present Value of Net Benefits*
State of Florida	\$38,826,048	\$0	\$38,826,048	\$24,174,175
City of Alachua	\$14,234,466	(\$4,696,141)	\$9,538,325	\$5,981,930
Alachua County	\$20,178,902	(\$4,014,637)	\$16,164,265	\$9,968,534
Alachua County Public Schools	\$16,112,698	(\$1,853,861)	\$14,258,837	\$8,742,662
Suwannee River WMD	\$564,839	\$0	\$564,839	\$350,716
Library	\$1,875,963	\$0	\$1,875,963	\$1,164,809
Children's Trust	\$836,826	\$0	\$836,826	\$519,596
Total	\$92,629,742	(\$10,564,639)	\$82,065,103	\$50,902,421

* The Present Value of Net Benefits expresses the future stream of net benefits received over several years as a single value in today's dollars. Today's dollar and a dollar to be received at differing times in the future are not comparable because of the time value of money. The time value of money is the interest rate or each taxing entity's discount rate. This analysis uses a discount rate of 5% to make the dollars comparable.

Figure 1. Net Benefits Over the Next 20 Years for Local Taxing Districts



State of Florida

The table below displays the estimated additional benefits, costs, and net benefits to be received by the state over the next 20 years of the Project. Appendix C contains the year-by-year calculations.

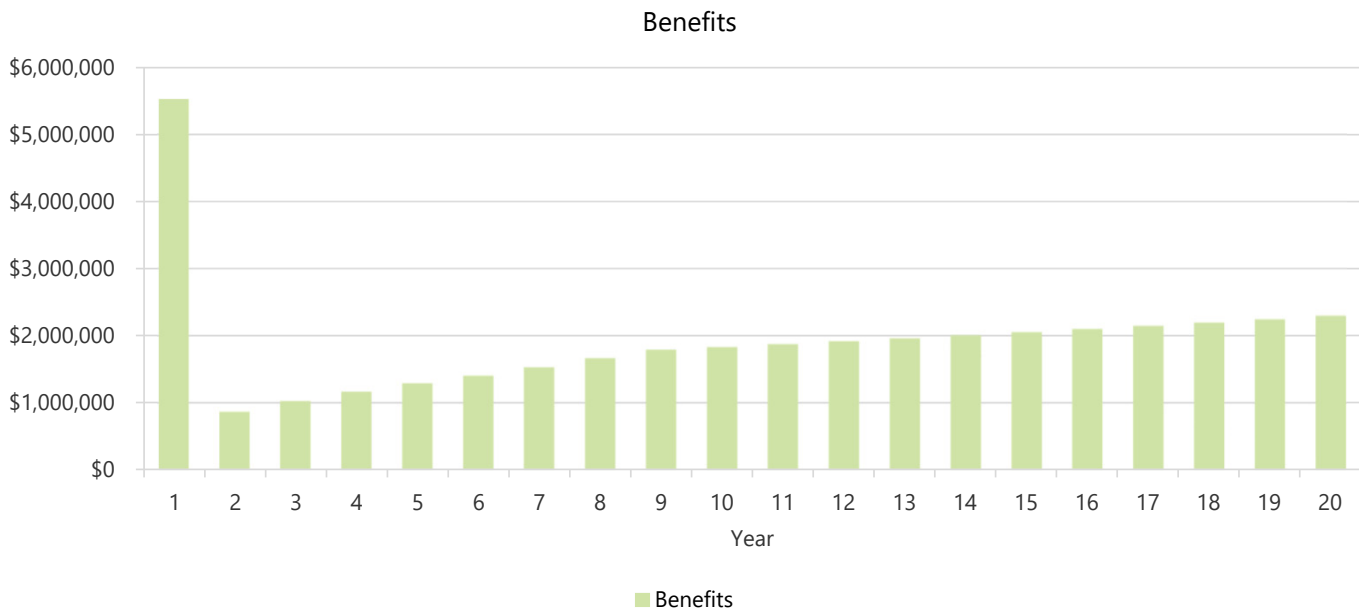
The fiscal benefit in this report includes estimates of (1) sales taxes, (2) corporate income taxes, and (3) fuel taxes. Sales taxes were calculated based on state's portion of the sales tax rate the estimated taxable sales supported by the Project. Taxable sales supported by the Project include taxable purchases/sales occurring during construction of the facility and taxable spending by direct, indirect, and induced workers. Corporate income taxes were estimated based on the number of jobs created in the state and the estimated corporate income tax collected per worker on a statewide basis. Fuel tax calculations rely on the state's per-gallon diesel excise tax and the projected consumption by the company.

It is likely that most of the jobs created by the Project will be filled by current Florida residents. At the state level, the new jobs created are expected to result in a negligible population impact in a the state with 21 million residents. Therefore, this study disregards the cost of providing state government services to the Project's direct, indirect, and induced workers.

Table 9. State of Florida: Benefits, Costs, and Net Benefits Over the Next 20 Years

	Amount
Sales Taxes	\$31,205,078
Corporate Income Taxes	\$5,551,684
Fuel Taxes	\$2,069,286
<u>Subtotal Benefits</u>	<u>\$38,826,048</u>
Cost of Providing State Gov't Services	\$0
<u>Subtotal Costs</u>	<u>\$0</u>
Net Benefits	\$38,826,048
<i>Present Value (5% discount rate)</i>	<i>\$24,174,175</i>

Figure 2. Annual Fiscal Net Benefits for the State of Florida



City of Alachua

The table below displays the estimated additional benefits, costs, and net benefits to be received by the city over the next 20 years of the Project. Appendix C contains the year-by-year calculations.

Table 14. : Benefits, Costs, and Net Benefits Over the Next 20 Years

	Amount
Sales Taxes	\$117,797
Real Property Taxes	\$9,201,839
FF&E Property Taxes	\$1,492,260
New Residential Property Taxes	\$19,989
Building Permits and Fees	\$0
Impact Fees	\$0
Miscellaneous Taxes & User Fees	\$3,402,580
<u>Subtotal Benefits</u>	<u>\$14,234,466</u>
Cost of Providing Municipal Services	(\$4,696,141)
<u>Subtotal Costs</u>	<u>(\$4,696,141)</u>
Net Benefits	\$9,538,325
<i>Present Value (5% discount rate)</i>	<i>\$5,981,930</i>

Alachua County

The table below displays the estimated additional benefits, costs, and net benefits to be received by the County over the next 20 years of the Project. Appendix C contains the year-by-year calculations.

Table 15. Alachua County: Benefits, Costs, and Net Benefits Over the Next 20 Years

	Amount
Sales Taxes	\$2,432,774
Real Property Taxes	\$11,817,636
FF&E Property Taxes	\$1,916,463
New Residential Property Taxes	\$130,862
Tourist Development Taxes	\$99,085
Fuel Taxes	\$546,604
Building Permits and Fees	\$0
Impact Fees	\$0
Miscellaneous Taxes & User Fees	\$3,235,479
<u>Subtotal Benefits</u>	<u>\$20,178,902</u>
Cost of Providing County Services	(\$4,014,637)
<u>Subtotal Costs</u>	<u>(\$4,014,637)</u>
Net Benefits	\$16,164,265
<i>Present Value (5% discount rate)</i>	<i>\$9,968,534</i>

Alachua County Public Schools

The table below displays the estimated additional benefits, costs, and net benefits to be received by the school district over the next 20 years of the Project. Appendix C contains the year-by-year calculations.

Table 17. Alachua County Public Schools: Benefits, Costs, and Net Benefits Over the Next 20 Years

	Amount
Sales Taxes	\$2,134,012
Real Property Taxes	\$9,947,265
FF&E Property Taxes	\$1,613,146
New Residential Property Taxes	\$110,150
Additional State and Federal Funding	\$2,308,124
<u>Subtotal Benefits</u>	<u>\$16,112,698</u>
Cost of Educating New Students	(\$1,853,861)
<u>Subtotal Costs</u>	<u>(\$1,853,861)</u>
Net Benefits	\$14,258,837
<i>Present Value (5% discount rate)</i>	<i>\$8,742,662</i>

Other Districts

The table below displays the estimated additional benefits, costs, and net benefits to be received by other local districts over the next 20 years of the Project. Appendix C contains the year-by-year calculations.

Table 18. Other Districts: Benefits, Costs, and Net Benefits Over the Next 20 Years

	Suwannee River WMD	Library	Children's Trust	Total
Real Property Taxes	\$481,434	\$1,598,955	\$713,259	\$2,793,647
FF&E Property Taxes	\$78,074	\$259,302	\$115,669	\$453,045
New Residential Property Taxes	\$5,331	\$17,706	\$7,898	\$30,935
Net Benefits	\$564,839	\$1,875,963	\$836,826	\$3,277,628
<i>Present Value (5% discount rate)</i>	<i>\$350,716</i>	<i>\$1,164,809</i>	<i>\$519,596</i>	<i>\$2,035,120</i>

Overview of Methodology

This report presents the results of an analysis undertaken for the Ben E. Keith Company prepared by the Austin, TX based economic consulting firm, Impact DataSource.

The Total Impact model combines project-specific attributes with community data, tax rates, and assumptions to estimate the economic impact of the Project and the fiscal impact for local taxing districts over a 20-year period.

The economic impact as calculated in this report can be categorized into two main types of impacts. First, the direct economic impacts are the jobs and payroll directly created by the Project. Second, this economic impact analysis calculates the indirect and induced impacts that result from the Project. Indirect jobs and salaries are created in new or existing area firms, such as maintenance companies and service firms, that may supply goods and services for the Project. In addition, induced jobs and salaries are created in new or existing local businesses, such as retail stores, gas stations, banks, restaurants, and service companies that may supply goods and services to new workers and their families.

The economic impact estimates in this report are based on the Regional Input-Output Modeling System (RIMS II), a widely used regional input-output model developed by the U. S. Department of Commerce, Bureau of Economic Analysis. The RIMS II model is a standard tool used to estimate regional economic impacts. The economic impacts estimated using the RIMS II model are generally recognized as reasonable and plausible assuming the data input into the model is accurate or based on reasonable assumptions. Impact DataSource utilizes county-level multipliers to estimate the impact occurring at the sub-county level.

Two types of regional economic multipliers were used in this analysis: an employment multiplier and an earnings multiplier. An employment multiplier was used to estimate the number of indirect and induced jobs created or supported in the area. An earnings multiplier was used to estimate the amount of salaries to be paid to workers in these new indirect and induced jobs. The employment multiplier shows the estimated number of total jobs created for each direct job. The earnings multiplier shows the estimated amount of total salaries paid to these workers for every dollar paid to a direct worker. The multipliers used in this analysis are listed below:

420000 Wholesale trade		County
Employment Multiplier	(Type II Direct Effect)	2.2223
Earnings Multiplier	(Type II Direct Effect)	1.5801

The fiscal impacts calculated in this report are detailed in Appendix C. Most of the revenues estimated in this study result from calculations relying on (1) attributes of the Project, (2) assumptions to derive the value of associated taxable property or sales, and (3) local tax rates. In some cases, revenues are estimated on a per new household, per new worker, or per new school student basis.

The company or Project developer was not asked, nor could reasonably provide data for calculating some other revenues. For example, while the city will likely receive revenues from fines paid on speeding tickets given to new workers, the company does not know the propensity of its workers to speed. Therefore, some revenues are calculated using an average revenue approach. This approach uses relies on two assumptions:

1. The taxing entity has two general revenue sources: revenues from residents and revenues from businesses.
2. The taxing entity will collect (a) about the same amount of miscellaneous taxes and user fees from each new household that results from the Project as it currently collects from existing households on average, and (b) the same amount of miscellaneous taxes and user fees from the new business (on a per worker basis) will be collected as it collects from existing businesses.

In the case of the school district, some additional state and federal revenues are estimated on a per new school student basis consistent with historical funding levels.

Additionally, this analysis sought to estimate the additional expenditures faced by the city and county to provide services to new households and new businesses. A marginal cost approach was used to calculate these additional costs. This approach relies on two assumptions:

1. The taxing entity spends money on services for two general groups: revenues from residents and revenues from businesses.
2. The taxing entity will spend slightly less than its current average cost to provide local government services (police, fire, EMS, etc.) to (a) new residents and (b) businesses on a per worker basis.

In the case of the school district, the marginal cost to educate new students was estimated based on a portion of the school's current expenditures per student and applied to the headcount of new school students resulting from the Project.

About Impact DataSource

Impact DataSource is an Austin economic consulting, research, and analysis firm founded in 1993. The firm has conducted over 2,500 economic impact analyses of firms, projects, and activities in most industry groups in Texas and more than 30 other states.

In addition, Impact DataSource has prepared and customized more than 50 economic impact models for its clients to perform their own analyses of economic development projects. These clients include the New Mexico Economic Development Department and the Tennessee Department of Economic and Community Development.

The New Mexico Department of Economic Development uses Impact DataSource's computer model to project the economic impact of new or expanding firms in the state, including costs and benefits for the State of New Mexico, as well as each local taxing district. The model also analyzes the amount of eligible state and local incentives and calculates a rate of return and payback period for these incentives.

Appendix A
Data and Rates

Local Tax Rates

Sales tax rates	
State of Florida	6.000%
City of Alachua	0.028%
Alachua County	0.570%
Alachua County Public Schools	0.500%
Property tax rates, per \$1,000 of taxable value	
State of Florida	0.0000
City of Alachua	5.9500
Alachua County	7.6414
Alachua County Public Schools	6.4320
Suwannee River WMD	0.3113
Library	1.0339
Children's Trust	0.4612
Tourist development taxes	
Alachua County	5.00%
Diesel Fuel Taxes, per gallon	
State of Florida	\$0.265
Alachua County	\$0.070

State Data

Estimated corporate income taxes to be collected	
Residential, per household	\$0
Businesses, per worker	\$289
Estimated additional annual operating expenditures to be incurred	
Residential, per household	\$0
Businesses, per worker	\$0
Rate of expected annual increase in	
Corporate Income Taxes	2.0%
Cost of State Services	2.0%
Percent of new workers who will move to the State to take a job	
Project's workers	0.0%
Spin-off workers	0.0%
Percent of taxable shopping by a typical new worker that will be in the state	100.0%

City Data

Estimated additional annual miscellaneous taxes and user fees to be collected

Residential, per household	\$1,234
Businesses, per worker	\$425

Estimated additional annual operating expenditures to be incurred

Residential, per household	\$1,409
Businesses, per worker	\$592

Rate of expected annual increase in

City Miscellaneous Taxes and User Fees	2.0%
Cost of City Services	2.0%

Percent of new workers who will move to the City to take a job

Project's workers	2.0%
Spin-off workers	2.0%

Percent of workers who move to the area that will buy a new home or require that new residential property be built for them 10.0%

Average taxable value of a new single family residence constructed in the area \$186,700

Percent of taxable shopping by a typical new worker that will be in the City 10.0%

County Data

Estimated additional annual miscellaneous taxes and user fees to be collected

Residential, per household	\$999
Businesses, per worker	\$304

Estimated additional annual operating expenditures to be incurred

Residential, per household	\$1,028
Businesses, per worker	\$403

Rate of expected annual increase in

County Miscellaneous Taxes and User Fees	2.0%
Cost of County Services	2.0%

Percent of new workers who will move to the County to take a job

Project's workers	10.0%
Spin-off workers	10.0%

School District Data

Annual state aid and federal and other funding per child received by the district \$4,954

The school district's estimated annual marginal cost to educate new each new student \$3,979

Rate of expected annual increase in

State and Federal Aid	2.0%
Cost of educating students	2.0%

Other Rates and Assumptions

Amount of building and improvements costs added to local tax rolls 85.0%

Percentages for computing depreciable or taxable values of the Project's furniture, fixtures, and equipment

Year	Percent of Market Value of FF&E Subject to Property Taxes
1	100%
2	90%
3	80%
4	70%
5	60%
6	50%
7	40%
8	30%
9	20%
10	20%
11	20%
12	20%
13	20%
14	20%
15	20%
16	20%
17	20%
18	20%
19	20%
20	20%

Percent annual increase in the taxable value of real property

Commercial/Industrial	2.0%
Residential	2.0%

Household size of a typical new worker moving to the area 2.60

Number of school children in a typical worker's household 0.50

Percent of the gross salaries that workers will spend on taxable goods and services

New Workers	26.0%
Temporary Construction Workers	25.0%

Discount rate for calculating the present value of costs and benefits 5.0%

Expected average annual inflation rate 3.0%

Project Investments

The Project's capital investment each year

Year	Land	Buildings and Other Real Property Improvements	Furniture, Fixtures, and Equipment	Total
1	\$5,000,000	\$69,000,000	\$33,000,000	\$107,000,000
2	\$0	\$0	\$0	\$0
3	\$0	\$0	\$0	\$0
4	\$0	\$0	\$0	\$0
5	\$0	\$0	\$0	\$0
6	\$0	\$0	\$0	\$0
7	\$0	\$0	\$0	\$0
8	\$0	\$0	\$0	\$0
9	\$0	\$0	\$0	\$0
10	\$0	\$0	\$0	\$0
11	\$0	\$0	\$0	\$0
12	\$0	\$0	\$0	\$0
13	\$0	\$0	\$0	\$0
14	\$0	\$0	\$0	\$0
15	\$0	\$0	\$0	\$0
16	\$0	\$0	\$0	\$0
17	\$0	\$0	\$0	\$0
18	\$0	\$0	\$0	\$0
19	\$0	\$0	\$0	\$0
20	\$0	\$0	\$0	\$0
Total	\$5,000,000	\$69,000,000	\$33,000,000	\$107,000,000

Percent of building and improvement costs for materials and labor

Materials	60.0%
Labor	40.0%

Percent of construction materials that will be purchased in the County and subject to sales taxes 20.0%

Percent of taxable spending by construction workers in the County and subject to sales taxes 50.0%

Percent of furniture, fixtures, and equipment to be purchased in the County and subject to sales taxes 0.0%

Estimated spending for construction

Year	Spending on Construction
1	\$69,000,000
2	\$0
3	\$0
4	\$0
5	\$0
6	\$0
7	\$0
8	\$0
9	\$0
10	\$0
11	\$0
12	\$0
13	\$0
14	\$0
15	\$0
16	\$0
17	\$0
18	\$0
19	\$0
20	\$0

Activities During the Project's Operations

Number of new full-time jobs to be added in the community each year

Year	Current Employees to be Retained	New employees		Total
		to be hired each year		
1	141	0		141
2	0	45		45
3	0	29		29
4	0	30		30
5	0	26		26
6	0	20		20
7	0	21		21
8	0	20		20
9	0	14		14
10	0	0		0
11	0	0		0
12	0	0		0
13	0	0		0
14	0	0		0
15	0	0		0
16	0	0		0
17	0	0		0
18	0	0		0
19	0	0		0
20	0	0		0
Total	141	205		346

Average annual salaries of new employees each year

Year	Average Annual Salaries
1	\$77,722
2	\$80,203
3	\$82,293
4	\$84,532
5	\$85,621
6	\$87,241
7	\$89,604
8	\$92,682
9	\$95,820
10	\$98,216
11	\$100,671
12	\$103,188
13	\$105,767
14	\$108,412
15	\$111,122
16	\$113,900
17	\$116,747
18	\$119,666
19	\$122,658
20	\$125,724

The Project's estimated taxable purchases of materials, supplies, and services in the community and the Project's estimated taxable sales that will be subject to sales taxes in the community

Year	Taxable Purchases	Taxable Sales
1	\$1,932,000	\$0
2	\$3,100,000	\$0
3	\$4,000,000	\$0
4	\$4,500,000	\$0
5	\$5,000,000	\$0
6	\$5,500,000	\$0
7	\$6,000,000	\$0
8	\$6,600,000	\$0
9	\$7,300,000	\$0
10	\$7,446,000	\$0
11	\$7,594,920	\$0
12	\$7,746,818	\$0
13	\$7,901,755	\$0
14	\$8,059,790	\$0
15	\$8,220,986	\$0
16	\$8,385,405	\$0
17	\$8,553,113	\$0
18	\$8,724,176	\$0
19	\$8,898,659	\$0
20	\$9,076,632	\$0

The Project's annual utilities

Year	Water	Wastewater	Solid Waste	Electricity	Natural Gas	Cable	Telephone
1	\$11,785	\$0	\$0	\$96,600	\$7,535	\$0	\$0
2	\$18,910	\$0	\$0	\$155,000	\$12,090	\$0	\$0
3	\$24,400	\$0	\$0	\$200,000	\$15,600	\$0	\$0
4	\$27,450	\$0	\$0	\$225,000	\$17,550	\$0	\$0
5	\$30,500	\$0	\$0	\$250,000	\$19,500	\$0	\$0
6	\$33,550	\$0	\$0	\$275,000	\$21,450	\$0	\$0
7	\$36,600	\$0	\$0	\$300,000	\$23,400	\$0	\$0
8	\$40,260	\$0	\$0	\$330,000	\$25,740	\$0	\$0
9	\$44,530	\$0	\$0	\$365,000	\$28,470	\$0	\$0
10	\$45,421	\$0	\$0	\$372,300	\$29,039	\$0	\$0
11	\$46,329	\$0	\$0	\$379,746	\$29,620	\$0	\$0
12	\$47,256	\$0	\$0	\$387,341	\$30,213	\$0	\$0
13	\$48,201	\$0	\$0	\$395,088	\$30,817	\$0	\$0
14	\$49,165	\$0	\$0	\$402,989	\$31,433	\$0	\$0
15	\$50,148	\$0	\$0	\$411,049	\$32,062	\$0	\$0
16	\$51,151	\$0	\$0	\$419,270	\$32,703	\$0	\$0
17	\$52,174	\$0	\$0	\$427,656	\$33,357	\$0	\$0
18	\$53,217	\$0	\$0	\$436,209	\$34,024	\$0	\$0
19	\$54,282	\$0	\$0	\$444,933	\$34,705	\$0	\$0
20	\$55,367	\$0	\$0	\$453,832	\$35,399	\$0	\$0

Percent of the Project's utility usage for manufacturing or processing operations

0.0%

EXPECTED OUT-OF-TOWN VISITORS TO THE FACILITY

Number of out-of-town visitors expected in the first year	140
Percent of annual increase in the number of visitors	0%
Average number of days that each visitor will stay in the community	1.0
Average daily taxable visitor spending in the County, excluding lodging	\$75
Average number of nights that a typical visitor will stay in a hotel or motel in the community	1.0
Average nightly room rate in a local hotel or motel	\$125

EXPECTED OUT-OF-TOWN TRUCKERS LOADING OR UNLOADING AT THE FACILITY

Number of out-of-town truckers expected to load or unload at the firm in the first year	6,500.0
Percent of annual increase in the number of out-of-town truckers	0%
Average taxable spending in the community by a typical out-of-town trucker loading or unloading at the firm	\$25
Percent of truckers that will stay one night in a local hotel or motel	0%

EXPECTED OUT-OF-TOWN VISITORS TO THE ANNUAL FOOD SHOW

Number of out-of-town visitors expected to attend the annual food show	1,200
Percent of annual increase in the number of visitors	0%
Average number of days that each visitor will stay in the community	2.0
Average daily taxable visitor spending in the County, excluding lodging	\$75
Percent of food show attendees that will spend one night in a hotel or motel	38%
Average nightly room rate in a local hotel or motel	\$125
Food show spending by the company	\$265,000
Venue rental and food spend by the company	\$132,000

Appendix B

Economic Impact Calculations

Number of jobs added and worker salaries to be paid each year in the State

Year	Direct Jobs	Indirect Jobs	Total Jobs	Direct Salaries	Indirect Salaries	Total Salaries
1	141.0	215.4	356.4	\$10,958,864	\$7,946,272	\$18,905,136
2	45.0	68.8	113.8	\$14,917,758	\$10,816,866	\$25,734,624
3	29.0	44.3	73.3	\$17,692,995	\$12,829,191	\$30,522,186
4	30.0	45.8	75.8	\$20,710,340	\$15,017,068	\$35,727,408
5	26.0	39.7	65.7	\$23,203,291	\$16,824,706	\$40,027,997
6	20.0	30.6	50.6	\$25,387,131	\$18,408,209	\$43,795,340
7	21.0	32.1	53.1	\$27,956,448	\$20,271,220	\$48,227,668
8	20.0	30.6	50.6	\$30,770,424	\$22,311,634	\$53,082,058
9	14.0	21.4	35.4	\$33,153,720	\$24,039,762	\$57,193,482
10	0.0	0.0	0.0	\$33,982,563	\$24,640,756	\$58,623,319
11	0.0	0.0	0.0	\$34,832,127	\$25,256,775	\$60,088,902
12	0.0	0.0	0.0	\$35,702,930	\$25,888,195	\$61,591,125
13	0.0	0.0	0.0	\$36,595,504	\$26,535,400	\$63,130,904
14	0.0	0.0	0.0	\$37,510,391	\$27,198,785	\$64,709,176
15	0.0	0.0	0.0	\$38,448,151	\$27,878,754	\$66,326,905
16	0.0	0.0	0.0	\$39,409,355	\$28,575,723	\$67,985,078
17	0.0	0.0	0.0	\$40,394,589	\$29,290,116	\$69,684,705
18	0.0	0.0	0.0	\$41,404,453	\$30,022,369	\$71,426,822
19	0.0	0.0	0.0	\$42,439,565	\$30,772,929	\$73,212,494
20	0.0	0.0	0.0	\$43,500,554	\$31,542,252	\$75,042,806
Total	346.0	528.7	874.7	\$628,971,153	\$456,066,982	\$1,085,038,135

Number of direct and indirect workers and their families who will move to the State and their children who will attend local public schools

Year	New Workers Moving to the State	Total New Residents	Total New Students
1	0.0	0.0	0.0
2	0.0	0.0	0.0
3	0.0	0.0	0.0
4	0.0	0.0	0.0
5	0.0	0.0	0.0
6	0.0	0.0	0.0
7	0.0	0.0	0.0
8	0.0	0.0	0.0
9	0.0	0.0	0.0
10	0.0	0.0	0.0
11	0.0	0.0	0.0
12	0.0	0.0	0.0
13	0.0	0.0	0.0
14	0.0	0.0	0.0
15	0.0	0.0	0.0
16	0.0	0.0	0.0
17	0.0	0.0	0.0
18	0.0	0.0	0.0
19	0.0	0.0	0.0
20	0.0	0.0	0.0
Total	0.0	0.0	0.0

Number of new residential properties that may be built in the State for direct and indirect workers who will move to the State and the taxable value over time

Year	New Residential Properties	Taxable Value of New State Residential Property
1	0.0	\$0
2	0.0	\$0
3	0.0	\$0
4	0.0	\$0
5	0.0	\$0
6	0.0	\$0
7	0.0	\$0
8	0.0	\$0
9	0.0	\$0
10	0.0	\$0
11	0.0	\$0
12	0.0	\$0
13	0.0	\$0
14	0.0	\$0
15	0.0	\$0
16	0.0	\$0
17	0.0	\$0
18	0.0	\$0
19	0.0	\$0
20	0.0	\$0
Total	0.0	

Number of jobs added and worker salaries to be paid each year in the City

Year	Direct Jobs	Indirect Jobs	Total Jobs	Direct Salaries	Indirect Salaries	Total Salaries
1	141.0	91.0	232.0	\$10,958,864	\$3,355,604	\$14,314,468
2	45.0	29.0	74.0	\$14,917,758	\$4,567,817	\$19,485,575
3	29.0	18.7	47.7	\$17,692,995	\$5,417,595	\$23,110,590
4	30.0	19.4	49.4	\$20,710,340	\$6,341,506	\$27,051,846
5	26.0	16.8	42.8	\$23,203,291	\$7,104,848	\$30,308,139
6	20.0	12.9	32.9	\$25,387,131	\$7,773,540	\$33,160,671
7	21.0	13.5	34.5	\$27,956,448	\$8,560,264	\$36,516,712
8	20.0	12.9	32.9	\$30,770,424	\$9,421,904	\$40,192,328
9	14.0	9.0	23.0	\$33,153,720	\$10,151,669	\$43,305,389
10	0.0	0.0	0.0	\$33,982,563	\$10,405,461	\$44,388,024
11	0.0	0.0	0.0	\$34,832,127	\$10,665,597	\$45,497,724
12	0.0	0.0	0.0	\$35,702,930	\$10,932,237	\$46,635,167
13	0.0	0.0	0.0	\$36,595,504	\$11,205,543	\$47,801,047
14	0.0	0.0	0.0	\$37,510,391	\$11,485,682	\$48,996,073
15	0.0	0.0	0.0	\$38,448,151	\$11,772,824	\$50,220,975
16	0.0	0.0	0.0	\$39,409,355	\$12,067,145	\$51,476,500
17	0.0	0.0	0.0	\$40,394,589	\$12,368,823	\$52,763,412
18	0.0	0.0	0.0	\$41,404,453	\$12,678,044	\$54,082,497
19	0.0	0.0	0.0	\$42,439,565	\$12,994,995	\$55,434,560
20	0.0	0.0	0.0	\$43,500,554	\$13,319,870	\$56,820,424
Total	346.0	223.2	569.2	\$628,971,153	\$192,590,968	\$821,562,121

Number of direct and indirect workers and their families who will move to the city and their children who will attend local public schools

Year	New Workers Moving to the City	Total New Residents	Total New Students
1	0.0	0.0	0.0
2	1.5	0.0	0.0
3	1.0	0.0	0.0
4	1.0	0.0	0.0
5	0.8	0.0	0.0
6	0.7	0.0	0.0
7	0.7	0.0	0.0
8	0.7	0.0	0.0
9	0.5	0.0	0.0
10	0.0	0.0	0.0
11	0.0	0.0	0.0
12	0.0	0.0	0.0
13	0.0	0.0	0.0
14	0.0	0.0	0.0
15	0.0	0.0	0.0
16	0.0	0.0	0.0
17	0.0	0.0	0.0
18	0.0	0.0	0.0
19	0.0	0.0	0.0
20	0.0	0.0	0.0
Total	6.9	0.0	0.0

Number of new residential properties that may be built in the city for direct and indirect workers who will move to the city and the taxable value over time

Year	New Residential Properties	Taxable Value
		of New City Residential Property
1	0.0	\$0
2	0.2	\$38,087
3	0.1	\$58,273
4	0.1	\$79,251
5	0.1	\$101,045
6	0.1	\$123,679
7	0.1	\$147,178
8	0.1	\$171,568
9	0.1	\$196,874
10	0.0	\$200,811
11	0.0	\$204,828
12	0.0	\$208,924
13	0.0	\$213,103
14	0.0	\$217,365
15	0.0	\$221,712
16	0.0	\$226,146
17	0.0	\$230,669
18	0.0	\$235,283
19	0.0	\$239,988
20	0.0	\$244,788
Total	0.9	

Number of jobs added each year and worker salaries to be paid in the County

Year	Direct Jobs	Indirect Jobs	Total Jobs	Direct Salaries	Indirect Salaries	Total Salaries
1	141.0	172.3	313.3	\$10,958,864	\$6,357,237	\$17,316,101
2	45.0	55.0	100.0	\$14,917,758	\$8,653,791	\$23,571,549
3	29.0	35.4	64.4	\$17,692,995	\$10,263,706	\$27,956,701
4	30.0	36.7	66.7	\$20,710,340	\$12,014,068	\$32,724,408
5	26.0	31.8	57.8	\$23,203,291	\$13,460,229	\$36,663,520
6	20.0	24.4	44.4	\$25,387,131	\$14,727,075	\$40,114,206
7	21.0	25.7	46.7	\$27,956,448	\$16,217,535	\$44,173,983
8	20.0	24.4	44.4	\$30,770,424	\$17,849,923	\$48,620,347
9	14.0	17.1	31.1	\$33,153,720	\$19,232,473	\$52,386,193
10	0.0	0.0	0.0	\$33,982,563	\$19,713,285	\$53,695,848
11	0.0	0.0	0.0	\$34,832,127	\$20,206,117	\$55,038,244
12	0.0	0.0	0.0	\$35,702,930	\$20,711,270	\$56,414,200
13	0.0	0.0	0.0	\$36,595,504	\$21,229,052	\$57,824,556
14	0.0	0.0	0.0	\$37,510,391	\$21,759,778	\$59,270,169
15	0.0	0.0	0.0	\$38,448,151	\$22,303,772	\$60,751,923
16	0.0	0.0	0.0	\$39,409,355	\$22,861,367	\$62,270,722
17	0.0	0.0	0.0	\$40,394,589	\$23,432,901	\$63,827,490
18	0.0	0.0	0.0	\$41,404,453	\$24,018,723	\$65,423,176
19	0.0	0.0	0.0	\$42,439,565	\$24,619,192	\$67,058,757
20	0.0	0.0	0.0	\$43,500,554	\$25,234,671	\$68,735,225
Total	346.0	422.8	768.8	\$628,971,153	\$364,866,165	\$993,837,318

Number of direct and indirect workers and their families who will move to the County and their children who will attend local public schools

Year	New Workers Moving to the Area	Total New Residents	Total New Students
1	0.0	0.0	0.0
2	10.0	26.0	5.0
3	6.4	16.6	3.2
4	6.7	17.4	3.4
5	5.8	15.1	2.9
6	4.4	11.4	2.2
7	4.7	12.2	2.4
8	4.4	11.4	2.2
9	3.1	8.1	1.6
10	0.0	0.0	0.0
11	0.0	0.0	0.0
12	0.0	0.0	0.0
13	0.0	0.0	0.0
14	0.0	0.0	0.0
15	0.0	0.0	0.0
16	0.0	0.0	0.0
17	0.0	0.0	0.0
18	0.0	0.0	0.0
19	0.0	0.0	0.0
20	0.0	0.0	0.0
Total	45.5	118.2	22.9

Number of new residential properties that may be built in the County for direct and indirect workers who will move to the County and the taxable value over time

Year	New Residential Properties	Taxable Value of New County Residential Property
1	0.0	\$0
2	1.0	\$190,434
3	0.6	\$310,788
4	0.7	\$455,693
5	0.6	\$586,061
6	0.4	\$680,235
7	0.5	\$798,967
8	0.4	\$900,730
9	0.3	\$984,370
10	0.0	\$1,004,057
11	0.0	\$1,024,138
12	0.0	\$1,044,621
13	0.0	\$1,065,513
14	0.0	\$1,086,824
15	0.0	\$1,108,560
16	0.0	\$1,130,731
17	0.0	\$1,153,346
18	0.0	\$1,176,413
19	0.0	\$1,199,941
20	0.0	\$1,223,940
Total	4.5	

Local taxable spending on which sales taxes will be collected

Year	Local Construction Workers' Spending and Furniture, Fixtures, and Equipment	Direct and Indirect Workers' Spending	Food show & Visitors' Spending	Taxable Sales from the Project	The Project's Local Purchases and Taxable Utilities	Total
1	\$11,730,000	\$4,502,186	\$823,750	\$0	\$1,932,000	\$18,987,936
2	\$0	\$6,128,603	\$848,463	\$0	\$3,100,000	\$10,077,065
3	\$0	\$7,268,742	\$873,916	\$0	\$4,000,000	\$12,142,659
4	\$0	\$8,508,346	\$900,134	\$0	\$4,500,000	\$13,908,480
5	\$0	\$9,532,515	\$927,138	\$0	\$5,000,000	\$15,459,653
6	\$0	\$10,429,694	\$954,952	\$0	\$5,500,000	\$16,884,646
7	\$0	\$11,485,236	\$983,601	\$0	\$6,000,000	\$18,468,836
8	\$0	\$12,641,290	\$1,013,109	\$0	\$6,600,000	\$20,254,399
9	\$0	\$13,620,410	\$1,043,502	\$0	\$7,300,000	\$21,963,912
10	\$0	\$13,960,920	\$1,074,807	\$0	\$7,446,000	\$22,481,727
11	\$0	\$14,309,943	\$1,107,051	\$0	\$7,594,920	\$23,011,915
12	\$0	\$14,667,692	\$1,140,263	\$0	\$7,746,818	\$23,554,773
13	\$0	\$15,034,385	\$1,174,471	\$0	\$7,901,755	\$24,110,610
14	\$0	\$15,410,244	\$1,209,705	\$0	\$8,059,790	\$24,679,738
15	\$0	\$15,795,500	\$1,245,996	\$0	\$8,220,986	\$25,262,481
16	\$0	\$16,190,388	\$1,283,376	\$0	\$8,385,405	\$25,859,169
17	\$0	\$16,595,147	\$1,321,877	\$0	\$8,553,113	\$26,470,138
18	\$0	\$17,010,026	\$1,361,533	\$0	\$8,724,176	\$27,095,735
19	\$0	\$17,435,277	\$1,402,379	\$0	\$8,898,659	\$27,736,315
20	\$0	\$17,871,159	\$1,444,451	\$0	\$9,076,632	\$28,392,242
Total	\$11,730,000	\$258,397,703	\$22,134,471	\$0	\$134,540,255	\$426,802,429

Statewide taxable spending on which sales taxes will be collected

Year	Local Construction Workers' Spending and Furniture, Fixtures, and Equipment	Direct and Indirect Workers' Spending	Food show & Visitors' Spending	Taxable Sales from the Project	The Project's Local Purchases and Taxable Utilities	Total
1	\$81,300,000	\$4,915,335	\$823,750	\$0	\$1,932,000	\$88,971,085
2	\$0	\$6,691,002	\$848,463	\$0	\$3,100,000	\$10,639,465
3	\$0	\$7,935,768	\$873,916	\$0	\$4,000,000	\$12,809,685
4	\$0	\$9,289,126	\$900,134	\$0	\$4,500,000	\$14,689,260
5	\$0	\$10,407,279	\$927,138	\$0	\$5,000,000	\$16,334,417
6	\$0	\$11,386,788	\$954,952	\$0	\$5,500,000	\$17,841,740
7	\$0	\$12,539,194	\$983,601	\$0	\$6,000,000	\$19,522,794
8	\$0	\$13,801,335	\$1,013,109	\$0	\$6,600,000	\$21,414,444
9	\$0	\$14,870,305	\$1,043,502	\$0	\$7,300,000	\$23,213,807
10	\$0	\$15,242,063	\$1,074,807	\$0	\$7,446,000	\$23,762,870
11	\$0	\$15,623,115	\$1,107,051	\$0	\$7,594,920	\$24,325,086
12	\$0	\$16,013,693	\$1,140,263	\$0	\$7,746,818	\$24,900,774
13	\$0	\$16,414,035	\$1,174,471	\$0	\$7,901,755	\$25,490,260
14	\$0	\$16,824,386	\$1,209,705	\$0	\$8,059,790	\$26,093,880
15	\$0	\$17,244,995	\$1,245,996	\$0	\$8,220,986	\$26,711,977
16	\$0	\$17,676,120	\$1,283,376	\$0	\$8,385,405	\$27,344,901
17	\$0	\$18,118,023	\$1,321,877	\$0	\$8,553,113	\$27,993,014
18	\$0	\$18,570,974	\$1,361,533	\$0	\$8,724,176	\$28,656,683
19	\$0	\$19,035,248	\$1,402,379	\$0	\$8,898,659	\$29,336,287
20	\$0	\$19,511,130	\$1,444,451	\$0	\$9,076,632	\$30,032,213
Total	\$81,300,000	\$282,109,915	\$22,134,471	\$0	\$134,540,255	\$520,084,641

Local spending on lodging

Year	Spending on Lodging
1	\$73,750
2	\$75,963
3	\$78,241
4	\$80,589
5	\$83,006
6	\$85,496
7	\$88,061
8	\$90,703
9	\$93,424
10	\$96,227
11	\$99,114
12	\$102,087
13	\$105,150
14	\$108,304
15	\$111,553
16	\$114,900
17	\$118,347
18	\$121,898
19	\$125,554
20	\$129,321
Total	\$1,981,690

Taxable value of the Project's property on local tax rolls

Year	The Project's Property			Total Taxable Property
	Land on Local Tax Rolls	Buildings and Other Real Property on Local Tax Rolls	Furniture, Fixtures, & Equipment on Local Tax Rolls	
1	\$5,000,000	\$58,650,000	\$33,000,000	\$96,650,000
2	\$5,100,000	\$59,823,000	\$29,700,000	\$94,623,000
3	\$5,202,000	\$61,019,460	\$26,400,000	\$92,621,460
4	\$5,306,040	\$62,239,849	\$23,100,000	\$90,645,889
5	\$5,412,161	\$63,484,646	\$19,800,000	\$88,696,807
6	\$5,520,404	\$64,754,339	\$16,500,000	\$86,774,743
7	\$5,630,812	\$66,049,426	\$13,200,000	\$84,880,238
8	\$5,743,428	\$67,370,414	\$9,900,000	\$83,013,843
9	\$5,858,297	\$68,717,823	\$6,600,000	\$81,176,120
10	\$5,975,463	\$70,092,179	\$6,600,000	\$82,667,642
11	\$6,094,972	\$71,494,023	\$6,600,000	\$84,188,995
12	\$6,216,872	\$72,923,903	\$6,600,000	\$85,740,775
13	\$6,341,209	\$74,382,381	\$6,600,000	\$87,323,590
14	\$6,468,033	\$75,870,029	\$6,600,000	\$88,938,062
15	\$6,597,394	\$77,387,429	\$6,600,000	\$90,584,823
16	\$6,729,342	\$78,935,178	\$6,600,000	\$92,264,520
17	\$6,863,929	\$80,513,882	\$6,600,000	\$93,977,810
18	\$7,001,207	\$82,124,159	\$6,600,000	\$95,725,366
19	\$7,141,231	\$83,766,642	\$6,600,000	\$97,507,874
20	\$7,284,056	\$85,441,975	\$6,600,000	\$99,326,031

Appendix C
Fiscal Impact Calculations

Fiscal Impact: State of Florida

Sales tax collections

Year	During Construction and Purchases of Furniture, Fixtures, and Equipment	On Direct and Indirect Workers' Spending	On Food Show & Visitors' Spending	Taxable Sales from the Project	Local Purchases and Taxable Utilities from the Project	Total
1	\$4,878,000	\$294,920	\$49,425	\$0	\$115,920	\$5,338,265
2	\$0	\$401,460	\$50,908	\$0	\$186,000	\$638,368
3	\$0	\$476,146	\$52,435	\$0	\$240,000	\$768,581
4	\$0	\$557,348	\$54,008	\$0	\$270,000	\$881,356
5	\$0	\$624,437	\$55,628	\$0	\$300,000	\$980,065
6	\$0	\$683,207	\$57,297	\$0	\$330,000	\$1,070,504
7	\$0	\$752,352	\$59,016	\$0	\$360,000	\$1,171,368
8	\$0	\$828,080	\$60,787	\$0	\$396,000	\$1,284,867
9	\$0	\$892,218	\$62,610	\$0	\$438,000	\$1,392,828
10	\$0	\$914,524	\$64,488	\$0	\$446,760	\$1,425,772
11	\$0	\$937,387	\$66,423	\$0	\$455,695	\$1,459,505
12	\$0	\$960,822	\$68,416	\$0	\$464,809	\$1,494,046
13	\$0	\$984,842	\$70,468	\$0	\$474,105	\$1,529,416
14	\$0	\$1,009,463	\$72,582	\$0	\$483,587	\$1,565,633
15	\$0	\$1,034,700	\$74,760	\$0	\$493,259	\$1,602,719
16	\$0	\$1,060,567	\$77,003	\$0	\$503,124	\$1,640,694
17	\$0	\$1,087,081	\$79,313	\$0	\$513,187	\$1,679,581
18	\$0	\$1,114,258	\$81,692	\$0	\$523,451	\$1,719,401
19	\$0	\$1,142,115	\$84,143	\$0	\$533,920	\$1,760,177
20	\$0	\$1,170,668	\$86,667	\$0	\$544,598	\$1,801,933
Total	\$4,878,000	\$16,926,595	\$1,328,068	\$0	\$8,072,415	\$31,205,078

Fiscal Impact: State of Florida

Corporate income taxes from the direct as well as indirect and induced activity

Year	Direct Corporate Income Taxes	Indirect & Induced Corporate Income Taxes	Total Other Revenues
1	\$40,749	\$62,251	\$103,000
2	\$54,829	\$83,776	\$138,606
3	\$64,645	\$98,772	\$163,417
4	\$75,139	\$114,794	\$189,933
5	\$84,775	\$129,509	\$214,284
6	\$92,852	\$141,863	\$234,715
7	\$101,544	\$155,147	\$256,691
8	\$110,214	\$168,408	\$278,623
9	\$117,159	\$179,023	\$296,182
10	\$119,502	\$182,603	\$302,105
11	\$121,892	\$186,255	\$308,148
12	\$124,330	\$189,981	\$314,310
13	\$126,817	\$193,780	\$320,597
14	\$129,353	\$197,656	\$327,009
15	\$131,940	\$201,609	\$333,549
16	\$134,579	\$205,641	\$340,220
17	\$137,270	\$209,754	\$347,024
18	\$140,016	\$213,949	\$353,965
19	\$142,816	\$218,228	\$361,044
20	\$145,672	\$222,592	\$368,265
Total	\$2,196,093	\$3,355,591	\$5,551,684

Fiscal Impact: State of Florida

Diesel Fuel Tax Collections

Year	Gallons of Diesel Fuel Consumed	Total Diesel Fuel Taxes
1	321,377	\$85,165
2	327,805	\$86,868
3	334,361	\$88,606
4	341,048	\$90,378
5	347,869	\$92,185
6	354,827	\$94,029
7	361,923	\$95,910
8	369,162	\$97,828
9	376,545	\$99,784
10	384,076	\$101,780
11	391,757	\$103,816
12	399,592	\$105,892
13	407,584	\$108,010
14	415,736	\$110,170
15	424,051	\$112,373
16	432,532	\$114,621
17	441,182	\$116,913
18	450,006	\$119,252
19	459,006	\$121,637
20	468,186	\$124,069
Total	7,808,627	\$2,069,286

Fiscal Impact: State of Florida

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$5,526,430	\$0	\$5,526,430	\$5,526,430
2	\$863,842	\$0	\$863,842	\$6,390,272
3	\$1,020,604	\$0	\$1,020,604	\$7,410,875
4	\$1,161,666	\$0	\$1,161,666	\$8,572,541
5	\$1,286,534	\$0	\$1,286,534	\$9,859,076
6	\$1,399,248	\$0	\$1,399,248	\$11,258,324
7	\$1,523,968	\$0	\$1,523,968	\$12,782,292
8	\$1,661,317	\$0	\$1,661,317	\$14,443,609
9	\$1,788,795	\$0	\$1,788,795	\$16,232,404
10	\$1,829,658	\$0	\$1,829,658	\$18,062,061
11	\$1,871,468	\$0	\$1,871,468	\$19,933,530
12	\$1,914,249	\$0	\$1,914,249	\$21,847,779
13	\$1,958,022	\$0	\$1,958,022	\$23,805,801
14	\$2,002,811	\$0	\$2,002,811	\$25,808,612
15	\$2,048,641	\$0	\$2,048,641	\$27,857,253
16	\$2,095,535	\$0	\$2,095,535	\$29,952,788
17	\$2,143,518	\$0	\$2,143,518	\$32,096,306
18	\$2,192,617	\$0	\$2,192,617	\$34,288,923
19	\$2,242,858	\$0	\$2,242,858	\$36,531,781
20	\$2,294,267	\$0	\$2,294,267	\$38,826,048
Total	\$38,826,048	\$0	\$38,826,048	

Fiscal Impact: City of Alachua

Sales tax collections

Year	During Construction and Purchases of Furniture, Fixtures, and Equipment	On Direct and Indirect Workers' Spending	On Food Show & Visitors' Spending	Taxable Sales from the Project	Local Purchases and Taxable Utilities from the Project	Total
1	\$3,237	\$1,243	\$227	\$0	\$533	\$5,241
2	\$0	\$1,691	\$234	\$0	\$856	\$2,781
3	\$0	\$2,006	\$241	\$0	\$1,104	\$3,351
4	\$0	\$2,348	\$248	\$0	\$1,242	\$3,839
5	\$0	\$2,631	\$256	\$0	\$1,380	\$4,267
6	\$0	\$2,879	\$264	\$0	\$1,518	\$4,660
7	\$0	\$3,170	\$271	\$0	\$1,656	\$5,097
8	\$0	\$3,489	\$280	\$0	\$1,822	\$5,590
9	\$0	\$3,759	\$288	\$0	\$2,015	\$6,062
10	\$0	\$3,853	\$297	\$0	\$2,055	\$6,205
11	\$0	\$3,950	\$306	\$0	\$2,096	\$6,351
12	\$0	\$4,048	\$315	\$0	\$2,138	\$6,501
13	\$0	\$4,149	\$324	\$0	\$2,181	\$6,655
14	\$0	\$4,253	\$334	\$0	\$2,225	\$6,812
15	\$0	\$4,360	\$344	\$0	\$2,269	\$6,972
16	\$0	\$4,469	\$354	\$0	\$2,314	\$7,137
17	\$0	\$4,580	\$365	\$0	\$2,361	\$7,306
18	\$0	\$4,695	\$376	\$0	\$2,408	\$7,478
19	\$0	\$4,812	\$387	\$0	\$2,456	\$7,655
20	\$0	\$4,932	\$399	\$0	\$2,505	\$7,836
Total	\$3,237	\$71,318	\$6,109	\$0	\$37,133	\$117,797

Fiscal Impact: City of Alachua

Property tax collections on new residential property

Year	New Residential Property Tax Collections
1	\$0
2	\$227
3	\$347
4	\$472
5	\$601
6	\$736
7	\$876
8	\$1,021
9	\$1,171
10	\$1,195
11	\$1,219
12	\$1,243
13	\$1,268
14	\$1,293
15	\$1,319
16	\$1,346
17	\$1,372
18	\$1,400
19	\$1,428
20	\$1,456
Total	\$19,989

Fiscal Impact: City of Alachua

Property tax collections on the Project's Real Property

Year	<u>Land</u>		<u>Buildings & Other Real Property Improvements</u>		Total Real Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	Taxes Collected	Taxes Exempted	
1	\$29,750	\$0	\$348,968	\$0	\$378,718
2	\$30,345	\$0	\$355,947	\$0	\$386,292
3	\$30,952	\$0	\$363,066	\$0	\$394,018
4	\$31,571	\$0	\$370,327	\$0	\$401,898
5	\$32,202	\$0	\$377,734	\$0	\$409,936
6	\$32,846	\$0	\$385,288	\$0	\$418,135
7	\$33,503	\$0	\$392,994	\$0	\$426,497
8	\$34,173	\$0	\$400,854	\$0	\$435,027
9	\$34,857	\$0	\$408,871	\$0	\$443,728
10	\$35,554	\$0	\$417,048	\$0	\$452,602
11	\$36,265	\$0	\$425,389	\$0	\$461,655
12	\$36,990	\$0	\$433,897	\$0	\$470,888
13	\$37,730	\$0	\$442,575	\$0	\$480,305
14	\$38,485	\$0	\$451,427	\$0	\$489,911
15	\$39,254	\$0	\$460,455	\$0	\$499,710
16	\$40,040	\$0	\$469,664	\$0	\$509,704
17	\$40,840	\$0	\$479,058	\$0	\$519,898
18	\$41,657	\$0	\$488,639	\$0	\$530,296
19	\$42,490	\$0	\$498,412	\$0	\$540,902
20	\$43,340	\$0	\$508,380	\$0	\$551,720
Total	\$722,847	\$0	\$8,478,992	\$0	\$9,201,839

Fiscal Impact: City of Alachua

Property tax collections on the Project's Furniture, Fixtures, and Equipment

Year	<u>Furniture, Fixtures, & Equip.</u>		Total FF&E Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	
1	\$196,350	\$0	\$196,350
2	\$176,715	\$0	\$176,715
3	\$157,080	\$0	\$157,080
4	\$137,445	\$0	\$137,445
5	\$117,810	\$0	\$117,810
6	\$98,175	\$0	\$98,175
7	\$78,540	\$0	\$78,540
8	\$58,905	\$0	\$58,905
9	\$39,270	\$0	\$39,270
10	\$39,270	\$0	\$39,270
11	\$39,270	\$0	\$39,270
12	\$39,270	\$0	\$39,270
13	\$39,270	\$0	\$39,270
14	\$39,270	\$0	\$39,270
15	\$39,270	\$0	\$39,270
16	\$39,270	\$0	\$39,270
17	\$39,270	\$0	\$39,270
18	\$39,270	\$0	\$39,270
19	\$39,270	\$0	\$39,270
20	\$39,270	\$0	\$39,270
Total	\$1,492,260	\$0	\$1,492,260

Fiscal Impact: City of Alachua

Other revenues including building permits, impact fees, and miscellaneous taxes and user fees collected from new residents and the Project

Year	Building Permits and Fees	Impact Fees	Miscellaneous Taxes and User Fees <i>New Residents</i>	Miscellaneous Taxes and User Fees <i>Project</i>	Total Other Revenues
1	\$0	\$0	\$0	\$59,925	\$59,925
2	\$0	\$0	\$1,888	\$80,631	\$82,519
3	\$0	\$0	\$3,210	\$95,067	\$98,276
4	\$0	\$0	\$4,583	\$110,498	\$115,082
5	\$0	\$0	\$5,744	\$124,669	\$130,413
6	\$0	\$0	\$6,812	\$136,547	\$143,359
7	\$0	\$0	\$7,921	\$149,329	\$157,250
8	\$0	\$0	\$9,072	\$162,080	\$171,151
9	\$0	\$0	\$9,976	\$172,293	\$182,269
10	\$0	\$0	\$10,176	\$175,738	\$185,914
11	\$0	\$0	\$10,379	\$179,253	\$189,632
12	\$0	\$0	\$10,587	\$182,838	\$193,425
13	\$0	\$0	\$10,799	\$186,495	\$197,294
14	\$0	\$0	\$11,015	\$190,225	\$201,239
15	\$0	\$0	\$11,235	\$194,029	\$205,264
16	\$0	\$0	\$11,460	\$197,910	\$209,369
17	\$0	\$0	\$11,689	\$201,868	\$213,557
18	\$0	\$0	\$11,922	\$205,906	\$217,828
19	\$0	\$0	\$12,161	\$210,024	\$222,185
20	\$0	\$0	\$12,404	\$214,224	\$226,628
Total	\$0	\$0	\$173,032	\$3,229,548	\$3,402,580

Fiscal Impact: City of Alachua

Costs of providing municipal services to new residents and the Project

Year	Cost of Services <i>New Residents</i>	Cost of Services <i>Project</i>	Total Costs
1	\$0	(\$83,472)	(\$83,472)
2	(\$2,156)	(\$112,314)	(\$114,470)
3	(\$3,665)	(\$132,422)	(\$136,087)
4	(\$5,233)	(\$153,918)	(\$159,151)
5	(\$6,558)	(\$173,657)	(\$180,215)
6	(\$7,778)	(\$190,202)	(\$197,980)
7	(\$9,045)	(\$208,007)	(\$217,051)
8	(\$10,358)	(\$225,767)	(\$236,126)
9	(\$11,391)	(\$239,993)	(\$251,384)
10	(\$11,619)	(\$244,793)	(\$256,412)
11	(\$11,851)	(\$249,689)	(\$261,540)
12	(\$12,088)	(\$254,683)	(\$266,771)
13	(\$12,330)	(\$259,777)	(\$272,106)
14	(\$12,577)	(\$264,972)	(\$277,549)
15	(\$12,828)	(\$270,271)	(\$283,100)
16	(\$13,085)	(\$275,677)	(\$288,762)
17	(\$13,346)	(\$281,190)	(\$294,537)
18	(\$13,613)	(\$286,814)	(\$300,428)
19	(\$13,886)	(\$292,551)	(\$306,436)
20	(\$14,163)	(\$298,402)	(\$312,565)
Total	(\$197,570)	(\$4,498,571)	(\$4,696,141)

Fiscal Impact: City of Alachua

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$640,233	(\$83,472)	\$556,761	\$556,761
2	\$648,534	(\$114,470)	\$534,064	\$1,090,825
3	\$653,072	(\$136,087)	\$516,985	\$1,607,810
4	\$658,735	(\$159,151)	\$499,584	\$2,107,394
5	\$663,027	(\$180,215)	\$482,812	\$2,590,206
6	\$665,065	(\$197,980)	\$467,085	\$3,057,291
7	\$668,261	(\$217,051)	\$451,210	\$3,508,500
8	\$671,695	(\$236,126)	\$435,569	\$3,944,069
9	\$672,500	(\$251,384)	\$421,116	\$4,365,185
10	\$685,186	(\$256,412)	\$428,774	\$4,793,959
11	\$698,127	(\$261,540)	\$436,587	\$5,230,546
12	\$711,327	(\$266,771)	\$444,556	\$5,675,102
13	\$724,791	(\$272,106)	\$452,685	\$6,127,787
14	\$738,526	(\$277,549)	\$460,977	\$6,588,764
15	\$752,536	(\$283,100)	\$469,436	\$7,058,200
16	\$766,826	(\$288,762)	\$478,064	\$7,536,264
17	\$781,403	(\$294,537)	\$486,866	\$8,023,131
18	\$796,272	(\$300,428)	\$495,845	\$8,518,975
19	\$811,440	(\$306,436)	\$505,003	\$9,023,979
20	\$826,911	(\$312,565)	\$514,346	\$9,538,325
Total	\$14,234,466	(\$4,696,141)	\$9,538,325	

Fiscal Impact: Alachua County

Sales tax collections

Year	During Construction and Purchases of Furniture, Fixtures, and Equipment	On Direct and Indirect Workers' Spending	On Visitors' Spending	Taxable Sales from the Project	Local Purchases and Taxable Utilities from the Project	Total
1	\$66,861	\$25,662	\$4,695	\$0	\$11,012	\$108,231
2	\$0	\$34,933	\$4,836	\$0	\$17,670	\$57,439
3	\$0	\$41,432	\$4,981	\$0	\$22,800	\$69,213
4	\$0	\$48,498	\$5,131	\$0	\$25,650	\$79,278
5	\$0	\$54,335	\$5,285	\$0	\$28,500	\$88,120
6	\$0	\$59,449	\$5,443	\$0	\$31,350	\$96,242
7	\$0	\$65,466	\$5,607	\$0	\$34,200	\$105,272
8	\$0	\$72,055	\$5,775	\$0	\$37,620	\$115,450
9	\$0	\$77,636	\$5,948	\$0	\$41,610	\$125,194
10	\$0	\$79,577	\$6,126	\$0	\$42,442	\$128,146
11	\$0	\$81,567	\$6,310	\$0	\$43,291	\$131,168
12	\$0	\$83,606	\$6,499	\$0	\$44,157	\$134,262
13	\$0	\$85,696	\$6,694	\$0	\$45,040	\$137,430
14	\$0	\$87,838	\$6,895	\$0	\$45,941	\$140,675
15	\$0	\$90,034	\$7,102	\$0	\$46,860	\$143,996
16	\$0	\$92,285	\$7,315	\$0	\$47,797	\$147,397
17	\$0	\$94,592	\$7,535	\$0	\$48,753	\$150,880
18	\$0	\$96,957	\$7,761	\$0	\$49,728	\$154,446
19	\$0	\$99,381	\$7,994	\$0	\$50,722	\$158,097
20	\$0	\$101,866	\$8,233	\$0	\$51,737	\$161,836
Total	\$66,861	\$1,472,867	\$126,166	\$0	\$766,879	\$2,432,774

Fiscal Impact: Alachua County

Property tax collections on new residential property

Year	New Residential Property Tax Collections
1	\$0
2	\$1,455
3	\$2,375
4	\$3,482
5	\$4,478
6	\$5,198
7	\$6,105
8	\$6,883
9	\$7,522
10	\$7,672
11	\$7,826
12	\$7,982
13	\$8,142
14	\$8,305
15	\$8,471
16	\$8,640
17	\$8,813
18	\$8,989
19	\$9,169
20	\$9,353
Total	\$130,862

Fiscal Impact: Alachua County

Property tax collections on the Project's Real Property

Year	<u>Land</u>		<u>Buildings & Other Real Property Improvements</u>		Total Real Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	Taxes Collected	Taxes Exempted	
1	\$38,207	\$0	\$448,168	\$0	\$486,375
2	\$38,971	\$0	\$457,131	\$0	\$496,103
3	\$39,751	\$0	\$466,274	\$0	\$506,025
4	\$40,546	\$0	\$475,600	\$0	\$516,145
5	\$41,356	\$0	\$485,112	\$0	\$526,468
6	\$42,184	\$0	\$494,814	\$0	\$536,997
7	\$43,027	\$0	\$504,710	\$0	\$547,737
8	\$43,888	\$0	\$514,804	\$0	\$558,692
9	\$44,766	\$0	\$525,100	\$0	\$569,866
10	\$45,661	\$0	\$535,602	\$0	\$581,263
11	\$46,574	\$0	\$546,314	\$0	\$592,889
12	\$47,506	\$0	\$557,241	\$0	\$604,746
13	\$48,456	\$0	\$568,386	\$0	\$616,841
14	\$49,425	\$0	\$579,753	\$0	\$629,178
15	\$50,413	\$0	\$591,348	\$0	\$641,762
16	\$51,422	\$0	\$603,175	\$0	\$654,597
17	\$52,450	\$0	\$615,239	\$0	\$667,689
18	\$53,499	\$0	\$627,544	\$0	\$681,043
19	\$54,569	\$0	\$640,094	\$0	\$694,663
20	\$55,660	\$0	\$652,896	\$0	\$708,557
Total	\$928,330	\$0	\$10,889,306	\$0	\$11,817,636

Fiscal Impact: Alachua County

Property tax collections on the Project's Furniture, Fixtures, and Equipment

Year	<u>Furniture, Fixtures, & Equip.</u>		Total FF&E Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	
1	\$252,166	\$0	\$252,166
2	\$226,950	\$0	\$226,950
3	\$201,733	\$0	\$201,733
4	\$176,516	\$0	\$176,516
5	\$151,300	\$0	\$151,300
6	\$126,083	\$0	\$126,083
7	\$100,866	\$0	\$100,866
8	\$75,650	\$0	\$75,650
9	\$50,433	\$0	\$50,433
10	\$50,433	\$0	\$50,433
11	\$50,433	\$0	\$50,433
12	\$50,433	\$0	\$50,433
13	\$50,433	\$0	\$50,433
14	\$50,433	\$0	\$50,433
15	\$50,433	\$0	\$50,433
16	\$50,433	\$0	\$50,433
17	\$50,433	\$0	\$50,433
18	\$50,433	\$0	\$50,433
19	\$50,433	\$0	\$50,433
20	\$50,433	\$0	\$50,433
Total	\$1,916,463	\$0	\$1,916,463

Fiscal Impact: Alachua County

Other revenues including tourist development taxes, building permits, impact fees, and miscellaneous taxes and user fees collected from new residents and the Project

Year	Tourist Development Taxes	Building Permits and Fees	Impact Fees	Miscellaneous Taxes and User Fees <i>New Residents</i>	Miscellaneous Taxes and User Fees <i>Project</i>	Total
1	\$3,688	\$0	\$0	\$0	\$42,864	\$46,552
2	\$3,798	\$0	\$0	\$10,190	\$57,675	\$71,663
3	\$3,912	\$0	\$0	\$17,045	\$68,001	\$88,958
4	\$4,029	\$0	\$0	\$24,489	\$79,039	\$107,558
5	\$4,150	\$0	\$0	\$31,251	\$89,175	\$124,576
6	\$4,275	\$0	\$0	\$36,729	\$97,671	\$138,675
7	\$4,403	\$0	\$0	\$42,751	\$106,814	\$153,969
8	\$4,535	\$0	\$0	\$48,656	\$115,935	\$169,125
9	\$4,671	\$0	\$0	\$53,257	\$123,240	\$181,168
10	\$4,811	\$0	\$0	\$54,322	\$125,705	\$184,838
11	\$4,956	\$0	\$0	\$55,409	\$128,219	\$188,583
12	\$5,104	\$0	\$0	\$56,517	\$130,783	\$192,404
13	\$5,257	\$0	\$0	\$57,647	\$133,399	\$196,304
14	\$5,415	\$0	\$0	\$58,800	\$136,067	\$200,282
15	\$5,578	\$0	\$0	\$59,976	\$138,788	\$204,342
16	\$5,745	\$0	\$0	\$61,176	\$141,564	\$208,485
17	\$5,917	\$0	\$0	\$62,399	\$144,395	\$212,712
18	\$6,095	\$0	\$0	\$63,647	\$147,283	\$217,025
19	\$6,278	\$0	\$0	\$64,920	\$150,229	\$221,427
20	\$6,466	\$0	\$0	\$66,219	\$153,233	\$225,918
Total	\$99,085	\$0	\$0	\$925,402	\$2,310,077	\$3,334,564

Fiscal Impact: Alachua County

Diesel Fuel Tax Collections

Year	Gallons of Diesel Fuel Consumed	Total Diesel Fuel Taxes
1	321,377	\$22,496
2	327,805	\$22,946
3	334,361	\$23,405
4	341,048	\$23,873
5	347,869	\$24,351
6	354,827	\$24,838
7	361,923	\$25,335
8	369,162	\$25,841
9	376,545	\$26,358
10	384,076	\$26,885
11	391,757	\$27,423
12	399,592	\$27,971
13	407,584	\$28,531
14	415,736	\$29,102
15	424,051	\$29,684
16	432,532	\$30,277
17	441,182	\$30,883
18	450,006	\$31,500
19	459,006	\$32,130
20	468,186	\$32,773
Total	7,808,627	\$546,604

Fiscal Impact: Alachua County

Costs of providing County services to new residents

Year	Cost of Services <i>New Residents</i>	Cost of Services <i>Project</i>	Total
1	\$0	(\$56,823)	(\$56,823)
2	(\$10,486)	(\$76,457)	(\$86,943)
3	(\$17,540)	(\$90,145)	(\$107,686)
4	(\$25,200)	(\$104,778)	(\$129,979)
5	(\$32,158)	(\$118,216)	(\$150,374)
6	(\$37,795)	(\$129,479)	(\$167,274)
7	(\$43,992)	(\$141,599)	(\$185,592)
8	(\$50,068)	(\$153,690)	(\$203,758)
9	(\$54,803)	(\$163,374)	(\$218,177)
10	(\$55,899)	(\$166,641)	(\$222,541)
11	(\$57,017)	(\$169,974)	(\$226,991)
12	(\$58,158)	(\$173,374)	(\$231,531)
13	(\$59,321)	(\$176,841)	(\$236,162)
14	(\$60,507)	(\$180,378)	(\$240,885)
15	(\$61,717)	(\$183,985)	(\$245,703)
16	(\$62,952)	(\$187,665)	(\$250,617)
17	(\$64,211)	(\$191,418)	(\$255,629)
18	(\$65,495)	(\$195,247)	(\$260,742)
19	(\$66,805)	(\$199,152)	(\$265,957)
20	(\$68,141)	(\$203,135)	(\$271,276)
Total	(\$952,266)	(\$3,062,372)	(\$4,014,637)

Fiscal Impact: Alachua County

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$915,820	(\$56,823)	\$858,997	\$858,997
2	\$876,556	(\$86,943)	\$789,613	\$1,648,611
3	\$891,709	(\$107,686)	\$784,023	\$2,432,634
4	\$906,853	(\$129,979)	\$776,874	\$3,209,508
5	\$919,293	(\$150,374)	\$768,920	\$3,978,428
6	\$928,034	(\$167,274)	\$760,760	\$4,739,188
7	\$939,285	(\$185,592)	\$753,693	\$5,492,881
8	\$951,641	(\$203,758)	\$747,884	\$6,240,765
9	\$960,542	(\$218,177)	\$742,365	\$6,983,129
10	\$979,238	(\$222,541)	\$756,698	\$7,739,827
11	\$998,322	(\$226,991)	\$771,330	\$8,511,158
12	\$1,017,800	(\$231,531)	\$786,269	\$9,297,426
13	\$1,037,681	(\$236,162)	\$801,520	\$10,098,946
14	\$1,057,974	(\$240,885)	\$817,089	\$10,916,035
15	\$1,078,687	(\$245,703)	\$832,985	\$11,749,020
16	\$1,099,830	(\$250,617)	\$849,213	\$12,598,233
17	\$1,121,410	(\$255,629)	\$865,780	\$13,464,013
18	\$1,143,437	(\$260,742)	\$882,695	\$14,346,708
19	\$1,165,920	(\$265,957)	\$899,963	\$15,246,671
20	\$1,188,869	(\$271,276)	\$917,594	\$16,164,265
Total	\$20,178,902	(\$4,014,637)	\$16,164,265	

Fiscal Impact: Alachua County Public Schools

Sales tax collections

Year	During Construction and Purchases of Furniture, Fixtures, and Equipment	On Direct and Indirect Workers' Spending	On Visitors' Spending	Taxable Sales from the Project	Local Purchases and Taxable Utilities from the Project	Total
1	\$58,650	\$22,511	\$4,119	\$0	\$9,660	\$94,940
2	\$0	\$30,643	\$4,242	\$0	\$15,500	\$50,385
3	\$0	\$36,344	\$4,370	\$0	\$20,000	\$60,713
4	\$0	\$42,542	\$4,501	\$0	\$22,500	\$69,542
5	\$0	\$47,663	\$4,636	\$0	\$25,000	\$77,298
6	\$0	\$52,148	\$4,775	\$0	\$27,500	\$84,423
7	\$0	\$57,426	\$4,918	\$0	\$30,000	\$92,344
8	\$0	\$63,206	\$5,066	\$0	\$33,000	\$101,272
9	\$0	\$68,102	\$5,218	\$0	\$36,500	\$109,820
10	\$0	\$69,805	\$5,374	\$0	\$37,230	\$112,409
11	\$0	\$71,550	\$5,535	\$0	\$37,975	\$115,060
12	\$0	\$73,338	\$5,701	\$0	\$38,734	\$117,774
13	\$0	\$75,172	\$5,872	\$0	\$39,509	\$120,553
14	\$0	\$77,051	\$6,049	\$0	\$40,299	\$123,399
15	\$0	\$78,977	\$6,230	\$0	\$41,105	\$126,312
16	\$0	\$80,952	\$6,417	\$0	\$41,927	\$129,296
17	\$0	\$82,976	\$6,609	\$0	\$42,766	\$132,351
18	\$0	\$85,050	\$6,808	\$0	\$43,621	\$135,479
19	\$0	\$87,176	\$7,012	\$0	\$44,493	\$138,682
20	\$0	\$89,356	\$7,222	\$0	\$45,383	\$141,961
Total	\$58,650	\$1,291,989	\$110,672	\$0	\$672,701	\$2,134,012

Fiscal Impact: Alachua County Public Schools

Property tax collections on new residential property

Year	New Residential Property Tax Collections
1	\$0
2	\$1,225
3	\$1,999
4	\$2,931
5	\$3,770
6	\$4,375
7	\$5,139
8	\$5,793
9	\$6,331
10	\$6,458
11	\$6,587
12	\$6,719
13	\$6,853
14	\$6,990
15	\$7,130
16	\$7,273
17	\$7,418
18	\$7,567
19	\$7,718
20	\$7,872
Total	\$110,150

Fiscal Impact: Alachua County Public Schools

Property tax collections on the Project's Real Property

Year	<u>Land</u>		<u>Buildings & Other Real Property Improvements</u>		Total Real Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	Taxes Collected	Taxes Exempted	
	1	\$32,160	\$0	\$377,237	
2	\$32,803	\$0	\$384,782	\$0	\$417,585
3	\$33,459	\$0	\$392,477	\$0	\$425,936
4	\$34,128	\$0	\$400,327	\$0	\$434,455
5	\$34,811	\$0	\$408,333	\$0	\$443,144
6	\$35,507	\$0	\$416,500	\$0	\$452,007
7	\$36,217	\$0	\$424,830	\$0	\$461,047
8	\$36,942	\$0	\$433,327	\$0	\$470,268
9	\$37,681	\$0	\$441,993	\$0	\$479,674
10	\$38,434	\$0	\$450,833	\$0	\$489,267
11	\$39,203	\$0	\$459,850	\$0	\$499,052
12	\$39,987	\$0	\$469,047	\$0	\$509,033
13	\$40,787	\$0	\$478,427	\$0	\$519,214
14	\$41,602	\$0	\$487,996	\$0	\$529,598
15	\$42,434	\$0	\$497,756	\$0	\$540,190
16	\$43,283	\$0	\$507,711	\$0	\$550,994
17	\$44,149	\$0	\$517,865	\$0	\$562,014
18	\$45,032	\$0	\$528,223	\$0	\$573,254
19	\$45,932	\$0	\$538,787	\$0	\$584,719
20	\$46,851	\$0	\$549,563	\$0	\$596,414
Total	\$781,403	\$0	\$9,165,862	\$0	\$9,947,265

Fiscal Impact: Alachua County Public Schools

Property tax collections on the Project's Furniture, Fixtures, and Equipment

Year	<u>Furniture, Fixtures, & Equip.</u>		Total FF&E
	Taxes Collected	Taxes Exempted	Property Taxes Collected after Exempted
1	\$212,256	\$0	\$212,256
2	\$191,030	\$0	\$191,030
3	\$169,805	\$0	\$169,805
4	\$148,579	\$0	\$148,579
5	\$127,354	\$0	\$127,354
6	\$106,128	\$0	\$106,128
7	\$84,902	\$0	\$84,902
8	\$63,677	\$0	\$63,677
9	\$42,451	\$0	\$42,451
10	\$42,451	\$0	\$42,451
11	\$42,451	\$0	\$42,451
12	\$42,451	\$0	\$42,451
13	\$42,451	\$0	\$42,451
14	\$42,451	\$0	\$42,451
15	\$42,451	\$0	\$42,451
16	\$42,451	\$0	\$42,451
17	\$42,451	\$0	\$42,451
18	\$42,451	\$0	\$42,451
19	\$42,451	\$0	\$42,451
20	\$42,451	\$0	\$42,451
Total	\$1,613,146	\$0	\$1,613,146

Fiscal Impact: Alachua County Public Schools

Additional state and federal funding for additional students

Year	Additional State and Federal Funding
1	\$0
2	\$25,265
3	\$42,264
4	\$60,984
5	\$77,754
6	\$91,343
7	\$106,559
8	\$121,210
9	\$132,921
10	\$135,579
11	\$138,291
12	\$141,057
13	\$143,878
14	\$146,755
15	\$149,690
16	\$152,684
17	\$155,738
18	\$158,853
19	\$162,030
20	\$165,270
Total	\$2,308,124

Fiscal Impact: Alachua County Public Schools

Costs of educating children of new workers who move to the district

Year	Cost of Educating New Students
1	\$0
2	(\$20,293)
3	(\$33,946)
4	(\$48,982)
5	(\$62,451)
6	(\$73,365)
7	(\$85,587)
8	(\$97,354)
9	(\$106,761)
10	(\$108,896)
11	(\$111,074)
12	(\$113,295)
13	(\$115,561)
14	(\$117,872)
15	(\$120,230)
16	(\$122,634)
17	(\$125,087)
18	(\$127,589)
19	(\$130,141)
20	(\$132,743)
Total	(\$1,853,861)

Fiscal Impact: Alachua County Public Schools

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$716,592	\$0	\$716,592	\$716,592
2	\$685,491	(\$20,293)	\$665,198	\$1,381,790
3	\$700,717	(\$33,946)	\$666,772	\$2,048,562
4	\$716,492	(\$48,982)	\$667,510	\$2,716,072
5	\$729,320	(\$62,451)	\$666,869	\$3,382,940
6	\$738,276	(\$73,365)	\$664,911	\$4,047,851
7	\$749,992	(\$85,587)	\$664,405	\$4,712,256
8	\$762,220	(\$97,354)	\$664,866	\$5,377,122
9	\$771,197	(\$106,761)	\$664,436	\$6,041,558
10	\$786,164	(\$108,896)	\$677,268	\$6,718,826
11	\$801,441	(\$111,074)	\$690,368	\$7,409,194
12	\$817,034	(\$113,295)	\$703,739	\$8,112,933
13	\$832,949	(\$115,561)	\$717,388	\$8,830,321
14	\$849,194	(\$117,872)	\$731,322	\$9,561,643
15	\$865,775	(\$120,230)	\$745,545	\$10,307,188
16	\$882,698	(\$122,634)	\$760,064	\$11,067,252
17	\$899,972	(\$125,087)	\$774,885	\$11,842,137
18	\$917,604	(\$127,589)	\$790,015	\$12,632,152
19	\$935,600	(\$130,141)	\$805,459	\$13,437,611
20	\$953,969	(\$132,743)	\$821,226	\$14,258,837
Total	\$16,112,698	(\$1,853,861)	\$14,258,837	

Fiscal Impact: Suwannee River WMD

Property tax collections on new residential property

Year	New Residential Property Tax Collections
1	\$0
2	\$59
3	\$97
4	\$142
5	\$182
6	\$212
7	\$249
8	\$280
9	\$306
10	\$313
11	\$319
12	\$325
13	\$332
14	\$338
15	\$345
16	\$352
17	\$359
18	\$366
19	\$374
20	\$381
Total	\$5,331

Fiscal Impact: Suwannee River WMD

Property tax collections on the Project's Real Property

Year	<u>Land</u>		<u>Buildings & Other Real Property Improvements</u>		Total Real Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	Taxes Collected	Taxes Exempted	
	1	\$1,557	\$0	\$18,258	
2	\$1,588	\$0	\$18,623	\$0	\$20,211
3	\$1,619	\$0	\$18,995	\$0	\$20,615
4	\$1,652	\$0	\$19,375	\$0	\$21,027
5	\$1,685	\$0	\$19,763	\$0	\$21,448
6	\$1,719	\$0	\$20,158	\$0	\$21,877
7	\$1,753	\$0	\$20,561	\$0	\$22,314
8	\$1,788	\$0	\$20,972	\$0	\$22,760
9	\$1,824	\$0	\$21,392	\$0	\$23,216
10	\$1,860	\$0	\$21,820	\$0	\$23,680
11	\$1,897	\$0	\$22,256	\$0	\$24,153
12	\$1,935	\$0	\$22,701	\$0	\$24,637
13	\$1,974	\$0	\$23,155	\$0	\$25,129
14	\$2,013	\$0	\$23,618	\$0	\$25,632
15	\$2,054	\$0	\$24,091	\$0	\$26,144
16	\$2,095	\$0	\$24,573	\$0	\$26,667
17	\$2,137	\$0	\$25,064	\$0	\$27,201
18	\$2,179	\$0	\$25,565	\$0	\$27,745
19	\$2,223	\$0	\$26,077	\$0	\$28,300
20	\$2,268	\$0	\$26,598	\$0	\$28,866
Total	\$37,819	\$0	\$443,615	\$0	\$481,434

Fiscal Impact: Suwannee River WMD

Property tax collections on the Project's Furniture, Fixtures, and Equipment

Year	<u>Furniture, Fixtures, & Equip.</u>		Total FF&E Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	
1	\$10,273	\$0	\$10,273
2	\$9,246	\$0	\$9,246
3	\$8,218	\$0	\$8,218
4	\$7,191	\$0	\$7,191
5	\$6,164	\$0	\$6,164
6	\$5,136	\$0	\$5,136
7	\$4,109	\$0	\$4,109
8	\$3,082	\$0	\$3,082
9	\$2,055	\$0	\$2,055
10	\$2,055	\$0	\$2,055
11	\$2,055	\$0	\$2,055
12	\$2,055	\$0	\$2,055
13	\$2,055	\$0	\$2,055
14	\$2,055	\$0	\$2,055
15	\$2,055	\$0	\$2,055
16	\$2,055	\$0	\$2,055
17	\$2,055	\$0	\$2,055
18	\$2,055	\$0	\$2,055
19	\$2,055	\$0	\$2,055
20	\$2,055	\$0	\$2,055
Total	\$78,074	\$0	\$78,074

Fiscal Impact: Suwannee River WMD

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$30,087	\$0	\$30,087	\$30,087
2	\$29,515	\$0	\$29,515	\$59,603
3	\$28,930	\$0	\$28,930	\$88,532
4	\$28,360	\$0	\$28,360	\$116,892
5	\$27,794	\$0	\$27,794	\$144,686
6	\$27,225	\$0	\$27,225	\$171,911
7	\$26,672	\$0	\$26,672	\$198,583
8	\$26,123	\$0	\$26,123	\$224,705
9	\$25,577	\$0	\$25,577	\$250,282
10	\$26,047	\$0	\$26,047	\$276,329
11	\$26,527	\$0	\$26,527	\$302,856
12	\$27,016	\$0	\$27,016	\$329,872
13	\$27,516	\$0	\$27,516	\$357,388
14	\$28,025	\$0	\$28,025	\$385,412
15	\$28,544	\$0	\$28,544	\$413,956
16	\$29,074	\$0	\$29,074	\$443,030
17	\$29,614	\$0	\$29,614	\$472,645
18	\$30,166	\$0	\$30,166	\$502,810
19	\$30,728	\$0	\$30,728	\$533,538
20	\$31,301	\$0	\$31,301	\$564,839
Total	\$564,839	\$0	\$564,839	

Fiscal Impact: Library

Property tax collections on new residential property

Year	New Residential Property Tax Collections
1	\$0
2	\$197
3	\$321
4	\$471
5	\$606
6	\$703
7	\$826
8	\$931
9	\$1,018
10	\$1,038
11	\$1,059
12	\$1,080
13	\$1,102
14	\$1,124
15	\$1,146
16	\$1,169
17	\$1,192
18	\$1,216
19	\$1,241
20	\$1,265
Total	\$17,706

Fiscal Impact: Library

Property tax collections on the Project's Real Property

Year	<u>Land</u>		<u>Buildings & Other Real Property Improvements</u>		Total Real Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	Taxes Collected	Taxes Exempted	
1	\$5,170	\$0	\$60,638	\$0	\$65,808
2	\$5,273	\$0	\$61,851	\$0	\$67,124
3	\$5,378	\$0	\$63,088	\$0	\$68,466
4	\$5,486	\$0	\$64,350	\$0	\$69,836
5	\$5,596	\$0	\$65,637	\$0	\$71,232
6	\$5,708	\$0	\$66,950	\$0	\$72,657
7	\$5,822	\$0	\$68,289	\$0	\$74,110
8	\$5,938	\$0	\$69,654	\$0	\$75,592
9	\$6,057	\$0	\$71,047	\$0	\$77,104
10	\$6,178	\$0	\$72,468	\$0	\$78,646
11	\$6,302	\$0	\$73,918	\$0	\$80,219
12	\$6,428	\$0	\$75,396	\$0	\$81,824
13	\$6,556	\$0	\$76,904	\$0	\$83,460
14	\$6,687	\$0	\$78,442	\$0	\$85,129
15	\$6,821	\$0	\$80,011	\$0	\$86,832
16	\$6,957	\$0	\$81,611	\$0	\$88,569
17	\$7,097	\$0	\$83,243	\$0	\$90,340
18	\$7,239	\$0	\$84,908	\$0	\$92,147
19	\$7,383	\$0	\$86,606	\$0	\$93,990
20	\$7,531	\$0	\$88,338	\$0	\$95,869
Total	\$125,605	\$0	\$1,473,350	\$0	\$1,598,955

Fiscal Impact: Library

Property tax collections on the Project's Furniture, Fixtures, and Equipment

Year	<u>Furniture, Fixtures, & Equip.</u>		Total FF&E
	Taxes Collected	Taxes Exempted	Property Taxes Collected after Exempted
1	\$34,119	\$0	\$34,119
2	\$30,707	\$0	\$30,707
3	\$27,295	\$0	\$27,295
4	\$23,883	\$0	\$23,883
5	\$20,471	\$0	\$20,471
6	\$17,059	\$0	\$17,059
7	\$13,647	\$0	\$13,647
8	\$10,236	\$0	\$10,236
9	\$6,824	\$0	\$6,824
10	\$6,824	\$0	\$6,824
11	\$6,824	\$0	\$6,824
12	\$6,824	\$0	\$6,824
13	\$6,824	\$0	\$6,824
14	\$6,824	\$0	\$6,824
15	\$6,824	\$0	\$6,824
16	\$6,824	\$0	\$6,824
17	\$6,824	\$0	\$6,824
18	\$6,824	\$0	\$6,824
19	\$6,824	\$0	\$6,824
20	\$6,824	\$0	\$6,824
Total	\$259,302	\$0	\$259,302

Fiscal Impact: Library

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$99,926	\$0	\$99,926	\$99,926
2	\$98,028	\$0	\$98,028	\$197,954
3	\$96,083	\$0	\$96,083	\$294,037
4	\$94,190	\$0	\$94,190	\$388,227
5	\$92,310	\$0	\$92,310	\$480,536
6	\$90,420	\$0	\$90,420	\$570,956
7	\$88,584	\$0	\$88,584	\$659,540
8	\$86,759	\$0	\$86,759	\$746,299
9	\$84,946	\$0	\$84,946	\$831,245
10	\$86,508	\$0	\$86,508	\$917,753
11	\$88,102	\$0	\$88,102	\$1,005,855
12	\$89,727	\$0	\$89,727	\$1,095,582
13	\$91,385	\$0	\$91,385	\$1,186,968
14	\$93,077	\$0	\$93,077	\$1,280,044
15	\$94,802	\$0	\$94,802	\$1,374,846
16	\$96,561	\$0	\$96,561	\$1,471,407
17	\$98,356	\$0	\$98,356	\$1,569,764
18	\$100,187	\$0	\$100,187	\$1,669,950
19	\$102,054	\$0	\$102,054	\$1,772,004
20	\$103,959	\$0	\$103,959	\$1,875,963
Total	\$1,875,963	\$0	\$1,875,963	

Fiscal Impact: Children's Trust

Property tax collections on new residential property

Year	New Residential Property Tax Collections
1	\$0
2	\$88
3	\$143
4	\$210
5	\$270
6	\$314
7	\$368
8	\$415
9	\$454
10	\$463
11	\$472
12	\$482
13	\$491
14	\$501
15	\$511
16	\$521
17	\$532
18	\$543
19	\$553
20	\$564
Total	\$7,898

Fiscal Impact: Children's Trust

Property tax collections on the Project's Real Property

Year	<u>Land</u>		<u>Buildings & Other Real Property Improvements</u>		Total Real Property Taxes Collected after Exempted
	Taxes Collected	Taxes Exempted	Taxes Collected	Taxes Exempted	
1	\$2,306	\$0	\$27,049	\$0	\$29,355
2	\$2,352	\$0	\$27,590	\$0	\$29,942
3	\$2,399	\$0	\$28,142	\$0	\$30,541
4	\$2,447	\$0	\$28,705	\$0	\$31,152
5	\$2,496	\$0	\$29,279	\$0	\$31,775
6	\$2,546	\$0	\$29,865	\$0	\$32,411
7	\$2,597	\$0	\$30,462	\$0	\$33,059
8	\$2,649	\$0	\$31,071	\$0	\$33,720
9	\$2,702	\$0	\$31,693	\$0	\$34,395
10	\$2,756	\$0	\$32,327	\$0	\$35,082
11	\$2,811	\$0	\$32,973	\$0	\$35,784
12	\$2,867	\$0	\$33,633	\$0	\$36,500
13	\$2,925	\$0	\$34,305	\$0	\$37,230
14	\$2,983	\$0	\$34,991	\$0	\$37,974
15	\$3,043	\$0	\$35,691	\$0	\$38,734
16	\$3,104	\$0	\$36,405	\$0	\$39,508
17	\$3,166	\$0	\$37,133	\$0	\$40,299
18	\$3,229	\$0	\$37,876	\$0	\$41,105
19	\$3,294	\$0	\$38,633	\$0	\$41,927
20	\$3,359	\$0	\$39,406	\$0	\$42,765
Total	\$56,030	\$0	\$657,229	\$0	\$713,259

Fiscal Impact: Children's Trust

Property tax collections on the Project's Furniture, Fixtures, and Equipment

Year	<u>Furniture, Fixtures, & Equip.</u>		Total FF&E
	Taxes Collected	Taxes Exempted	Property Taxes Collected after Exempted
1	\$15,220	\$0	\$15,220
2	\$13,698	\$0	\$13,698
3	\$12,176	\$0	\$12,176
4	\$10,654	\$0	\$10,654
5	\$9,132	\$0	\$9,132
6	\$7,610	\$0	\$7,610
7	\$6,088	\$0	\$6,088
8	\$4,566	\$0	\$4,566
9	\$3,044	\$0	\$3,044
10	\$3,044	\$0	\$3,044
11	\$3,044	\$0	\$3,044
12	\$3,044	\$0	\$3,044
13	\$3,044	\$0	\$3,044
14	\$3,044	\$0	\$3,044
15	\$3,044	\$0	\$3,044
16	\$3,044	\$0	\$3,044
17	\$3,044	\$0	\$3,044
18	\$3,044	\$0	\$3,044
19	\$3,044	\$0	\$3,044
20	\$3,044	\$0	\$3,044
Total	\$115,669	\$0	\$115,669

Fiscal Impact: Children's Trust

Net Benefits

Year	Benefits	Costs	Net Benefits	Cumulative Net Benefits
1	\$44,575	\$0	\$44,575	\$44,575
2	\$43,728	\$0	\$43,728	\$88,303
3	\$42,860	\$0	\$42,860	\$131,163
4	\$42,016	\$0	\$42,016	\$173,179
5	\$41,177	\$0	\$41,177	\$214,357
6	\$40,334	\$0	\$40,334	\$254,691
7	\$39,515	\$0	\$39,515	\$294,206
8	\$38,701	\$0	\$38,701	\$332,907
9	\$37,892	\$0	\$37,892	\$370,800
10	\$38,589	\$0	\$38,589	\$409,389
11	\$39,300	\$0	\$39,300	\$448,690
12	\$40,025	\$0	\$40,025	\$488,715
13	\$40,765	\$0	\$40,765	\$529,480
14	\$41,519	\$0	\$41,519	\$571,000
15	\$42,289	\$0	\$42,289	\$613,289
16	\$43,074	\$0	\$43,074	\$656,362
17	\$43,874	\$0	\$43,874	\$700,237
18	\$44,691	\$0	\$44,691	\$744,928
19	\$45,524	\$0	\$45,524	\$790,452
20	\$46,374	\$0	\$46,374	\$836,826
Total	\$836,826	\$0	\$836,826	

**WACO Properties, Inc
569 Edgewood Ave, South
Jacksonville FL 32205**

October 20, 2023

To Florida Department of Commerce:

It is with great pleasure to share WACO Properties' support of Alachua County's proposal for infrastructure improvements at Alachua Commerce Center (ACC).

WACO Properties has developed 355,000 square feet of industrial space in ACC. Our space provides a mix of uses from laboratory to services to logistics to manufacturing. We currently host 7 tenants supporting a workforce approaching 100 employees. Additionally, we have projects in process that will increase the workforce by several hundred more.

We have no doubt that the sought-out improvements to CR235A will be a benefit to the immediate area, the greater region and are well needed and deserved.

Thank you for your consideration of this important proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'William A. McArthur, Jr.', written in a cursive style.

William A. (Sandy) McArthur, Jr.
President



Sysco SE RDC
12421 NW 173rd St.
Alachua, FL 32615-6025

sysco.com

October 6, 2023

To Florida Commerce:

It is with great pleasure to share Sysco's support of Alachua County's proposal for infrastructure improvements to the Alachua Commerce Center.

Sysco is the recognized industry leader in marketing, selling, and distributing food, food products, equipment, and supplies to a wide range of customers who prepare meals away from home. From restaurants, health care and educational facilities to lodging establishments, entertainment venues and military bases, our vision is to be our customers' most valued and trusted business partner. Sysco's dedicated employees are a key part of enabling Sysco to market and deliver great products to our thousands of customers throughout the State of Florida with exceptional service.

Our Southeast Re-Distribution Center is located at 12421 NW 173rd St, Alachua, FL 32615-6025. At this site, **we service 95 inbound and 95 outbound truck routes per day**. The infrastructure improvements in Alachua County will greatly benefit our customers who receive goods from our fleet every day.

Thank you for your consideration of this important proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Reese", with a horizontal line extending to the right.

John Reese
Vice President of Operations



City of Alachua

MAYOR GIB COERPER

Vice Mayor Dayna Miller
Commissioner Shirley Green Brown
Commissioner Jennifer Blalock
Commissioner Edward Potts

OFFICE OF THE CITY MANAGER

MIKE DAROZA

December 6, 2023

**RE: CITY OF ALACHUA SUPPORT FOR FLORIDA JOB GROWTH GRANT APPLICATION,
IMPROVEMENTS TO CR 235A**

To Whom It May Concern:

The City of Alachua fully supports Alachua County's application to the Florida Job Growth Grant Fund to repave a portion of County Road 235A and add additional traffic controls at the intersection of CR 235A and US Highway 441.

This section of CR 235A is vitally important to the economy of both the City of Alachua and the entire region of North Central Florida as several warehouses and distribution centers (including Wal-Mart, Dollar General, Sysco, and soon to be more under construction) are located adjacent to the roadway and rely on it for transportation.

These businesses provide many hundreds of jobs in the region, and the roadway is in dire need of repaving due to the extensive amount of semi-trailer truck traffic that utilizes it. CR 235A was last repaved in 2000 when it was brought up to standards for traffic from the Dollar General distribution center, and it has needed repaving for many years now.

The conditions of the roadway have been a source of citizen concern, and future developments are hampered by the road condition until it is repaired.

The City of Alachua is happy to fully support this desperately needed application for improvements to CR 235A by Alachua County.

Sincerely,

Mike DaRoza
City Manager



Eric Godet, Sr.
President & CEO
300 East University Ave. Suite 100
Gainesville, FL 32601
Tel: (352) 334-7100

August 31, 2023

To Florida Commerce:

It is with great pleasure that the Greater Gainesville Chamber supports Alachua County's proposal for infrastructure improvements to the Alachua Commerce Center.

The Gainesville Chamber has been the voice of business in the Gainesville area since 1924. Representing over 1,300 members that employ more than 80,000 people, the Chamber is leading the effort to make the Gainesville region a global hub for talent, innovation, and opportunity. The Chamber is 5-Star Accredited by the United States Chamber of Commerce, putting it in the top 1% of all Chambers nationwide, and works closely with our regional partners to grow quality jobs throughout the Greater Gainesville region.

The Chamber spearheads the collaborative culture of our region, evidenced by our two strategic economic development and community improvement plans covering the past decade—Transforming Greater Gainesville (TGG) and Collaborate 2025—that have attracted more than \$300 million in investments and created 5,000 jobs in manufacturing, technology, human life sciences, logistics, and agricultural sciences.

The Alachua Commerce Center is currently a thriving life sciences hub and supports a variety of our targeted industries—life sciences, but also agriculture and advanced logistics. Road infrastructure improvements surrounding this center will be of tremendous help as we continue to diversify our local and regional economy.

Thank you for considering this grant request and we welcome the opportunity to answer any questions about our region's economic development efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. L. Godet'.

Eric Godet, Sr.
President & CEO

